



CAPELLA HOUSE CAR PARK

DESIGN & ACCESS STATEMENT ADDENDUM

Contents

1.0	Introduction To Addendum
2.0	Teams Meeting 05.02.26
3.0	Amending The Plans
3.01	Revisions To Plans
4.0	Redesigning The Elevations
4.01	Review Of Submitted Elevations
4.02	Comparison Between Submitted Design And Initial Revision to West Side
4.03	Redesigning The Elevations
4.04	Redesigning The Elevations
4.05	Redesigned Elevations As Presented At Teams Meeting Held On 15.04.26.
4.06	Redesigned Street Elevations As Presented At Teams Meeting Held On 15.04.26.
4.07	Improvements Addressing Public Realm As Presented At Teams Meeting Held On 15.04.26.
4.08	Sketch Perspective As Presented At Teams Meeting Meeting Held On 15.04.26.

5.0	Teams Meeting 15.04.26
6.0	Subsequent Correspondence 01.07.26
6.01	Design Team response
6.02	Design Team response
7.0	Collated Response to Wider Comments
8.0	Conclusion

1.00 Introduction To Addendum

This Design and Access Statement Addendum describes in detail ,amendments carried out to the initial submitted design and subsequent sketch proposals as part of a continuing dialogue with the LPA. These were made to address concerns raised by their initial and subsequent reviews of the proposed scheme.

The addendum identifies the concerns raised by the LPA and illustrates clearly the rationale behind concessions and improvements made to the scheme while providing justification for the design approach where ideas differ. These concerns were raised In Louise Prew's written response received on 28th January 2026 to the submitted scheme. The main issues described in the written response were as follows:

1. The relationship between the proposed design and the Grade II listed former station building.
2. The quality of the elevations as seen from Worthing railway station and from the approach into Worthing along Broadwater Road.
3. The quality of the public realm along Railway Approach.
4. The location of the main access and the quality of internal flat layouts.
5. The location of affordable flats.

Further comments related to refuse and bike storage and to consultees responses to submitted reports.

The comments concluded by stating that substantial changes would be required in order to receive a positive recommendation from the LPA.

Following a thorough review of the scheme by the planning team a request was made to hold a meeting with the LPA in order to run through Louise's comments in greater detail and to propose a way forward.

A Teams meeting was held on 5th February 2026 between the design team and the LPA during which all points were fully discussed and a series of actions proposed. At the conclusion of this meeting a willingness was expressed by both parties to continue the dialogue to enable design issues to be resolved and to reach a point where the application could be fully supported by the LPA.



Visual Showing The Fully Revised Design From Railway Approach

2.0 Teams Meeting 05.02.26

2.00 Meeting Held On 05.02.26

A Teams meeting was held on 5th February 2026 between the design team and the LPA to discuss Louise Prew’s written comments as issued on 28th January 2026. The meeting was attended by Louise Prew and Gary Peck from the LPA with Marcus Lambert (Planning Consultant), Jez Rippon (Client), Chris Way (Architectural Designer) and Luke Torres (Architect) representing the design team also in attendance.

1. Impact on the Grade II Listed Building

The first item discussed was the impact of the proposed building on the Grade II Listed Building. The view of the LPA’s heritage consultant was that the proposed scheme would result in less than substantial harm to the heritage asset but that this was approaching the level of substantial harm. This was a view that contradicted the position of the design team’s heritage consultant who based their position on Historic England’s guidance and who placed the potential harm as less than substantial on the lower end of the spectrum.

While it was acknowledged that removing the link between the proposed design and the heritage building would improve the situation, the LPA’s position was that they would not be able to support the application unless there was a reduction in scale.

As this was being discussed Gary Peck suggested that reviewing the choice of materials could help further address the balance between the proposed design and the Heritage building and felt that the problems relating to scale were exacerbated due to the materials not reflecting the red brick of the Listed Building and wider buildings along Railway Approach.

2. The North and East Elevations

The north and east elevations were discussed at length in terms of aesthetic quality. Louise considered both of these elevations as submitted to be overly simplistic. The design team defended the rationale behind the design in requiring a robust architectural language to respond to the existing context to the north and east. Louise expressed the opinion that both elevations required revisiting with a view to introducing significant improvements.

3. Quality of Public Realm

The LPA considered that the design lacked quality facing the public realm along Railway Approach and drew parallels with the public realm serving Teville Gate House. The public realm here is characterized by a wide expanse of hard surfacing incorporating a rhythmic pattern of tree

planting, public seating and planters interspersed with areas of low level planting. Louise was of the opinion that the design was compromised by the inclusion of on site car parking. The design team explained that the retention of car parking was an essential aspect to any development of the site. The design team also put forward the observation that pedestrians heading to destinations to the east and south beyond Railway Approach crossed the road in advance of reaching the site to avoid the existing goods access into Morrison’s service yard.

4. The Main Access into the Building

Louise questioned the location of the main entrance into the building which she felt, in combination with the car parking approach, restricted the potential for providing an active frontage in the design along Railway Approach. Louise suggested that the design team review this area to test whether alternative approaches could provide a more successful outcome.

5. The Design of Flats

The LPA were concerned by the inclusion of long narrow corridors and deep single aspect flat designs particularly in terms of the provision of adequate levels of natural daylight and sunlight. The design team discussed the rationale of locating stair, lifts and corridors to the rear and eastern flank of the design to provide an acoustic buffer to mitigate noise from the railway and from Broadwater Road which was accepted although the LPA still felt that this aspect of the design could be improved.

6. The Refuse Strategy .

The refuse collection strategy was discussed with Louise who queried travel distances for residents. The design team explained that refuse would be collected from apartments by a management company who would transfer refuse to collection containers.

7. Other

Other points raised included whether or not an overheating assessment should be provided, the combination of PV panels with green roofs, air quality and noise assessments, the provision of a Flood Risk assessment, and a request by WSCC for additional information.

Action Taken Following Meeting

The design team carried out a thorough review of all aspects of the submitted design and considered the effects of suggested concessions and amendments based on all points raised by the LPA during the Teams meeting. Various actions were decided upon to address the concerns of LPA which included:

1. Removing the link connecting the proposed design to the eastern wing of the Grade II listed station building.
2. Reducing the impact of the western part of the design to effectively step down further toward the Grade II listed station building.
3. Reviewing the proposed materials shown on the submitted design with the main materials amended to closer match that of the existing Grade II Listed Station House.
4. Investigating alternatives relating to the architectural language of the northern and eastern elevations with a view to improving their quality.
5. Considering alternatives and improvements to the public realm adjacent to the proposed building along railway approach.
6. Investigating improvements to apartment layout to provide greater levels of daylight and sunlight.
7. To review and update consultant documents in line with LPA requests.

The following pages illustrate the relationship between relevant areas of the original submitted design and amendments carried out to the scheme following the Teams meeting with the LPA.

3.0 Amending The Plans

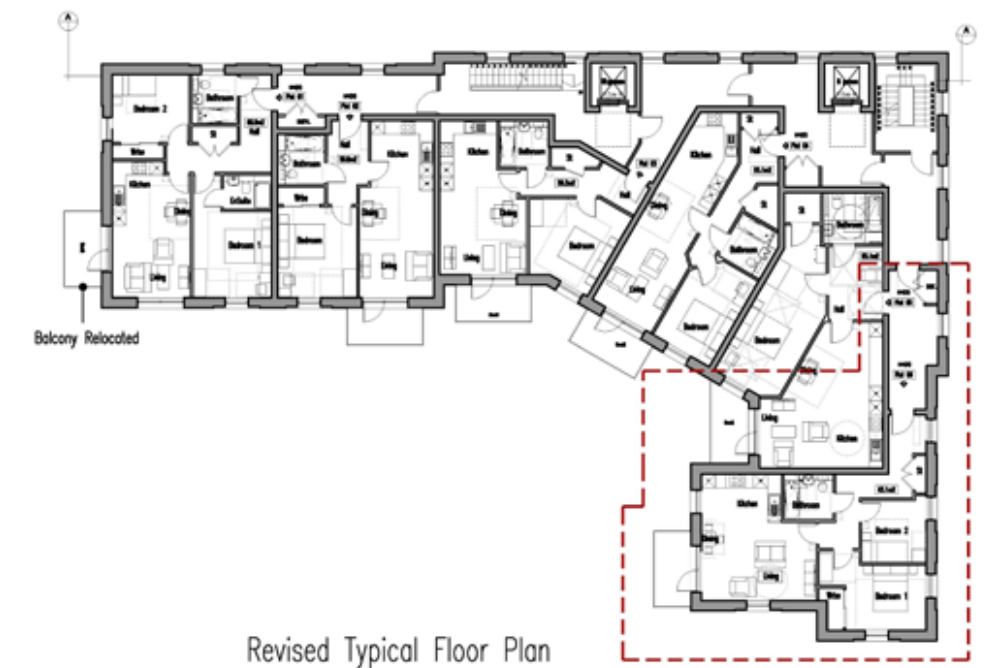
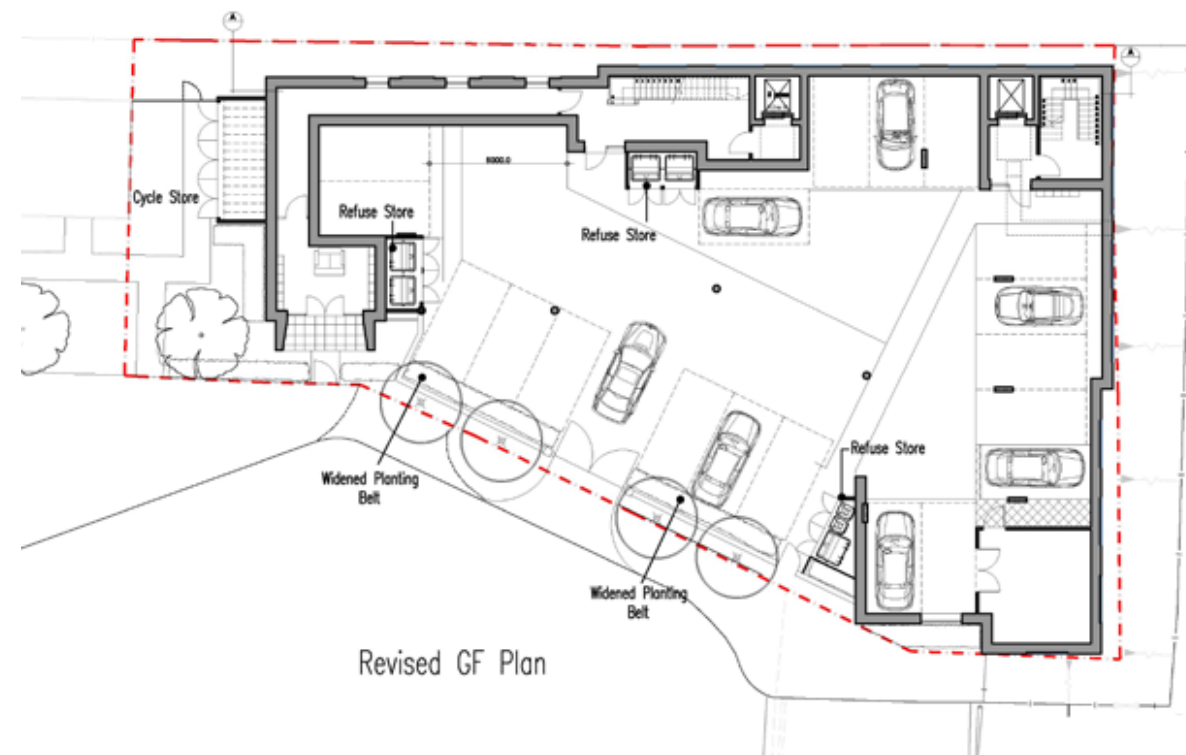
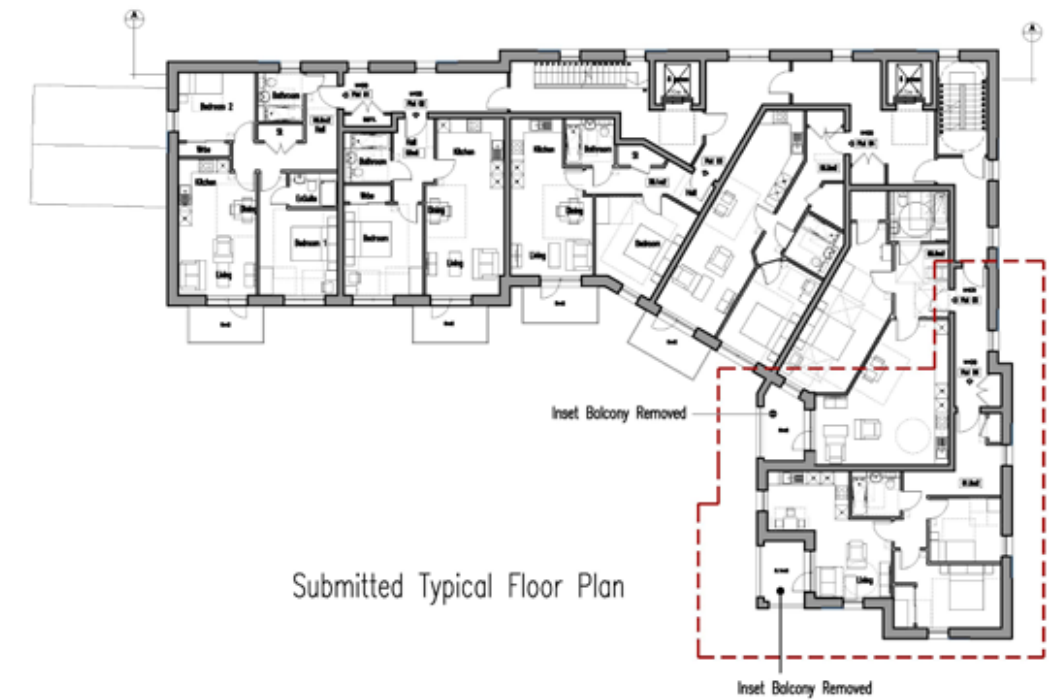
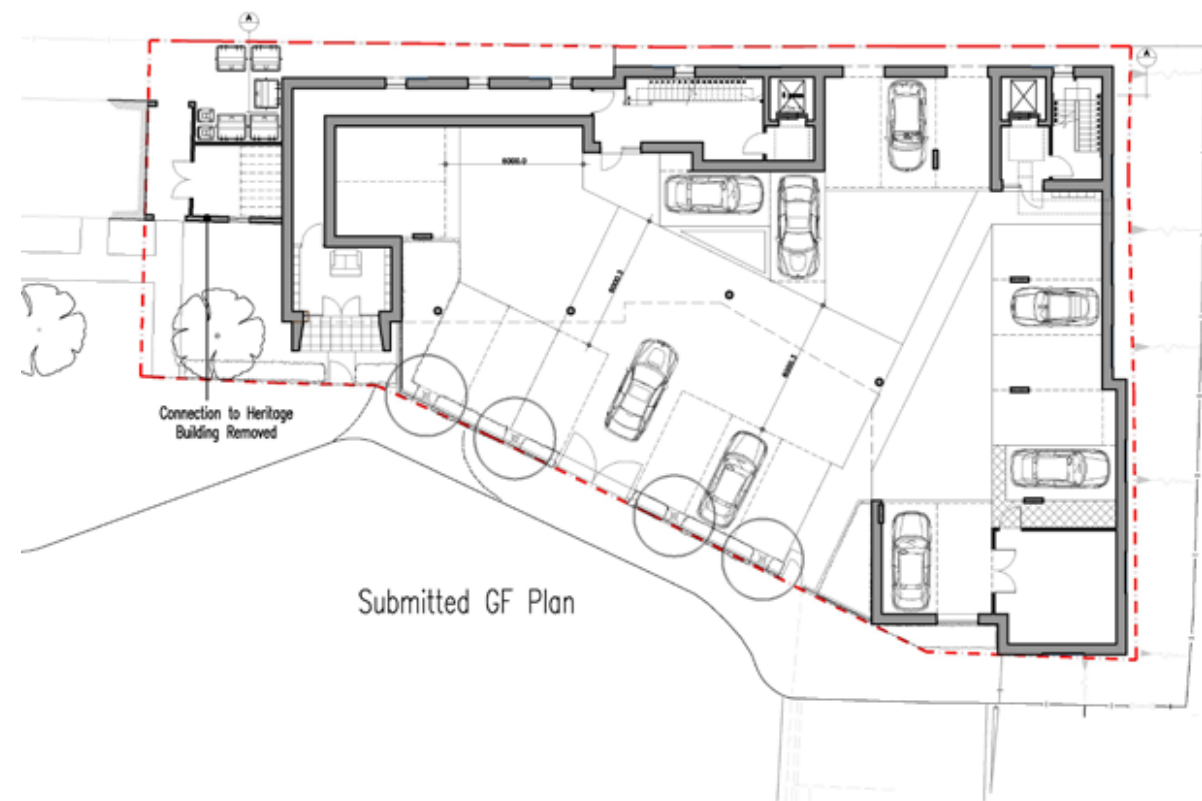
3.00 Revisions To Plans

The LPA expressed concerns regarding the provision of natural daylight to the flats located in the south-east corner of the building.

The submitted design incorporated inset balconies in these locations. To improve the penetration of natural daylight into the affected flats, the inset balconies were replaced with projecting balconies.

The upper western floors were also redesigned to create a staggered two-storey penthouse element, reducing the overall number of flats from 29 to 28.

This enabled the western element to step down and, in combination with the removal of the attached link, reduced the level of harm to the Listed Building.



4.0 Redesigning The Elevations

4.00 Review Of Submitted Elevations



Submitted Street Elevation Along Railway Approach



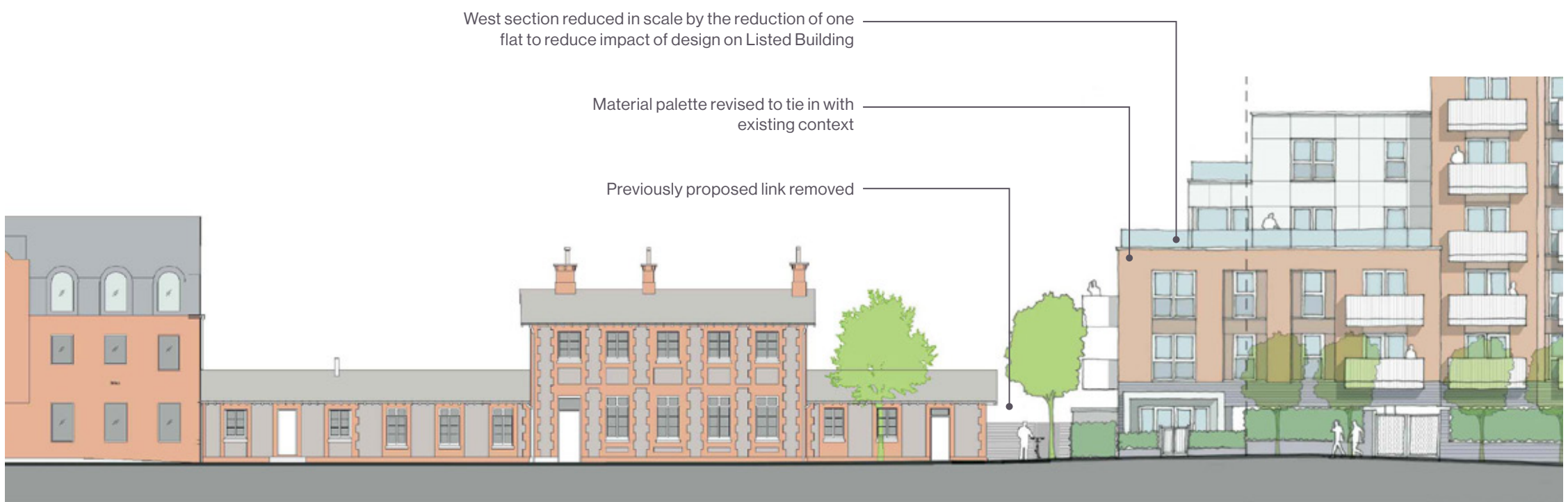
Submitted Street Elevation From Worthing Railway Platform

The original elevations were designed with a palette of materials intended to contrast with the predominance of red brick within the surrounding area. The detailing included rusticated brickwork, horizontal banding, a rusticated grey/blue brick plinth, and localised inset balconies. The LPA considered the proposed north and east elevations to be overly simplistic and requested a greater level of articulation.

4.01 Comparison Between Submitted Design And Initial Revision To The West Side



An excerpt from the submitted street elevation illustrating the relationship between the proposed development and the Grade II Listed Building. The proposed building was connected to the Listed Building by a single-storey ground floor link. The LPA's heritage consultant considered that the link increased the level of harm to the heritage asset. Both the LPA and the Worthing Society also considered that the building should be reduced in scale and massing by stepping down towards the Listed Building.



A sketch illustrating the revised relationship, with the scale and massing of the western element reduced to create a more sensitive transition towards the Grade II Listed Building, Station House, with the aim of minimising the impact on its setting.

4.02 Redesigning The Elevations

The originally submitted design for the block was designed with a material palette and architectural language intended to provide contrast and relief from the prevalence of red brick that characterises the existing street scene along Railway Approach.

The design team considered that the site presented an opportunity for a contemporary, contrasting design approach that could break the dominance of red brick which is exacerbated by the recent HMRC building, while also acting as a wayfinding marker directing pedestrians and cyclists towards Worthing town centre.

The LPA took a different view and considered that the impact of the new building on the heritage setting could be reduced through a material palette that established a stronger relationship with the Grade II Listed Building.

In response, the design team reviewed their approach and drew upon contextual cues from the surrounding area to inform a significantly revised set of elevations.



Existing Heritage Building Detail
Showing Fenestration Hierarchy and
Material Palette.



Teville Gate House Detail Showing
Fenestration Hierarchy and Material
Palette.

4.03 Redesigning The Elevations

Following discussions with the LPA, the decision was taken to redesign the building with a material palette capable of fully assimilating the proposed development into its immediate and wider context. The design team identified common elements within the surrounding built environment to inform the rationale behind the revisions.

These contextual references would form the basis of an overarching architectural language, helping to unify the new building with the architecture of the Listed Building, Teville Gate House and the wider context.

Taking inspiration from the Grade II Listed Station, the design team sought to create a contemporary interpretation of the materiality and fenestration patterns that characterise the building. The verticality of the fenestration arrangements at Teville Gate House was also considered an important contextual reference.

A decision was therefore made to introduce vertical arrangements of fenestration within recessed panels set back from the surrounding brickwork. The main brick would be in red to match the surrounding context with the inset panels formed using a brown/grey brick to reflect the flint patterns of the Listed Building.

The recessed panels would also reinforce a clear fenestration hierarchy, with three-unit arrangements below two-unit arrangements, reflecting the window proportions and patterns of the Listed Building.

These fenestration arrangements would be used as the unifying theme common to all elevations, projecting strength to the north and east elevations , unifying the architecture with the Listed Building and Teville Gate House and providing the design with a strong identity.

The penthouse levels were redesigned to be in a blue/grey standing seam cladding as a reference to the slate roof of the Listed Station House building.

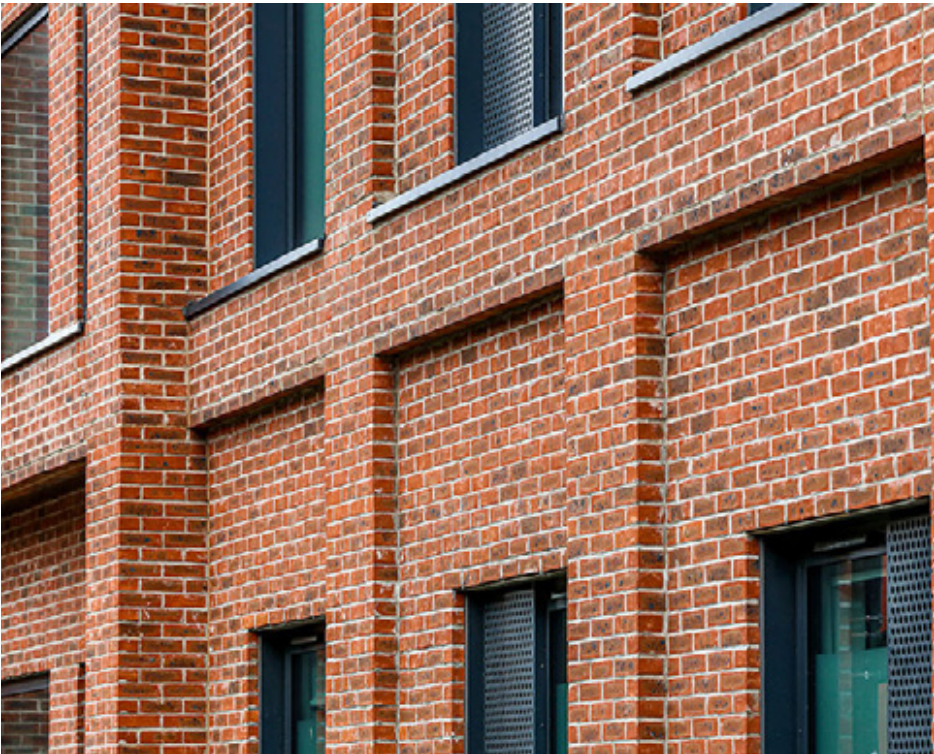


Image showing fenestration within recessed brick panels similar to the revised design. The redesigned building has a main brick in red with inset panels in a contrasting brown/grey brick as a contemporary take on the Listed Building’s recessed flint panels.



The penthouse levels have been redesigned to be in grey standing seam cladding to reference the grey slate of the Listed Building.

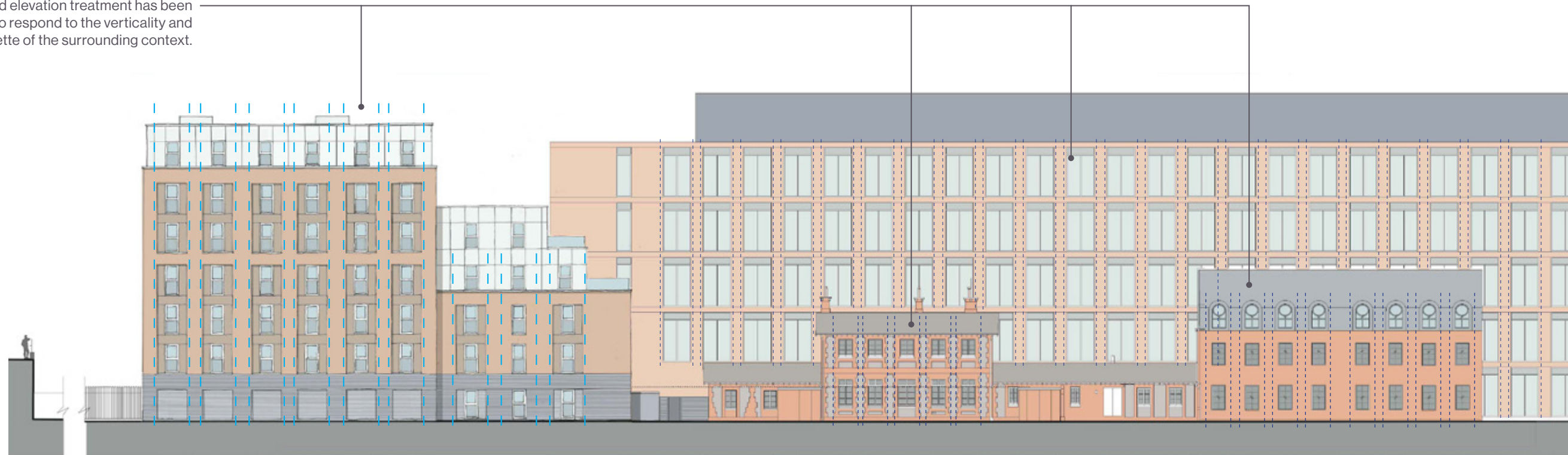
4.04 Redesigned Elevations As Presented At Teams Meeting Held On 15.04.26



Sketch proposals showing revised elevation approach

4.05 Redesigned Street Elevations As Presented At Teams Meeting Held On 15.04.26

The proposed elevation treatment has been designed to respond to the verticality and material palette of the surrounding context.



Sketch street scene showing revised view along Worthing Railway Station looking South

The proposed elevation treatment has been designed to respond to the verticality and material palette of the surrounding context.



Sketch street scene showing revised view along Railway Approach looking North

4.06 Improvements Addressing Public Realm As Presented At Teams Meeting Held On 15.04.26



Sketch street view of proposed landscaping amendments

The LPA were concerned with the lack of an activated frontage along the southern edge. They were of the opinion that the retention of car parking retained for the use of offices was compromising the design in regard to quality of the public realm.

The design team explained that retention of car parking was a leasehold requirement and produced the above illustration to demonstrate how an attractive design fronting the public realm could still be achieved through considered landscape design.

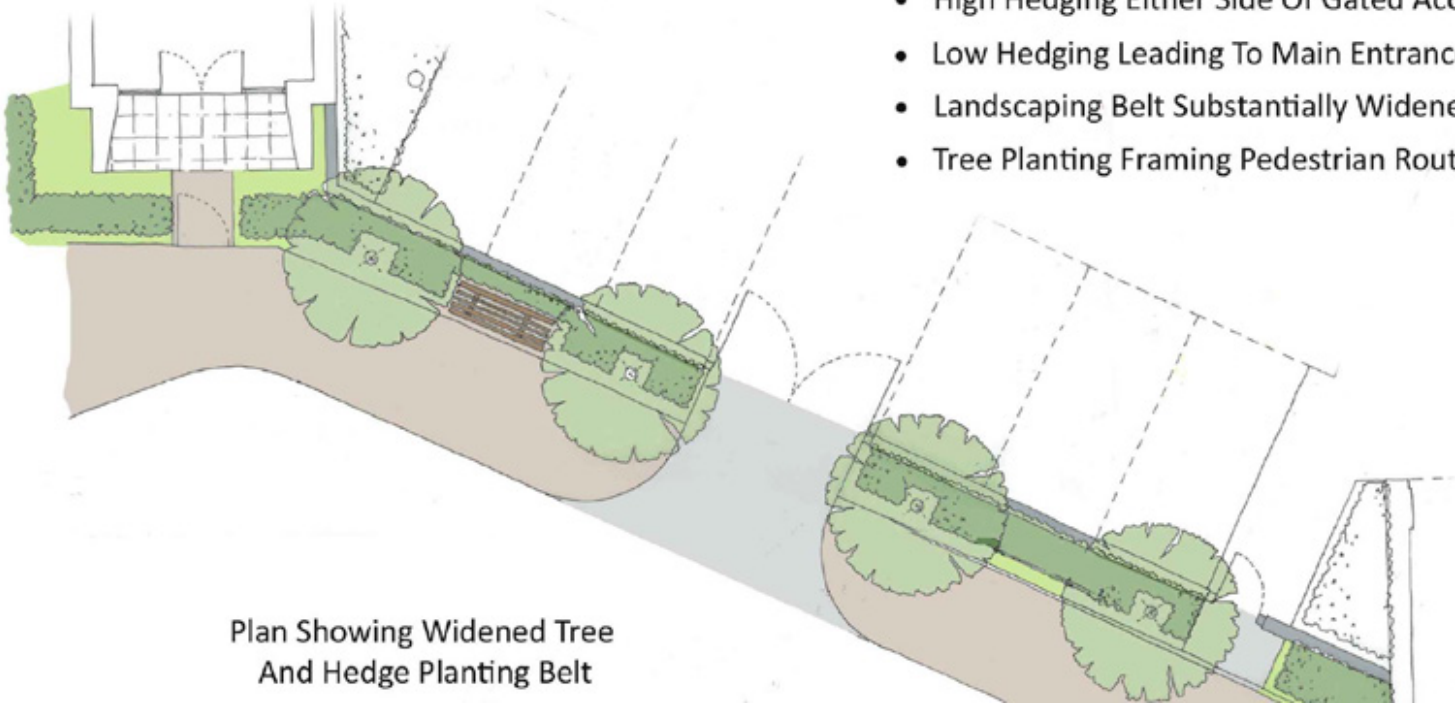
The revised approach involved repositioning the proposed boundary wall to the edge of the parking bays and bringing forward planting beds to soften the streetscape, enhance the landscape setting, and provide a more attractive frontage to the public realm.



The natural migration of pedestrians is to cross at points before reaching the site.



Recent council improvements to the public realm approaching the site include trees planted below 1x5mx 1.5m protective grilles.



- High Hedging Either Side Of Gated Access
- Low Hedging Leading To Main Entrance
- Landscaping Belt Substantially Widened
- Tree Planting Framing Pedestrian Route

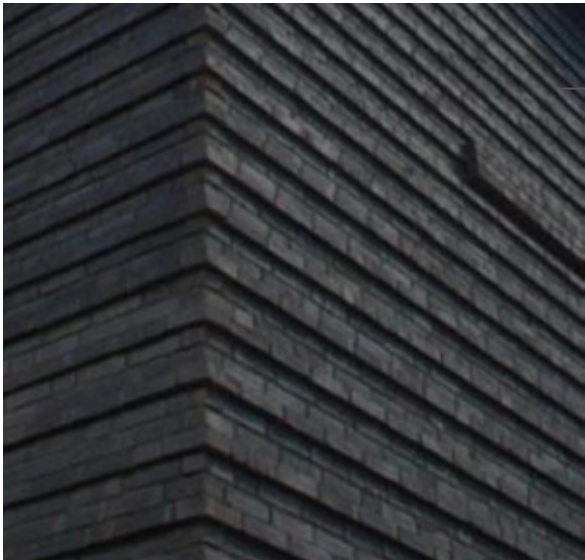
Plan Showing Widened Tree And Hedge Planting Belt

4.07 Sketch Perspective As Presented At Teams Meeting Held On 15.04.26

The LPA expressed concerns regarding the quality of the submitted elevations, particularly the north and east elevations. The below perspective sketch was presented at the Teams meeting held on 15.04.26 and illustrates the design principles and rationale outlined within this document.



Fenestration hierarchy reflects language of heritage building



Ribbed brickwork base in a dark blue / grey brick



Sketch Perspective From Broadwater Bridge



Fenestration set within recessed brickwork panels



Existing view from the Broadwater bridge footway

5.0 Teams Meeting 15.04.26

5.00 Meeting Held On 15.04.26

A Teams meeting was held on 15th April 2026 between the design team and the LPA to discuss the revised design proposals. The meeting was attended by Louise Prew, Gary Peck and Giles Holbrook from the LPA with Marcus Lambert (Planning Consultant), Jez Rippon (Client), Chris Way (Architectural Designer) and Luke Torres (Architect) representing the design team.

1. Impact on the Grade II Listed Building

Louise Prew agreed that the removal of the proposed link shown attached to the Listed Building was a substantial improvement and would be seen as such by the heritage consultant. Louise advised that the application for Listed Building consent could be withdrawn.

Louise also noted the stepping down effect of the western portion of the proposed design which reduced the impact on the Listed Building as a positive improvement. Louise did however, express the view that the recessed added storey should be amended from a 2 storey element to a single storey element to match that of the main building

2. Improvements to the Quality of the Elevations

The amended proposals included an alternative palette of materials designed to unite the new design with the Grade II listed station and Teville Gate House as suggested at the previous meeting. The introduction of recessed fenestration as a recurring theme with brick colours selected to reference the detailing of the Listed Building was viewed as a successful improvement. Louise had reservations about the level of articulation to the north and east elevations and suggested that the top storey should be more recessed to improve articulation. Giles Holbrook thought that the materials shown at the base of the building (a grey rusticated brick) accentuated the scale of the design and suggested revisiting this area.

3. Quality of Public Realm

The Team presented a revised design showing amendments aimed at improving the quality of the public realm which included substantial levels of tree and hedge planting along the southern boundary. Louise took the view that this area of the design still required methods to promote further activation suggesting that a vehicular access adjacent to the Listed Building should be considered. Louise also agreed with Giles that the dark grey colour of the base brick accentuated the problem.

4. The Main Access into the Building

Following further discussions regarding the activation of access points the design team suggested a compromise of relocating the vehicular access to be adjacent to the main access of the building to the west and redesigning the landscaping accordingly .

5. The Design of Flats in Regard to Quality of Daylight

The design team introduced a revised set of plans showing the removal of inset balconies. These were seen as an improvement subject to the findings of an updated daylighting assessment.

6. Other

Giles asked about the strategy for M & E on the roof.

Louise asked about a review to consider potential overheating. The design team agreed to supply details of how openable windows and cooling modules had been successfully applied in similar circumstances.

The design team stated that they had been in touch with a potential affordable housing provider.

Louise suggested that it would be beneficial to be provided with a quality set of visuals to improve clarity.

Action Taken Following Meeting

All comments from this meeting were thoroughly reviewed with an action plan set out intending to reach a point where an amended application could be fully supported by the LPA. Following this review the following actions were taken

1. Relocating the vehicular access to be adjacent to the main pedestrian access into the building and amending the car parking design and landscape details accordingly
2. Reducing the impact of the western part of the design on the Grade II listed station building further as advised by Louise by removing a further level resulting in a revised total of 27 No. flats.
3. Reviewing the proposed materials shown at the base of the building as advised by Giles.
4. Revisiting the northern and eastern elevations to consider potential improvements regarding articulation.
5. Providing a set of CGI images as suggested.
6. Updating consultant documents.

Following the above review all drawings relating to the design of the building were amended accordingly and a set of three visuals were sent to the planning authority on 4th June 2026.



Visual 1 : View from Teville Gate House looking east along railway approach (sent to Louise Prew for comment on 4th June 2026).



Visual 2 : View From the corner of Teville Gate House looking northeast across Railway Approach (Sent to Louise Prew for comment on 4th June 2026).



Visual 3 : View from Broadwater Road Bridge looking southwest (Sent to Louise Prew for comment on 4th June 2026).

6.0 Subsequent Correspondence

6.00 Subsequent Correspondence

Having sent the set of visuals to the LPA to continue the dialogue and highlight the quality of the revised proposals, comments were received back on 1st July 2026 which acknowledged the improvements to the design. The feedback received was as follows:

- The alterations to the western side resulting in a single storey top floor in standing seam described as “a much better solution with a height that does not have the same overbearing impact on the station building.”
- The single storey top floor in standing seam was suggested to be well proportioned and now more subordinate which relates better to the rest of the building.
- The relocation of the vehicle entrance was welcomed, and it was anticipated that by moving the vehicle entrance the design would be able to provide a more active frontage along the edge of the street.
- The change in material colour to a less prominent colour at the base of the building was supported.
- Noting that minor set backs and articulation to the top storey at the rear of the building have been incorporated.

The comments also included a few areas where the LPA felt further improvements could be made including:

- They would like to see deeper landscaping along the main and secondary entrances to activate help the frontage.
- It was noted that the size of the tree pits may not be sufficient to allow the size of trees shown on the plans to establish and this would need to be clarified.
- There were concerns about the rear of the building given its prominence in views from Broadwater Road. The proposed set backs were noted, although the LPA wished to see further articulation of these elevations.

These areas of improvement are explored in more detail in the following pages.



6.01 Design Team Response

'They would like to see deeper landscaping along the main and secondary entrances to activate help the frontage.'

and

'It was noted that the size of the tree pits may not be sufficient to allow the size of trees shown on the plans to establish and this would need to be clarified.'

The depth of the planting beds is constrained by the manoeuvrability requirements of the adjacent car parking spaces and their associated minimum turning widths; therefore, it is not possible to increase the depth of these areas further.

Following the latest round of comments, the tree grilles have been increased in size to 1.5m x 1.5m to align with the new tree planting introduced along Railway Approach.

Whilst the 1.5m x 1.5m zone provides sufficient space for tree installation, the root system will benefit from access to the full width of the planting bed.

This will be developed further as part of the detailed condition stage. Should additional root volume be required, there is potential to increase the available growing medium through the use of structural soil beneath the parking bays.

Beyond this an alternate tree species can be sought such as an Acre Campestre "Streetwise" which is a specific variety for use in constrained urban spaces with restricted root volumes.

To provide further active frontage, the revised design has also sought to increase the width and prominence of the secondary pedestrian entrance. The introduction of a double-leaf gate helps to improve permeability and break up the length of the boundary wall adjacent to the car park.



6.02 Design Team Response

'There were concerns about the rear of the building given its prominence in views from Broadwater Road.'

The proposed set backs were noted, although the LPA wished to see further articulation of these elevations.'

The design team consider the eastern and northern elevations in the scheme to be appropriate and well considered responses to the to surrounding context of the site. We provide the following justification of the proposed design in response to this comment.

Surrounding Context & Layout

Adjacent to the site are the railway to the north and a service yard to the east, both of which create an unsightly and noisy context to which the proposed design responds.

As part of this response the proposed layout has positioned the circulation routes, stairs, lifts and ancillary accommodation towards these boundaries to act as a buffer to the apartments themselves.

As a result, the fenestration to the north and east elevations predominantly serves the circulation areas. Owing to the proximity of these elevations to the site boundaries, the size and extent of openings are restricted by the Building Regulations in relation to unprotected areas.

In addition, the site's relationship with the railway to the north and Broadwater Road to the east limits the opportunity to introduce greater variation to the elevations through the use of balconies or larger areas of glazing. These constraints have therefore informed the architectural approach of the proposed scheme.

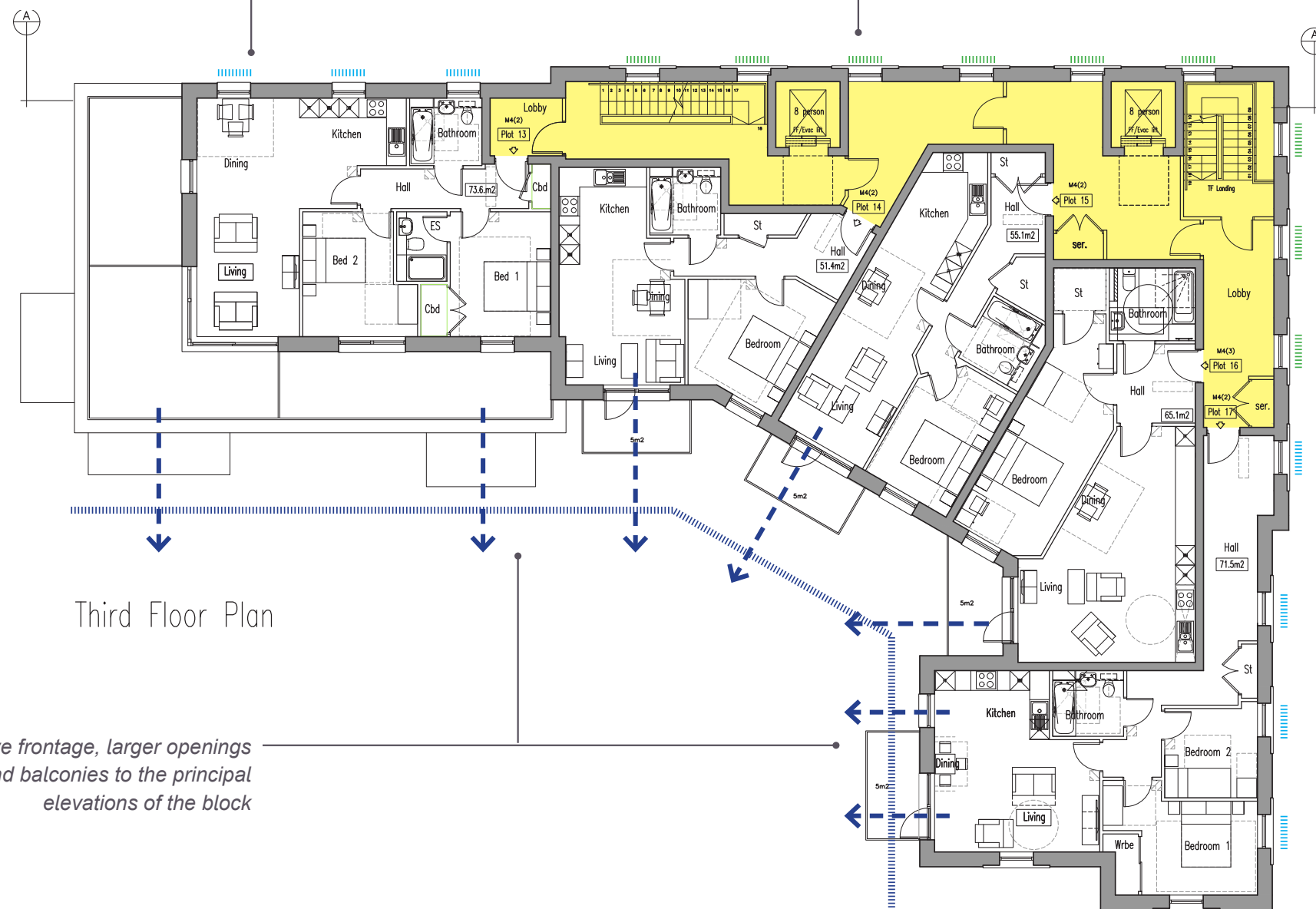
Architectural Detailing & Contextual Response

As discussed in Section 3.04 we consider that the building successfully responds to the harsher environment presented by the northern and eastern boundaries, through a robust elevation approach which references the verticality, regular pattern and variance in colour to the existing context.

The design team considers that the introduction of additional architectural detailing to these elevations without a clear functional or contextual purpose would weaken the overall architectural language of the building.

Secondary windows and windows to ancillary accommodation

Secondary windows serving the circulation route



Third Floor Plan

Active frontage, larger openings and balconies to the principal elevations of the block

7.0 Collated Response to Wider Comments

7.00 Collated Response to the Wider LPA Comments

As part of the dialogue between the Design Team and the Local Planning Authority, various comments were provided on the submitted scheme relating to design strategies and supporting consultant information. These comments have been responded to previously, with this section of the document collating the Design Team responses.

Daylight / Sunlight

‘The LPA is concerned about the long narrow corridors and deep single aspect units. They are concerned that daylight/sunlight levels are low.’

Black Acre have

Affordable Provision

‘The LPA are critical of affordable housing location suggesting that they are located in the lowest quality areas of the design and she considers the worse affected daylight flats are earmarked for affordable..’

The location of the affordable units has been determined by design criteria rather than perceived quality. The design team considers that four of the six units benefit from favourable positions within the building, with two of the six units providing dual-aspect accommodation.

The flat layouts have also been improved through reduced room depths and the removal of inset balconies, further enhancing daylight provision to the apartments.

The client has engaged with Worthing Homes a local affordable housing provider, via an initial meeting where they expressed initial interest in the scheme. The dialogue is still open with the intention of further engagement as the project progresses.

Refuse strategy

‘Bin and bike stores appear to have been designed as an afterthought as residents are required to leave the site and enter again to dispose of their refuse and recycling.’

Refuse is to be collected by a management company and transported to containers located at the north west corner of the building, to the rear through the new ground floor extension. Containers will be collected by the council at collection times.

This is a common strategy adopted in multi storey apartment blocks and can be seen commonly within schemes in the locality.

Sustainability

‘Overheating assessment not carried out. LPA consider that PV panels and green roofs can work effectively contrary to consultant’s document.’

An overheating assessment is not a validation requirement and will be dealt with in the detailed design stage. Provision has been made in the layout to allow for PV panels is this is the adopted strategy.

Similarly, allowance has been made in the scheme for a future connection to the Heat Network in the form of sufficient plant space and service risers. However, the energy consultant Southern Energy has advised

‘This will be subject to the network being installed within the vicinity of the development – Worthing Council’s current guidance states that ‘It is unlikely that domestic buildings will want to join the heat network yet.’

Air Quality, Noise & Vibration

The Council’s EHO has identified issues with the air quality assessment and requested noise and vibration assessments for all units.

A full Noise Risk Assessment and separate Air Quality Technical Note have now been prepared by Cas Allen and is submitted in support of this application.

Flood Risk

The LLFA has objected because of the absence of an acceptable Flood Risk assessment. The Also note that engagement with Southern Water has not taken place.

A Drainage Technical Note has been prepared in response to the LLFA by GTA Civils to address this and is submitted in support of this application. They have since received confirmation from Southern Water that there is sufficient capacity in the Foul Sewer network locally.

Highways and Transport

‘West Sussex County Council, as Local Highway Authority, requested additional transport information relating to the Travel Plan, Parking and Access’

A full report has been prepared by GTA Civils to address this and is submitted in support of this application.

8.0 Conclusion

8.00 Conclusion

This addendum should be read in conjunction with the full Design and Access statement submitted as part of the original application.

This addendum details the collaborative approach taken between the design team and the LPA to address fundamental concerns regarding the design as expressed by the Principal Planning Officer Louise Prew following a review of the submitted planning application. Louise identified a range of issues relating to the design and advised that substantial amendments would be required in order to secure a positive recommendation for approval. Rather than withdrawing the application the planning consultant (Marcus Lambert) requested a meeting to clarify these concerns and to agree a potential way forward. The LPA agreed to this request and during the meeting expressed a willingness to maintain a dialogue with the design team during a process to amend areas of the design by negotiation. The main elements of their feedback concerned:

- The impact of the design in regard to the Grade II Listed Building.
- The quality of the public realm particularly in regard to activating the street scene.
- The quality of the elevations in regard to both language and selection of materials.
- Concerns relating to the depth of some units particularly in regard to natural daylight provision.

The design team reviewed these comments and prepared a series of sketches and visuals to illustrate proposed improvements and amendments, which were presented to the LPA as part of the ongoing dialogue. Concessions were made where possible, including the removal of the link between the Grade II Listed Building and the proposed development. However, some requests, such as the removal of undercroft parking, could not be accommodated.

The overarching design rationale for the appearance of the building was revised following discussions with the LPA. While the design team had initially sought to contrast with the dominance of surrounding red brick through a lighter material palette, the revised proposal now responds more closely to the material character of the Grade II Listed Building and Teville Gate House. This was achieved by drawing on cues from both buildings to create a contemporary interpretation of the Listed Building's fenestration hierarchy, incorporating recessed brown/grey brick panels within a main red/orange brick façade to reflect the inset corbel detailing and principal brickwork of the Listed Building.

This fenestration pattern became the defining feature for all four of the revised elevations providing clarity to the architectural language and unifying the design within its immediate context.

A series of visuals illustrating the amended design and revised appearance were submitted to the LPA for comment, with the feedback received being overall positive. A small number of further amendments were suggested, leading to the preparation of a final set of revised drawings and supporting documents.

The willingness of the LPA to engage in an open dialogue has proved to be an invaluable part of the design process and although the design team have found it necessary to make concessions to some key areas this collaborative approach has undeniably resulted in an improved final design.



8.01 Summary of Changes

A summary of changes from the submitted application and the resulting schedule of accommodation is as follows:

Separation from the Listed Building

The proposed link between the new building and the Grade II Listed Building was removed, creating a clearer physical and visual separation between the two buildings.

Reduction in scale adjacent to the Listed Building

The western element of the building was redesigned to reduce its scale and massing adjacent to the Listed Building. A storey was removed, with the upper level replaced by a single recessed penthouse apartment, allowing the building to step down more sensitively towards the heritage asset.

Relocation of the vehicular entrance

The vehicular entrance was relocated adjacent to the main pedestrian entrance to improve the legibility of the principal entrance and provide a greater sense of an active frontage.

Revised material palette

The facing brickwork was amended from the original lighter palette to a red/orange brick more reflective of the surrounding context. The dark grey plinth was also revised to a brown/grey brick treatment, drawing reference from the material character and detailing of the Listed Building.

Revised fenestration strategy and elevation articulation

The fenestration arrangements were significantly revised, introducing recessed window panels and a stronger vertical emphasis. These changes established a clearer architectural language across all elevations and created a contemporary interpretation of the fenestration hierarchy found within the Listed Building.

Amendment of balconies

The inset balconies were replaced with projecting balconies in response to concerns regarding natural daylight provision to the affected flats. The revised approach improved daylight penetration while retaining external amenity space.

Enhanced landscape treatment

The landscape strategy was strengthened along the southern frontage, introducing additional planting and repositioning boundary treatments to soften the relationship between the building, parking areas and the public realm.

Revised penthouse arrangement

The upper penthouse storey was redesigned and set back from the rear elevation, ensuring it was no longer flush with the main building line. This reduced the perceived scale of the building and created a more appropriate transition within the wider streetscape.

Proposed amount

As a result of the revisions made to the scheme the proposed number of units has been reduced to 27no. apartments overall where 1no. 1B2P and 1no. 2B3P apartment has been removed. The affordable provision remains at 6no. units, achieving a provision of 22%. The revised schedule of accommodation is as follows:

Enhanced north and east elevations

The north and east elevations underwent significant redesign to address concerns regarding their simplicity and improve their level of articulation. The introduction of recessed panels, revised fenestration proportions and material changes created greater depth, rhythm and visual interest.

Revised undercroft parking provision

As a result of the adjustments to the ground floor layout, introducing a increased planting buffer the number of parking spaces provided within the undercroft has reduced to 19no. a reduction of one space from the submitted scheme.

Cycle storage

Cycle storage is to be provided within a dedicated, secure storage enclosure to be approved by the LPA.

Unit Size	Originally Submitted Scheme	Revised Scheme
1B2P	18	17
2B3P	9	8
2B4P	2	2
Total	29	27



Architectural Design and Technology