Application Number: **AWDM/2139/20** **Recommendation - Approve**

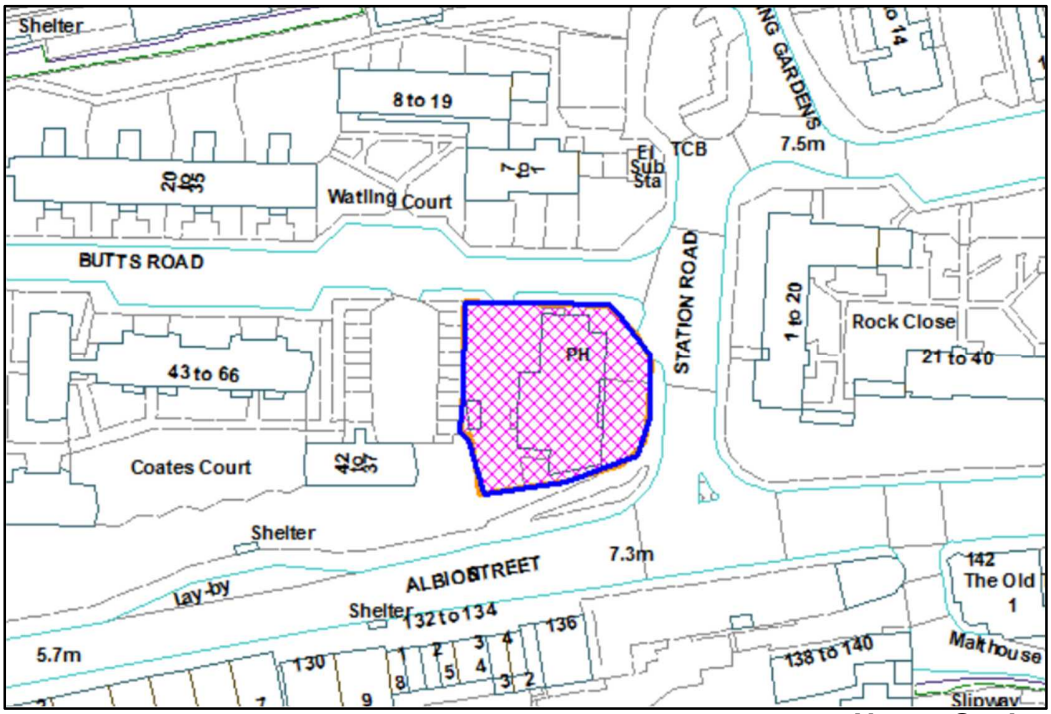
Site: **The Pilot, Station Road, Southwick, BN42 4AE**

Proposal: **Demolition of existing building and construction of a new six storey building containing 34 one & two bedroom flats; 70sqm ground floor commercial space (Class E); 21no. parking spaces (18no. within a new basement); access ramp; cycle and bin stores and associated landscaping.**

Applicant: Mr P Hudson - Pilot Developments Southern Ltd Ward: Eastbrook

Agent: Mr Rob Meynell - JDRM Architectural Design LLP

Case Officer: Mr Stephen Cantwell



Not to Scale

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Site and Surroundings

The application site is located within the Shoreham Harbour Regeneration Area which is a wider site allocation within the Adur Local Plan 2017 (Adur Local Plan Policy 8) which is identified as a broad location for change and regeneration. It is identified as being within the Fishersgate & Southwick character area of the Regeneration Area.

The application site comprises a former public house 'The Pilot' (which closed in 2010) with associated car park. It is approx 0.11ha in area and a broadly square in shape site. It is located on the western side of the traffic light-controlled junction of Station Road with Albion Street (A259) and has three frontages onto Albion Street, Station Road and Butts Road. The building is two-storeys with a pitched roof and single storey extensions at its northern and southern ends, wrapping around the rear. The ground floor of the building is currently occupied by a charity shop with first floor residential above.

The site has 2 vehicular access points, one from Butts Road in the north-west corner of the site which serves its rear car park and one from Station Road to the north-east corner, adjoining the road junction with Butts Road.

The existing building dates from 1963 as part of a comprehensive redevelopment during the late 1950's/early 1960's. There are 4-storey pitch-roofed red-brick blocks of flats to the east and north (Rock Close and Watling Court) and smaller 3-storey buff-brick blocks to the west (Coates Close). To the western end of Butts Road, are taller residential buildings one of these being 7 storeys in height. The existing building is prominent at the riad junction but is of no particular architectural merit. Southwick Station is a short distance (approx 70m) to the north of the site, beyond which is the Southwick local shopping centre, Southwick Square (approx 250m away).

The southern site boundary is set back from the A259 by a grassed verge and two separate pavement routes. This area is identified as a green corridor in the Shoreham Harbour Joint Area Action Plan. On the opposite (south side) of Albion Street are commercial riverside premises of one and two-storeys which back on to the Lady Bee Wharf and the harbour which includes an employment allocation for 4000m2 of new employment floor space (Policy CA5 - Allocation Southwick Waterfront).



Figure 1 - Aerial View

In respect of heritage assets, the Southwick (Riverside) Conservation Area is located approx 70m to the south west beyond Albion Street which contains three non-designated heritage assets identified as the Old Town Hall. This shares a direct visual relationship with the site, Schooner Public House and Malthouse Cottage, and a Grade II Listed Building identified as the Royal Sussex Yacht Club Boat Store. The main Southwick Conservation area is located 150m to the north-west beyond the railway.

The site is of low ecological value with very little vegetation. In terms of landscape designations, the South Downs National Park is located approx. 1.57km away to the north beyond the A27. The site is within Flood Zone 1 (lowest risk of flooding) according to Environment Agency Flood Mapping.

The site is within an Health and Safety Executive (HSE) Outer Consultation Zones which control types of development close to riverside sites where hazardous substances are handled.

Proposal

The scheme proposes a predominantly residential block consisting of 34 no. apartments (5 x studio, 9 x 1 bed and 20 x 2 bed) and a ground floor commercial unit (70m2) to be used as a cafe (class E). Affordable housing provision would comprise 30% of the total, of which 75% would be social rented and the remaining would be 25%. Market and affordable homes would share a common access. All would comply with part M4(2) (accessible and adaptable homes).

As illustrated further below, the block would be 6 storeys in height. The top floor would be set back and the side blocks being tiered down to 4 storeys. The elevations show external balconies, curved glazing and external materials which include white and grey brickwork for most floors and metal-seam cladding to top floors. New soft landscaping would be provided around the building. Bin and secure cycle storage. The frontage to the Albion Street and Station Road would be landscaped with a small outdoor seating area for the proposed cafe. The landscaping would incorporate drainage features (swales).

Off-road parking provision for 21 car parking spaces would comprise 18 basement spaces, served via a ramp access from Butts Road, and a further 3 at ground floor level next to the ramp. All of these would have electric charging points. Provision would be made for a car club/car sharing space and a disabled space within the 21 spaces. A total of 32 cycle storage space would be provided comprising 22 secure spaces for residents, 6 for visitors to the dwellings and 4 for visitors and staff to the commercial unit.

Further detail of the components of the scheme including sustainable energy measures are discussed further below.

Relevant Planning History

ADC/0277/10 - Redevelopment with four-storey block of 14 two-bedroom flats with 5 car parking spaces and 14 cycle spaces (outline with all matters reserved)
Application Withdrawn (due to HSE restriction in place at that time in relation to a maximum density of 40 dph for new housing with the consultation zone for a fertiliser storage facility on the south-side of the harbour - these restrictions are no longer applicable).

AWDM/0203/11 - Redevelopment of public house with four-storey building comprising Class A1 retail shop use with ancillary storage on ground floor, additional storage and offices on first floor, and 2 three-bedroom flats on each of the second and third floors (Outline with all detailed matters reserved).
Approved 05/10/2011. (Unimplemented)

AWDM/0719/11 - Change of use from public house (Class A4) to Class D1 (Church/Place of Worship with ancillary internet cafe, snack bar/cafe, and residential flat on first floor)
Approved 16/12/2011.

Consultations

West Sussex County Council:

WSCC Highways: No objection subject to conditions to secure Construction Management Plan and Travel plan. The following clarification is provided:

- Access - proposed access to basement car parking in similar position to existing access from Butts Road. 3 car parking spaces also provided for visitors at ground floor level. All spaces are accessible. Access arrangements are acceptable.
- Traffic Generation - proposal would generate 14 two-way vehicular trips in AM peak hour and 22 two-way trips in PM peak, and taking into account commercial

space limited at 70 sqm, this would have an acceptable impact on the highway.

- Accessibility - site has good access to sustainable modes of transport including bus stop and train station (providing links to wider employment), as well town centre and other facilities being located within walking distance. Car sharing scheme proposed to give residents further choice of travel elements.
- Parking and Layout - Proposal has 21 car parking spaces (3 visitor spaces). TA suggests 43% of trips by car from future occupiers, 34% by walking and 19% by public transport. TA concludes car usage will account for less than half of all journeys from the site and as such fewer parking spaces will be necessary due to lower car ownership and lower anticipated car usage. 32 cycle parking spaces proposed comprising 22 secure spaces for residents, 6 for residents visitors spaces and 4 spaces outside the commercial unit for customer and staff use. The level of provision is considered acceptable to meet the needs of the development.
- Proposed Albion Street/A259 Cycleway - following the receipt of further information, the proposal would not impact on the proposed cycle route. Appropriate frontage landscaping should be ensured to avoid impinging on the implementation of the future cycle route.

Lead Local Flood Authority: No objection subject to satisfactory information to meet the requirements of the Borough Drainage Engineer (comments further below). The following clarification is also provided:

- Flood risk summary - the site is at low risk of surface and groundwater flooding
- SUDS - proposal includes green roof, permeable paving and swales with a restricted discharge to the main sewer which would be used to control the surface water runoff from the site. Surface water pumping stations are not considered sustainable and should only be used where there is no other practicable method of surface water drainage. Alternative solutions to pumping should be ruled out before this is considered.

Education: Comments are awaited in respect of financial contributions towards education provision. Updates to be provided.

Libraries: Comments are awaited in respect of financial contributions towards the improvement of local libraries. Updates to be provided.

Fire and Rescue: Comments are awaited in respect of financial contributions to mitigate the impact of the proposal on local fire and rescue infrastructure. Updates to be provided.

Total Access Demand (Contribution): This is based on total access to and from a development. An Infrastructure Contribution is required in respect of each occupant as they would be more likely to use the road infrastructure. The final contribution would go towards local highways improvement schemes. Updates to be provided.

Adur & Worthing Councils:

Borough Drainage Engineer: Following the receipt of additional information - No objection subject to conditions securing details of surface water drainage system, appropriate maintenance and management strategy, and post completion certification. The following

clarification is provided:

- Flood risk - Site is with flood zone 1 and shown to not be at risk from surface water flooding.
- Surface water drainage - proposed strategy includes use of permeable paving and swales, blue roof and tree pits. Based on the additional information provided, it is demonstrated that a pump would be required for the basement element of the scheme.

Environmental Health Officer (Public Health): Request overheating assessment and clarification over noise mitigation measures for the balconies and garden areas, and type of foundation design proposed. Updates to be provided.

Planning conditions recommended to secure air quality mitigation measures, contaminated land assessment, details of hours of operation for the commercial use, construction management plan and informative notes in relation to undertaking demolition works under s80 of the Building Act 1984.

Environmental Health (Private Sector Housing): No objection

Landscape Officer: Following the receipt of revised soft landscaping plans, no objection.

Fire Safety Officer: No objection. Informative fire strategy guidance provided.

Design and Conservation Officer: No objection

Waste Services: No comments received

Parks and Leisure Team: Comments awaited.Updates to be provided.

External Consultees:

Adur District Conservation Advisory Group: Objection on the following grounds:

- Recognise the applicant has complied with the relevant regulations currently prevailing in order to create the smallest footprint possible in order to minimise the impact of the climate change situation.
- Considerable concern regarding the height which will dominate the area.
- Adverse impact on daylight for occupiers of the block of flats located immediately to the rear of the proposed property - similar example at Mariners Point where existing properties directly opposite on the North of A.295 lost approx. 85% day/sunlight during early Autumn through to the late Spring months - investigation into such serious overshadowing impacting on the neighbouring block to the rear of this proposal should be undertaken.
- In light of above, no more than 5 storeys recommended - to offset the loss of the 6th floor, consider the ground floor being used for residential units in place of “commercial” use if, as the proposed café could impact on the viability of similar businesses in Southwick Square nearby.
- Design of this large building is impressive but differs greatly to those properties located within the immediate area & will dominate which does raise the question

in terms of its market ability.
- Taking all matters into account, members unanimously felt that this application should be refused.

Following the receipt of amended plans:

- ADCAG's previous comments still apply.

Southern Water Services: No objection subject to conditions securing details of surface and foul water drainage. Guidance provided on undertaking works to local drainage infrastructure.

Sussex Police: No objection. Guidance provided on the licensing process if alcohol is proposed to be served in the cafe including ensuring appropriate hours of operation to avoid disturbance to the residential occupiers above and nearby and recommendations on table service only (alcohol served with food). Guidance provided on secured by design crime prevention measures including appropriate access control, post boxes, intruder alarms, secure bin and cycle storage, suitable lighting and landscaping that allows sufficient visibility for security. With regards to the basement car parking, advice should also be sought from Sussex Police Counter Terrorist Security advisers.

English Heritage: No comments - refer to specialist local heritage advisors

Environment Agency: No comments received

Adur Homes: No comments received

Network Rail: No comments received

Neighbour Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017:

2 (Spatial Strategy)
3 (Housing Provision)
4 (Planning for Economic Growth)
8 (Shoreham Harbour Regeneration Area)
15 (Quality of the Built Environment and Public Realm)
16 (A Strategic Approach to the Historic Environment)
17 (The Historic Environment)
18 (Sustainable Design) - 110 litres/person day water
19 (Decentralised Energy and Standalone Energy Schemes)

20 (Housing Mix and Quality)
21 (Affordable Housing)
22 (Density)
25 (Protecting and Enhancing Existing Employment Site and Premises)
26 (The Visitor Economy)
28 (Transport and Connectivity)
29 (Delivering Infrastructure)
30 (Green Infrastructure)
31 (Biodiversity)
32 (Open Space, Recreation and Leisure)
33 (Planning for Sustainable Communities)
34 (Pollution and Contamination)
35 (Water Quality and Protection)
36 (Flood Risk and Sustainable Drainage)

Shoreham Harbour Joint Area Action Plan (2019):

SH1 (Climate change, energy and sustainable building)
SH3 (Economy and Employment)
SH4 (Housing and community)
SH5 (Sustainable travel)
SH6 (Flood risk and sustainable drainage)
SH7 (Natural environment, biodiversity and green infrastructure)
SH8 (Recreation and Leisure)
SH9 (Place making and design quality)
SH10 (Infrastructure Requirements)
CA5: Fishersgate an Southwick
Character Area Proposal - Map 10

Supplementary Planning Documents, Guidance and Evidence Documents

National Planning Policy Framework or NPPF (CLG 2019)
Planning Practice Guidance (CLG 2014-present)
Sustainable Energy SPD (August 2019)
Guidance on Parking at New Developments, May 2019 (WSCC, August 2019)
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats';
Technical Housing Standards – Nationally Described Space Standard (CLG 2015)
Planning Contributions for Infrastructure Provision SPD (2013)
The Shoreham Harbour Transport Strategy (October 2016)
Shoreham Harbour Heat Network Study (2015)
Shoreham Harbour Flood Risk Management Guide SPD (2015)
The Shoreham Harbour Streetscape Guide (2012)
A Strategy for Shoreham Renaissance (2006)

Adur Local Plan (2017)

In accordance with NPPF, Adur Local Plan Policy 1 supports the principle of development which is sustainable in terms of meeting economic social and environmental objectives,

including: the right types of development with provision of infrastructure; sufficient number and type of homes in well-designed environments and the protection and enhancement of existing built environments, minimising energy needs and pollution and adapting to climate change.

Policy 2 identifies Shoreham Harbour as a focus for development to facilitate regeneration through delivery of a mixture of uses including housing which will be delivered through a Joint Area Action Plan (JAAP). Policy 3 identifies a minimum district housing requirement over the Plan period of 3,718 new homes (an average of 177 new homes a year) with a minimum of 1,100 of these new homes being delivered as part of the Shoreham Harbour Regeneration Area Western Arm (within Adur). The site is to the east of the western arm allocation.

Policy 4 seeks the provision of 41,000m2 of new employment generating floor space of which 16000m2 should be provided with the Shoreham Harbour Regeneration Area falling (within Adur).

Policy 8, considered in more detail further below, requires proposals to be determined in accordance with the JAAP and identifies key priorities for the different areas of the regeneration area. As described under JAAP policy CA5 below, it falls within the 'Fishergate and Southwick' Character area which seeks to:

- To designate Southwick Waterfront as a strategic employment area.
- To support the comprehensive redevelopment of Southwick Waterfront to accommodate a mix of new and improved employment uses (classes B1, B2 and B8).
- To safeguard and develop port operational areas to accommodate new and relocated port uses with limited land reclamation and a new access road (within the port boundary) in line with the Port Masterplan.
- To support the comprehensive reconfiguration of Lady Bee Marina.
- To address deprivation through partnership working with Action Eastbrook Partnership and local service providers.
- To improve sustainable transport links with surrounding communities.
- To support improvements to local community facilities, including enhancing Fishersgate recreation ground.
- To enhance biodiversity by creating and improving habitats and improved green infrastructure links, including landscape enhancements to social housing estates.

The supporting text to policy indicates, the aims of the plan for Shoreham Harbour over the next 15 - 20 years include the need to maximise the potential of Shoreham Harbour for the benefit of existing and future residents, businesses, Port users and visitors through a long term regeneration strategy, and to deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment space, leisure opportunities, improved public realm and associated infrastructure including flood defences and measures to encourage the use of sustainable transport (para 2.93).

It further recognises there is an opportunity to bring underused sites back into active use for new employment and housing developments, raise the quality of community spaces and improve waterfront access (para 2.92). The policy sets out a range of applicable environmental criteria to achieve these aims.

Shoreham Harbour Joint Area Action Plan, 2019 (JAAP)

The JAAP was approved in October 2019. It contains topic-based policies SH1-9 which shape standards of development, such as high quality design, flood defence, sustainability, transport, employment, spaces and nature. The application site falls within the wider regeneration area and is subject to an area based policy CA5 'Fishersgate and Southwick' Character Area where one of the area priorities is to support improvements to the local housing estates and community facilities, including landscape improvements to the frontage of the housing estates.
More detailed points are considered under the individual subheadings in the Planning Assessment section below.

National Planning Policy Framework -NPPF (2019)

The Framework describes the overarching objectives, with sustainable development contributing towards net gains across economic, social and environmental objectives and indicates, amongst other guidance:

- that decision-makers should approve proposals that accord with an up-to-date development plan without delay (para 11(c)),
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole (para 11(d)),
- recognise government objectives of significantly boosting the supply of new homes (para 59),
- requires authorities to support the development of small and medium sized windfall sites and give great weight to the benefits of using suitable sites within existing settlements for homes (para 68),
- supports for the development of homes suitable for first time buyers and renters (para 71),
- planning decisions should support economic growth (para 80),
- 'planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard (para 93),
- proposals should make efficient use of land and deliver development that meets identified housing needs (para 122) and ensures provision of appropriate

infrastructure, and

- requires great weight to be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area (para 131).

Approach to decision making

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 indicates that in considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Similarly Section 72 subsection (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 is a comparable requirement relating to Conservation areas and provides "In the exercise, with respect to any buildings or other land in a conservation area…..special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

Publicity

The application has been publicised in accordance with the legal requirements of the Town and Country Planning (Development Management Procedure) Order 2015, and the Council's Statement of Community Involvement. This has involved the display of site notices, notification letters sent to neighbours, and a notice being displayed in local newspapers.

Environmental Screening

The application has been screened in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, which concluded that the proposed development is not "EIA development" and therefore an Environmental Statement is not required. This conclusion does not override the need to consider matters of environmental importance such as air quality, energy, impact, appearance and impact on existing neighbours and future residents, which are relevant considerations in the determination of this application and considered in the planning assessment below.

Planning Assessment

Principle of development

The proposal relates to the redevelopment of brownfield land within the built up area boundary, as a 'windfall' site, which falls within the wider Shoreham Harbour Regeneration Area which is a focus for development to facilitate regeneration through the delivery of a mixture of uses including housing and commercial uses having regard to the provisions of Adur Plan Policies 2, 3, 4 and 8, Shoreham Joint Area Action Plan policies SH3 and SH4 and the National Planning Policy Framework.

The proposals would provide 34 new homes at a density of 300 dwellings/ha within a sustainable location which ensures the efficient use of land whilst contributing to the district's overall housing delivery target in seeking to achieve and thereafter maintain a 5-year housing land supply. The latest NPPF compliant housing calculation shows a 4.8 year housing supply as such the provision of much needed housing must be afforded significant weight.

The proposal would involve the loss of the former public house, used most recently for retail purposes as a charity shop. Under Local Plan Policy 33 there is a requirement that community facilities, including pubs should be retained or replaced, therefore the proposal would incorporate ground floor space for a new cafe. This is considered to be a reasonable approach, given that the public house has been out of use for several years and that a small cafe could serve both local residents and nearby businesses. The JAPP policy SH3 supports small ancillary uses of this type within the regeneration area. Because of its modest size and location, it is unlikely to harm the function of the local shopping parade at Southwick Square to the north.

It is also of some relevance that the unimplemented 2011 planning permission (AWDM/0203/11) for redevelopment was for a mixture of retail use with residential above.

For these reasons, the proposed use is considered acceptable in principle subject to the detailed considerations set out further below.

Sustainability & Energy

In accordance with the provisions of Adur Local Plan Policies 18, 19, 28 and to reduce carbon emissions for all major developments, proposals should incorporate renewable and low carbon energy production equipment to meet at least 10% of predicted energy requirements. In this regard, the proposal would provide:

- The use of 34no. solar photovoltaic panels to meet 11.7% of the predicted energy requirements;
- Residential Internal water use to be to be less than 110 litres/person/day;
- Commercial water use to meet BREEAM 'Very Good' Standards as a minimum;
- The incorporation of electric vehicle charging points;

In addition, in accordance with the JAPP Policy SH1, the proposal would make provision for the following approach:

- Provision of a communal heating system with provision for connection to the future district heating network (the plant room sited towards to the front of the site at basement level to allow for ease of connection);
- 34no. roof-mounted photovoltaic panels, aforementioned;
- Heating and cooling based on the heating and cooling hierarchy (e.g. mechanical ventilation and heat recovery system, linked to noise insulation);
- Water use will be less than Building Regulations Part G requirements;

Energy and District Heating System

Future connection to the Shoreham Harbour District Heating Scheme would be ensured by the provision of a communal heating system using Air Source Heat Pumps (ASHP), rather than individual gas or electric boilers. This system would be designed to link to the district system when constructed. The proposed basement would contain a plant room to connect to the underground pipe infrastructure which would potentially be located along the site frontage. Each new apartment would be fitted with a Heat Interface Unit (HIU) which measures the amount of heated water used to heat the apartments. A Legal Agreement can require future access and liaison to achieve the connection.

The overall approach for the proposal has been to adopt and follow the national energy hierarchy (Lean, Clean, Green): The following passive and active design measures are estimated to contribute to a 72.26% reduction in CO2 emissions above minimum standards. This includes the use of low and zero carbon technologies achieving an estimated on-site energy generation of 11.7% of the site's energy use.

- ❑ Building orientation maximise internal daylighting, passive solar gain, natural ventilation to commercial unit
- ❑ Thermal comfort managed through building mass, low emissivity glazing (which helps minimize the amount of infrared and ultraviolet light that comes through the glass), internal blinds, overhanging balconies to provide solar shading
- ❑ Energy efficient building fabric
- ❑ Low energy LED internal & external lighting
- ❑ Balanced mechanical ventilation with heat recovery system (MVHR) for the apartments.
- ❑ Air Source Heat Pump (ASHP) system for heating & cooling
- ❑ Smart energy control systems to reduce energy waste
- ❑ BREEAM 'Excellent' rating
- ❑ Green and blue roofs
- ❑ 21no high speed car charging points (all car parking spaces)

Subject to planning conditions to secure the final details of the above measures, the proposal would accord with the sustainability objectives of Adur Local Plan Policies 18, 19, 28, Shoreham Harbour Joint Area Action Plan Policy SH1 and the NPPF.

Housing - Mix and Affordable Housing

The Adur Local Plan Policy 20 seeks a range of dwelling types including flats and family-sized homes of 2 and 3 bedrooms. All should meet the optional higher Building Regulations Standard M4 (2) for Accessible and Adaptable dwellings and an amount to meet Standard M4 (3) Category 3: Wheelchair Accessible Standards, dependent on identified need. Policy 21 indicates 30% percent of all homes in major developments should be affordable housing, with a preferred mix of tenure 75% social/affordable rented housing and 25% intermediate housing.

The proposal would provide a mixture of one and two bedroom units which would contribute towards meeting local housing needs. Although the proposal would not include 3 bedroom flats, partly due to the difficulty of providing sufficient outdoor space for these, it allows for a high density development to be achieved.

All flats would meet required internal space standards and achieve the M4(2) standard for accessible and adaptable dwellings, with a proportion of M4(3) for wheel-chair accessible standards to be secured through the imposition of planning conditions.

The proposal would provide 30% affordable homes (10 units) of which 75% would be social/affordable housing and 25% would be intermediate in accordance with the provisions of policy 21. The Housing Manager's comments are awaited and will be reported at the meeting.

Design and Form (Scale, Layout and Appearance)

Policies SH9 & CA5 of the JAPP refer to the design of new development. Development should be designed to reflect the character of the marine environment and should be sensitive to views of the waterfront, surrounding landscape and historic features. All development proposals must demonstrate a high standard of design that enhances the visual quality of the environment and should take into account considerations such as the use of high quality building materials, architectural design and detailing, ensuring suitable scale and massing in relation to housing type and local context.

Policy SH8 adds that the provision of multi-functional open space is seen as essential in creating a pleasant environment. Development should provide on-site open space with regard to the needs arising from the scale and type of development, although provision towards appropriate off-site provision will be considered where it is not possible to meet this.

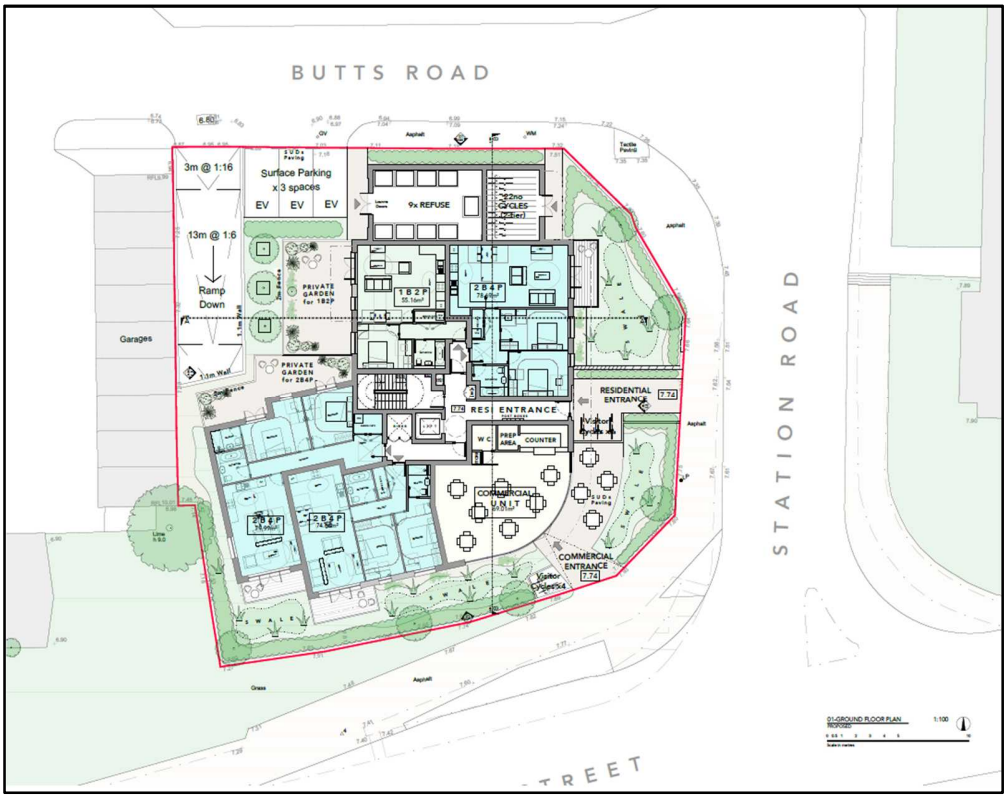
Under the emerging Shoreham Harbour Green Infrastructure Strategy open space, green corridors and other landscaping should also provide net gains in biodiversity, for example new vegetated shingle, drainage related habitat and bat and bird boxes. It should mitigate biodiversity impacts including indirect ones. Planting must be salt tolerant and suitable for coastal environments, trees must be hardy and securely supported against high winds. JAAP Policy CA5 (Map 10) further supports the provision of green corridors and enhanced green infrastructure along the Albion Street (A259) frontage.

Layout

As illustrated below, the site is a prominent but somewhat constrained site with three. frontages to Butts Road, Station Road and Albion Street, and a boundary neighbouring flats to the west. At its prominent southern corner frontage with Albion Street/Station Road, the building would be set back and slightly angled. The proposal would incorporate green space to the frontages which seeks to maintain green corridors and provide enhanced infrastructure in accordance with JAAP Policies CA5 (Map 10).

To the north the proposed layout would reuse the existing vehicular access at the Butts Road frontage. This would serve a new access ramp to a basement car park. The proposed northern elevation would comprise four storeys close-up to the Butts Road footway. To address this relationship, as set out further below under 'appearance', the applicant has provided recently revised elevations with increased architectural detailing.

The proposed layout makes efficient use of external space to accommodate the basement access ramp, surface car parking, cycle storage, landscaping, external amenity space, patio areas, balconies, pedestrian footways, entrances and bin stores. The internal arrangement would provide satisfactory living space for future occupiers in accordance with internal space standards. At the ground floor, additional plans have been provided to demonstrate how the proposed cafe could be laid out internally to provide a workable arrangement.



Scale

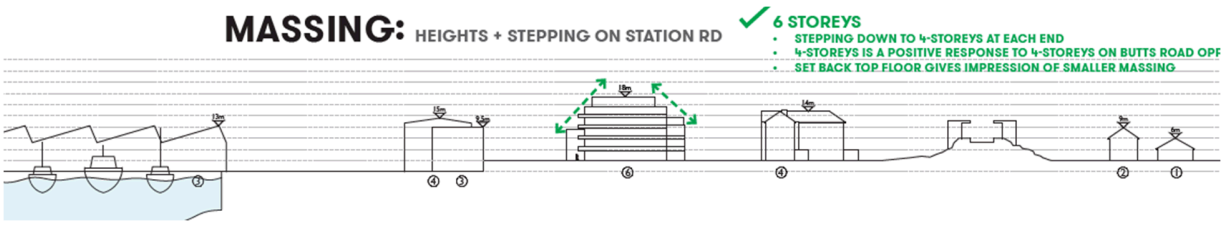
The six storey building (approx 18m in height) would introduce a much greater scale of development into this prominent corner. As illustrated in the image below would be taller than the neighbouring flats to the east and west which are typically 3-4 storey (9.5m to

15m), although lower than the tallest 7-storey (21m) block in Butts Road to the west.

In order to blend with this range of heights, the proposal has been designed with an inset top floor across its main frontage, also with lower shoulders tiering-down to 4 storeys. It is considered that this articulated form helps to avoid the risk of appearing sheer in height or jarring in the streetscene. It would also provide a strong definition to this corner, and the visually spacious road junction position would help to avoid a cramped appearance.



Albion Street Building Heights



Station Street Building Heights

It is also noted that while no specific building heights are identified for this area in the JAPP policy (CA5), elsewhere in the JAAP building heights of up to five storeys are generally considered acceptable on the A259 road frontage at Western Harbour (to the west of Fishersgate), with a greater height stepping back from the road. It is noted that planning permission for a similar scale of 4-6 storeys, was granted in 2019 at 11-27 Albion Street, approx 500 m to the west of the site, comprising 50 flats with undercroft parking (11). This lends further support to the scale of the current proposal.

Appearance

Illustrative images of the scheme are provided below:



Illustrative Elevations to Albion Street (looking west)



Proposed Cafe entrance



View from Albion Street (looking east)



View from the Butts Road (looking south)



View from the Southwick Station entrance (looking south)

The proposal would introduce a contemporary form of development, with a distinctive curved corner frontage, which acknowledges coastal architecture of the inter-war period; a characteristic which has re-emerged in other recent developments along the A259 further to the east, and has been recently- approved for the Free Wharf redevelopment closer to Shoreham. By comparison with the existing building, which has little architectural merit, the proposal would provide a more distinctive landmark to this prominent corner.

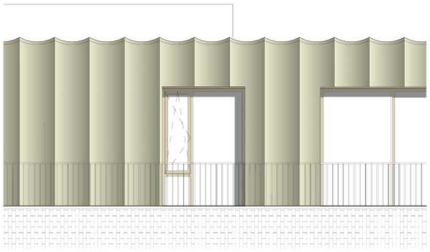
The proposed tiering of floors and recessed top floors would give visual interest, as well as alleviating the overall mass. External materials would add further variety by using mid-grey brickwork for the ground floor plinth, lighter/white brick for upper floors and convex metal profile sections in gold/bronze finish for the top floor.

Long runs of balconies around the site frontage would incorporate slender railings, backed up by glazed screens (for wind protection). These provide a distinctive appearance, the detailed execution of which could be controlled by planning conditions, including large scale drawing details and cross sections. At ground level the site frontage would include a variety of soft and hard landscaping which would further improve the appearance of the scheme.

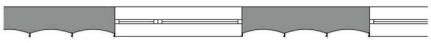
Images of these materials and details are below.

2 - Materials for Top Floor

A vertical standing seam cladding with 'fluted' concave panels to reflect corrugated materiality embedded within the working coastal environment and heritage. The material is sheet metal and is therefore easily manipulated, intended to be Anodised Aluminium.



Elevation Detail



Plan Detail



Examples of Material - Regency Gold 1 and 2



Typical Visual of Top Floor

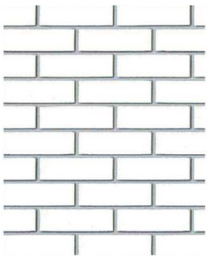
External Materials - Top Floor Metal Cladding

3 - Brick Materials

The majority of the building is brick. A darker 'plinth' anchors the building to the floor with grey multi brickwork and light grey mortar - this offers a rich characterful area of the building with a more tactile relationship to the street-scene. This band is broken up by soft landscaping.

The upper floors have smooth white facing brick with light grey mortar. Subtle details such as brickwork laid vertically to define floorplates is employed. The primary elevations will achieve a crisp finish with this approach.





Smooth white brick with light grey mortar

Caxton Super White by Taylor Maxwell with bucket handle mortar





Grey Multi brick with light grey mortar

BEA Nevado brick by The Bespoke Brick Company with bucket handle mortar

Precedent shown of BEA Nevado grey multi brickwork is Weardale Road by 31/44 Architects

Brick types

Elevation Detail 1:20



Section Detail 1:20



Balcony Design

Whilst the overall composition would clearly contrast with the surrounding 1950-60s flats, the design approach is considered to represent a visual improvement to this prominent corner location.

At the northern side of the site, there are concerns that the utilitarian appearance of the proposed basement access ramp, hemmed-in by the limited space along the site frontage would create a relatively poor street frontage, along with its attendant entry barrier. There is little space for compensatory landscaping here and the backdrop of the large rear mass of the proposed building and any boundary fences seen from Butts Road adds to concerns that the appearance will be rather congested. The large northern elevation seen from the railway station environs also lacks the softening effect of the curves used elsewhere in the main elevation.

In response, the applicant has provided revised elevational detailing of the northern elevation. This includes false window reveals, decorative brickwork and inset metal panels to upper floors, which help to provide visual interest and break up the overall mass. This is considered to be largely successful in terms of views from the station area, although the concerns regarding views from Butts Road are only partially reduced.

Conclusion on design and form

Whilst concerns remain concerning the northern side of the site, the wider view of the proposal from other vantages, particularly the southern corner, are considered to be largely successful which would provide interest and distinctiveness, in accordance with the provisions of local plan policies 8 and 15, JAAP Policies CA5 and SH9 and the provisions of the NPPF.

Wider Landscape and Visual Impact

The application is supported by a Landscape and Visual Impact Assessment (LVIA) which

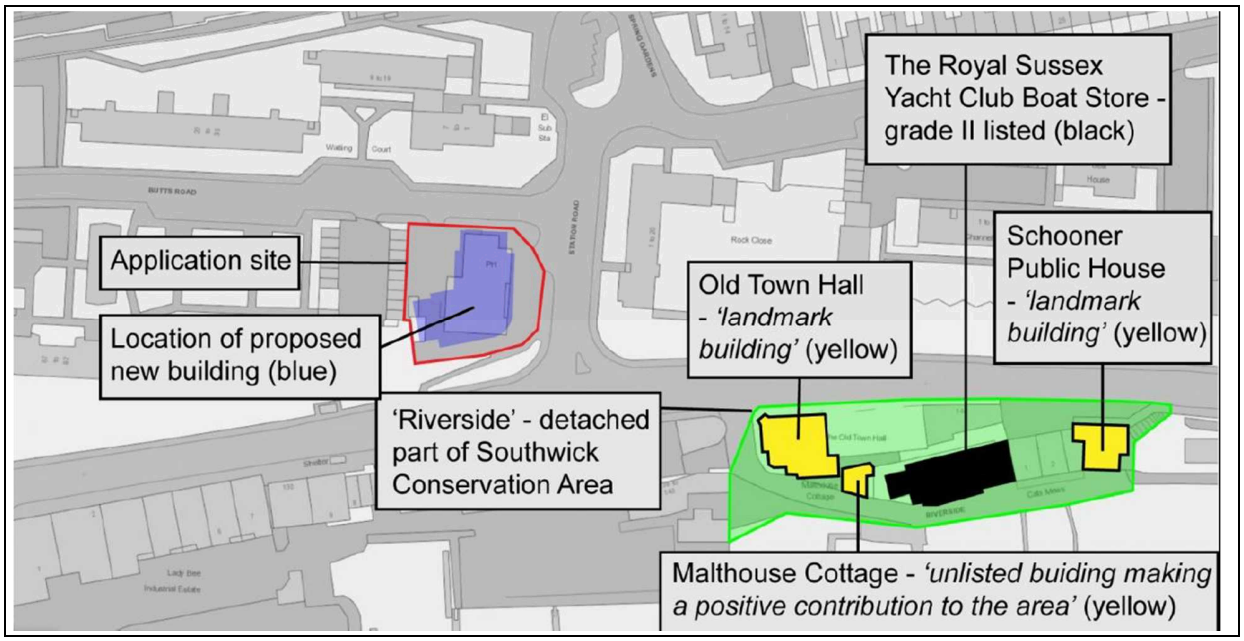
demonstrates that overall there would be a 'Moderate Significance' effect, from some localised viewpoints. It indicates that the proposal would have a positive relationship with Southwick that is not incongruous with the existing settlement pattern. By adding a new focal point it could enhance the sense of place serving as a gateway between the A259 and Southwick centre to the north. The addition of visually significant vegetation and architectural features by contrast with the lack of these in the existing building and grounds would contribute positively to the locality which is on the border between townscape and seascape settings.

Heritage

Policy 16 of the Local Plan states that where development affects any heritage asset it must be of a high quality, respecting its context and demonstrating a strong sense of place. Policy 17 also requires that development should not adversely affect the setting of a listed building, conservation area, archaeological feature or scheduled ancient monument.

Nationally, the NPPF (paragraphs 189 -196) require consideration of heritage assets and the impact of development proposals upon these, including their setting. Where a development proposal will lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of a proposal.

As illustrated below, the main nearby heritage assets comprise the Southwick (Riverside) Conservation Area located approx 70m to the south-west beyond Albion Street and associated listed buildings. The conservation area also contains three non-designated heritage assets identified as the Old Town Hall, on the south east corner of the Albion Street/Station road junction, opposite the site, which shares a direct visual relationship with it. Also relevant are Schooner Public House and Malthouse Cottage, and a Grade II Listed Building identified as the Royal Sussex Yacht Club Boat Store which faces into the harbour (see location plan below).



The site is within the setting of the Southwick (Riverside) conservation area and two of the three non-designated heritage assets, the Old Town Hall and Schooner Public House which are described as 'attractive landmark buildings on edges' within the conservation area appraisal which can be seen from the site along Albion Street. The site is not considered to be within the setting of the Grade II Listed Royal Sussex Yacht Club Boat Store which faces into the harbour.

The contribution that the present-day site makes to the setting of the conservation area is considered to be negative. It comprises a two-storey building built, extended in multiple phases after the clearance of the previous residential dwellings in the area in the 1950-60s. It has no evident heritage significance or architectural merit with a utilitarian form and mixed material palette of materials which do not contribute positively to the setting of the conservation area.

The redevelopment of the site to provide a contemporary, higher , with more considered and varied but coherent architectural form, is considered to represent an improvement to the setting of the conservation area and its listed and unlisted buildings. Whilst it would be markedly taller, taking into account the separation distances, it would not overshadow or overpower the conservation area and its historic buildings.

Overall, the proposed changes would have a beneficial impact upon the setting of the Riverside area of the Southwick Conservation Area, listed buildings and the non-designated heritage assets of the Old Town Hall, and The Schooner public house.

The beneficial effect on the setting of the heritage assets would lead to an enhancement of their level of heritage significance by improving the surroundings from which they are experienced. The proposed development is therefore considered to accord with the heritage provisions of Adur Local Plan policies 16, 17, JAPP Policy SH9, the NPPF and and the 1990 Planning (Listed Buildings and Conservation Areas) Act.

Archaeology

Although the site is considered probably to be of low archaeological value and unlikely to require archaeological mitigation measures, the comments of the County Archaeologist are awaited and an update will be given.

Landscaping and Biodiversity

The existing site is of low ecological value and due to the distances from other areas of ecological interest such as the Adur SSSI, Marine Conservation Zones and other nature conservation interests at Shoreham Beach and Widewater Lagoon, the development is considered unlikely to harm any features of ecological value within the site or locality. The provision of the new landscaped frontages and the introduction of green roofs and swales, would provide a net biodiversity enhancement overall.

Following the receipt of amended plans, the Councils Landscape Officer considers the landscaping specification to be suitable for this coastal environment. The finer details of which, including maintenance, can be resolved through the imposition of planning conditions.

Highways, Access & Parking

Access

The existing vehicular access is to Butts Road and serves the existing car park to the rear of the public house. The proposal would include vehicular access in a similar position to the existing with a new ramp down to 18 basement parking spaces. Adjacent to the ramp access would be 3 surface car parking spaces also accessed from Butts Road. Supporting information demonstrates that all spaces are accessible to the satisfaction of the highway officer. Accident data has also been provided to demonstrate no accidents have occured in association with the site access.

The proposal would generate 14 two-way vehicular trips in AM peak hour and 22 two-way trips in PM peak, which is considered to have an acceptable impact on the local highway.

Accessibility and Sustainable Transport

The site has good access to sustainable modes of transport including bus stop and trailway; providing links to wider employment, as well the town centre and suburban shops and services in Southwick centre to the north. A travel plan would be secured to encourage alternative travel modes to private car use. In addition, a car club and car sharing scheme is being promoted to give residents further choice of travel elements, the scope of which are being agreed with the Highways Authority. Updates to be provided.

Parking provision

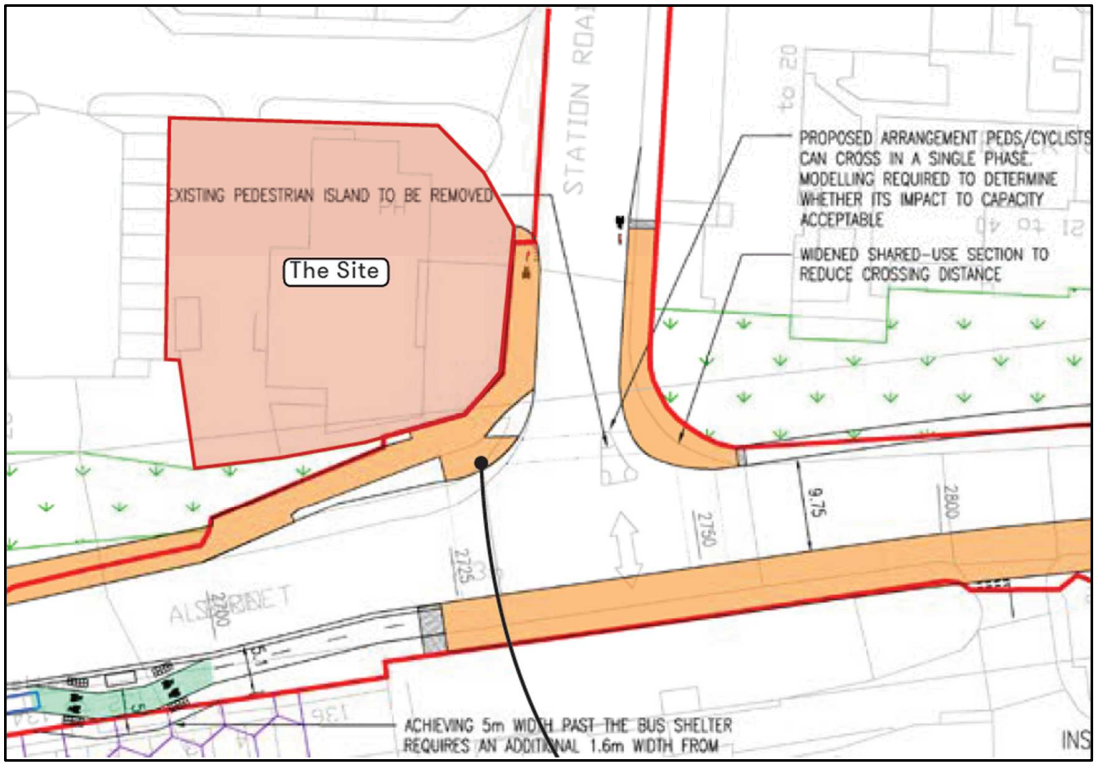
The proposal would provide 21 car parking spaces, including 3 visitor spaces giving a ratio of 0.6 spaces per flat. The supporting Transport Assessment (TA) suggests that 43%

of trips by future occupiers would be undertaken by car; 34% by walking and 19% by public transport. It concludes that car usage would account for less than half of all journeys from the site and as such fewer parking spaces would be necessary due to lower car ownership and lower anticipated car usage. A total of 32 cycle parking spaces proposed comprising 22 secure spaces for residents, 6 for residents visitors spaces and 4 spaces outside the commercial unit for customer and staff use.

Given the sustainable transport options, including the addition of a car club, it is considered that the ratio of parking spaces is sufficient to strike a fairly reasonable balance between parking provision and restraint in order to encourage alternative sustainable modes of travel. WSCC Highways have carefully considered the off-road car and cycling provision, taking into account the sites location, and consider it is sufficient to meet the needs of the development and therefore acceptable.

Proposed Albion Street/A259 Cycleway and Local Transport Improvements

The proposal would not impact on the proposed cycle route (illustrated below), this has been confirmed following receipt of further information. Proposed landscape planting would be outside the protected (orange) lines shown.



Further information is awaited from the County Highway officer regarding any financial contributions required towards the delivery of highways improvements identified within the local plan and JAAP. These may include contributions towards the proposed cycle route, other Albion Street junction enhancements, bus stop improvements or improved pedestrian and cycle crossing points. An update will be provided.

For these reasons, the proposal would not have an adverse impact on the local highways

infrastructure in terms of access, traffic generation and highway safety and incorporates satisfactory provision for sustainable transport measures to encourage non car based modes of transport.

Residential & Neighbouring Amenity

Future occupiers - internal amenity space and daylight:

In terms of proposed internal amenity space, The Nationally Described Space Standards set out the range of internal space needed for new homes. The space standards indicate minimum flat sizes of 37–58sqm for one bedroom units and 61-79sqm for two bedroom units. All of the proposed units would exceed these standards.

The proposal is also supported by an internal daylight analysis which demonstrates subject to the appropriate design of elements such as window sizes and balconies that good overall levels of daylight, in accordance with BRE minimum requirements, would be achievable within the proposed accommodation in the interests of ensuring a good quality living environment.

Future occupiers - external amenity space:

In respect of external amenity space, the proposal provides, through the use of private balconies, ground floor terrace and communal open space approx 634sqm (private amenity 37sqm and communal space 257sqm). This is slightly below the Council's Guidance set out within the 'Space around New dwellings and Flats', which indicates the provision of 20sqm should be made per apartment, equating to a total of 680sqm across the scheme. In addition to this slight shortfall, the outdoor space on the northern side of the building would be in the shadow of the building itself, and prone to vehicular noise associated with the use of the adjoining ramp to the basement car park.

This shortcoming is partly due to the high density nature of the development and partly due to the constrained nature of the site, close to three roads, including the busy A259. As such even a lowering of density may not provide a significant improvement. However, it is noted that public open space such as Southwick Green and Park (approx 300m to the north-west) and Southwick Square Gardens (approx 250m to the north), are within a short walking distance of the site, as such the amount and quality of external amenity space, whilst not ideal, is considered on-balance, acceptable.

Comments from the Parks & Open Space officer are currently awaited which is likely to indicate the need for financial contributions towards the improvement of local open space and recreation facilities as discussed further below.

Future occupiers - Noise Environment

A supporting Noise Impact Assessment has been provided, which includes a range of measures such as enhanced double glazing. This will lessen noise impacts on future residents from a range of sources including existing road traffic. Planning conditions would secure these measures and appropriate associated ventilation, which is likely to include a Mechanical Ventilation and Heat Recovery System. Further clarification has

been sought from the applicant as to whether an overheating assessment has been undertaken, also whether any further noise mitigation measures can be secured for the external private amenity space. Any noise risks associated with the type of foundation design are also awaited. An update will be given.

Details of the acoustic performance of other potential noise or vibration sources is also required, including the lift housings and any insulation between this and adjoining flats. Mitigation measures via soundproofing, can also be secured via required by planning condition.

To ensure the use of the cafe would not create undue noise and disturbance to the occupiers of the residential apartments above, following consultation with the Environmental Health Officer, it is recommended that the hours of operation should be controlled by planning conditions. The details of which are to be agreed but it is envisaged the hours of operation are likely to be 8.00am to 8.00pm Monday to Saturday and 10.00am to 17.00pm on Sundays and bank holidays.

Existing occupiers - Amenity

Adur Local Plan Policy 15 and JAAP Policy SH9 requires that development should not have an unacceptable impact on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight or outlook.

The development is bounded by existing blocks of flats on three sides (Coates Court to the west, Watling Court to the north beyond Butts Road and Rock Close to west beyond Station Street). The closest of these blocks, Coates Court is approximately 12.5m from the western edge of the development, with a ‘side to side’ relationship. The facing (east) elevation of Coates Court contains kitchen windows. To address the risk of loss of privacy, any proposed upper floor windows of the proposed development should, as far as possible, be obscure glazed and top opening only/fixed shut. This can be ensured via planning condition.

The existing residential developments to the north (Watling Court) and east (Rock Close) are located 22m and 27m away and across the road from the proposed development, and seen across within the context of the public realm, as such the proposal would not harm their privacy in terms of overlooking. In addition, taking into account separation distances from other residential properties nearby, the residential amenity of the occupiers of those properties would not be significantly affected.

To address any concerns over overshadowing/loss of light to the eastern elevational windows on Coates Court, the applicant has provided some overshadowing analysis as illustrated below to demonstrate there would be only a minimal impact.

Basic Guiding Principles of Massing + Shadow - COATES COURT VIEW

The below massing of the 6-storey scheme shows an average shadow from Spring-time at 6am.
An early morning is the only time the proposed building casts any shadow in the westerly direction toward Coates Court. There is minimal impact on the east facing windows on Coates Court (believed to be kitchens) which at such an early time of day, is perceived to have no adverse impact to living conditions.

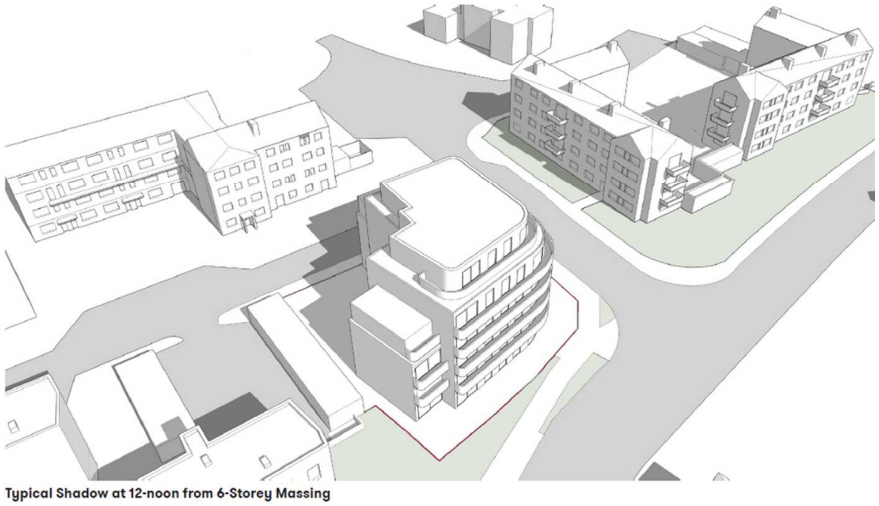


Typical Shadow at 6am from 6-Storey Massing

Overshadowing analysis has also been undertaken to show the potential impact on the Watling Court located approx 22m to the north of the site as illustrated below, which shows no significant overshadowing.

Basic Guiding Principles of Massing + Shadow

The below massing of the 6-storey scheme shows an average shadow from Spring-time at 12-noon.
It can clearly been seen that its shadow does not impact the block of flats to the rear on Butts Road.



Typical Shadow at 12-noon from 6-Storey Massing

The proposed cafe is modest in size and subject to controls on the hours of operation and odour control, it is unlikely to harm neighbouring amenity through noise, disturbance or odour.

To protect the neighbouring amenities from environmental impacts associated with the construction process, planning conditions can be attached to secure the implementation of construction environmental management plan (CEMP), including control of noise, dust and fumes, external lighting; also to manage hours of work.

Nearby commercial neighbours

There are a number of commercial uses along the A259 Albion Street to the south. It is unlikely that the proposed development would adversely impact upon these. The provision of noise insulation in the development, secured through planning conditions, would limit the risk of perceived nuisance from existing businesses, by future residents of the development.

Lighting (including impact on Navigational Lighting)

Subject to implementation of an appropriate external lighting strategy, the details of which can be secured via planning condition, the proposal is unlikely to affect neighbouring residential amenity by way of increased light pollution. Given the separation of the site from the harbour area by the well lit A259 and intervening development, it is also unlikely that harbour navigation would be affected.

Open Space

Policy 32 of the Adur Local Plan requires the provision of an amount of open space on major development sites in accordance with the Council's adopted standards. Policy SH8 of the JAPP also refers to a need for multi-functional open space as an essential component in creating a pleasant harbourside environment. Further detail is given in the Infrastructure SPD, 2013, including appropriate provisions towards children's play, public open space and outdoor facilities. More recent evidence within the Adur and Worthing Open Space Study 2019, indicates that there is currently a shortfall in Childrens and Youth Play Space, and Amenity Green Space the East Brook Ward.

Whilst it is preferable to provide open space on site, both policies allow for the consideration of appropriate off-site provision where it is not possible to meet requirements on site. Given the constrained space on-site, it is considered that off-site provision should be secured via a financial contribution to improve other recreational facilities within the locality, potentially at Fishersgate Recreation Park. This is under discussion with the Parks Officer and can be secured through a legal agreement. An update will be given at the meeting.

Drainage and Flood risk

Flood Risk

The site is located within flood zone 1, an area with low probability of flooding. Ground levels across the site are more than 1.5 m above the estimated extreme tidal levels, including allowance for sea-level rise to 2115. As such the site is at very low risk from rivers and the sea. Flooding from other potential sources, including surface water, groundwater and artificial water bodies, has also been assessed and the site is found to be at low or negligible risk.

Drainage

The proposed strategy incorporates the use of permeable paving, swales, a blue roof and tree pits to assist with surface water storage. Further information has been provided to demonstrate that a pump would be required for the basement ramp.

The Borough Drainage Engineer raises no objection subject to conditions securing details of surface water drainage system, appropriate maintenance and management strategy, and post completion certification. For these reasons, the proposal would not increase the risk of flooding within the site or locality.

Other issues

Safety:

The site lies within an Hazardous Substance Outer Consultation Zone. An online consultation has been undertaken with the Health and Safety Executive who have raised no objection.

The Fire Safety Advisor has reviewed the proposal and raises no objection following the receipt of amended plans. Informative guidance would be attached to any planning approval provided to assist the applicant in the further technical fire safety design.

The Police have provided guidance on incorporating crime prevention measures including appropriate access control, post boxes, intruder alarms, secure bin and cycle storage, suitable lighting and landscaping that allows sufficient visibility for security. These matters can be addressed by the imposition of planning conditions, for example the lighting strategy, and informative guidance notes. Further comments are awaited from Police Security Advisers in respect of the proposed basement car park. An access control system including roller shutters is likely to be required to manage access.

The Police have also provided further guidance on the operation of the cafe if alcohol is served. This would be subject to a separator licensing process but informative guidance can be included within any planning approval.

Health:

Ensuring sufficient health facilities to support proposed development is a relevant infrastructure consideration under National and Local Policies. The Adur Infrastructure SPD advises that it may be appropriate to negotiate a contribution in relation to major developments. Comments are awaited from West Sussex Clinical Commissioning Group and an update will be given as to whether a contribution is required in this case.

Land Contamination and Remediation:

The application is supported by a phase 1 contamination report which indicates that earlier uses of the site present a risk of contamination in relation to metals, hydrocarbons and asbestos. There is also potential for hazardous gas due to deep made ground near

to the site and therefore a hazardous gas risk assessment should be undertaken. The Environmental Health Officer raises no objections subject to conditions to secure further investigations and remediation.

Air quality:

The proposal is supported by an Air Quality Assessment which notes that the application is 2.3km from the Shoreham Air Quality Management Area (AQMA). The Brighton and Hove AQMA is located 1.3km to the east. The assessment demonstrates that subject to appropriate mitigation measures being imposed, the proposal would not significantly impact air quality, neither during the construction, nor post occupation. It also observes that air pollutant concentrations at the proposed development would be below the relevant air quality objectives and that the site is suitable for its proposed uses.

The Council's Environmental Health Officer raises no objection subject to £11,937 being secured towards local air quality mitigation measures in accordance with the Sussex Air Quality Mitigation Guidance on which the assessment is based. The previously mentioned construction management plan (CEMP) includes a dust management strategy and measures to limit emissions may be added, (such as from idling construction plant when not in use). The provision of EV charging also contributes to provision for cleaner future transport.

With these mitigations, the proposal is considered acceptable in accordance with Local Plan Policy 34, Sussex Air Quality Mitigation Guidance and NPPF.

Recycling and refuse:

The ground floor of the scheme includes an accessible internal communal refuse/bin storage area of sufficient capacity to meet the recycling and refuse needs of the development.

Summary

Sustainable development as described in the NPPF and in local policies, seeks a combination of benefits, Economic, Social and Environmental. The Social and economic benefit of providing 34 new homes, including a proportion of affordable homes, is afforded particular weight under the NPPF, where provision in the District is currently slightly below a 5 year housing supply. In this context the reduced commercial floorspace in the proposed development, compared with the existing former public house / retail use might be afforded lesser weight; in any event, the modest cafe space is considered a reasonable component of a mixed redevelopment, in accordance with JAPP policy SH3.

In environmental terms, the proposal would replace the existing building, which makes little contribution to the area, with one of superior quality and distinctive, contemporary design. Its high density approach would make efficient use of brownfield land, close to good public transport connections.

There are some drawbacks, chiefly at the northern side of the site, where the appearance of the ramped area in particular, alongside and against the backdrop of the tall building

and boundaries could appear congested, making little positive contribution to the appearance of Butts Road and railway station environs. The outdoor spaces for future residents are also loomed-over here. However, given the design strength of the other facades and challenges of designing for a three-fronted site, these localised impacts must be weighed alongside the wider benefits of the proposal.

From the principal southern frontage and corner, the proposal would enhance the character and appearance of this prominent location and area including the setting of conservation area and landmark buildings/heritage assets contained within it. This accords with the regeneration aims of the JAAP.

In further consideration of sustainable development approach to renewable energy and efficient building design respond to climate change and air quality concerns, together with water management modest provisions for biodiversity.

In consideration of these matters the overall planning balance is considered to fall in favour of the proposal. Relevant planning obligations are summarised in Table 2 below for inclusion in a legal agreement. Some matters require further discussion in particular local highway works, open space, and county infrastructure (education, libraries and fire and rescue). Whilst an update will be given to the Committee, it may be that delegated authority will also be requested to conclude these matters.

For these reasons, the proposed development is considered to comply with the provisions of the development plan and NPPF which support the approval of sustainable development.

Recommendation

It is recommended that the decision to grant planning permission be delegated to the Head of Planning and Development subject to:

i) the receipt of satisfactory additional information referred to in this report;

ii) satisfactory comments of consultees including the Parks Officer, Housing Manager and WSCC Strategic Planning (re: financial contributions towards local infrastructure).

iii) the completion of a planning obligation (s106) covering the matters set out in Table 2 below and subject to the following planning conditions (and any further appropriate conditions):

**Asterisk denotes 'pre-commencement' conditions. Some matters such as the submission of materials, are to be settled 'before works above ground or slab level'*

Subject to conditions (including):-

General

1. Approved Plans

2. Time limit – 3 years.

3. Materials including samples, to be submitted and approved.

4. The submission and approval of plans for detailed elements (including balconies and associated glazing screens, windows, external doors, roof capping, metal cladding detailing to elevations) at a scale of 1:20 plans to ensure high quality design, and implementation.

5. Hard and soft landscaping details including biodiversity measures and maintenance

6. Means of Enclosure gates or barriers to be submitted, approved and provided; Permitted Development restriction for future means of enclosure.

Use

7. Commercial unit - Use as a café only. No Permitted Development change.

8. Commercial unit (cafe) - Hours of use

9. Affordable housing units - details of the specific allocation of units within the scheme.

Highways & Access

10. Provide access, paths, parking, manoeuvring and servicing space including and electronic vehicle charging points (details of connection points and charge rating to be approved) with 100% cabling.

11. Engineering specification details for access, ramp and basement parking/manoeuvring areas to ensure robust design.

12. Details of barrier/door to basement parking entrance and entry control to be approved.

13. Cycle parking - to be submitted and agreed

14. Travel Plan – to be submitted and agreed

15. Level thresholds for wheelchair access and details of units that comply with M4(3) for wheel chair accessible standards

16. Details of secured by design access provisions

17. Provide and retain refuse stores.

Drainage

18. Foul and Surface Drainage details - to be approved in consultation with Southern Water*.

19. Drainage*:
i) Sustainable surface water drainage to be approved, details of measures to avoid pollution and details of appropriate maintenance and management strategy, and post completion certification.

ii) Verification report/details of implemented surface water drainage, pre-occupation.*

Remediation & Groundwater

20. Land contamination investigation*, remediation scheme and verification (where relevant).

Sustainability

21. Communal Heating – details and implementation and retention of plant rooms and infrastructure to allow subsequent connection to district heating system

22. Solar Panels – details and implementation; non-reflective so far as possible.

23. Building standards to include BREEAM Excellent and incorporation of insulation and energy/water efficiency measures

24. Green and blue roofs - details and implementation

Amenity

25. Noise - Acoustic specifications, including acoustic glazing and means of ventilation.

26. Noise & Vibration – Specifications for plant, including lift mechanism and acoustic insulation

27. Noise & odour - Details of any future air moving plant to be approved, including any required for the proposed cafe.

28. Lighting – Details to be approved.

29. Provisions for communal aerial/antennae no other external aerials other than behind and not above parapet without further approval

30. Signage – no signage above ground floor level or forward of building façade without approval

31. Construction Environment Management Plan, including hours of construction work and minimising of pollution and nuisance. Include schedule of responsibilities and relevant legislation.

32. Secure air quality mitigation measures

33. Above ground floor windows to western elevation facing Coates Court (within 12.5m of the eastern elevation of Coats Court) shall be obscure glazed and top opening only/fixed shut.

34. Roof top areas shall not be used as external amenity space

Table 2: Matters for s.106 Agreement.

No.	Matter	Note
1	Affordable Housing	30% provision with 75% social / affordable rented (based on Local Housing Allowance) and 25%: intermediate tenures
2	Highway Provisions	Financial contribution if required towards local highways improvements.
3	County Infrastructure (non-highway)	Financial contributions for: i. Education (primary) £tbc ii. Education (secondary) £tbc iii. Education (six form) £tbc iv. Libraries £tbc v. Fire and Rescue £tbc
4	Open Space	Financial contribution [£tbc] for open space / recreation space/ improvement.

5	District Heating	Provisions for connection to Shoreham Harbour District Heating System when available.
6	Air Quality Mitigation	Financial contribution [equivalent to £11,937] for air quality mitigation measures and monitoring.
7	Site Management	Management & Maintenance of: 1. Site management plan – incl. car and cycle storage; 2. On-site heating system and future district heating system elements on site; 3. Surface water drainage – management & maintenance strategy 4. Bin stores and bins; 5. Planting and communal areas, including watering and pruning; 6. Any noise attenuation measures.

6th April 2021