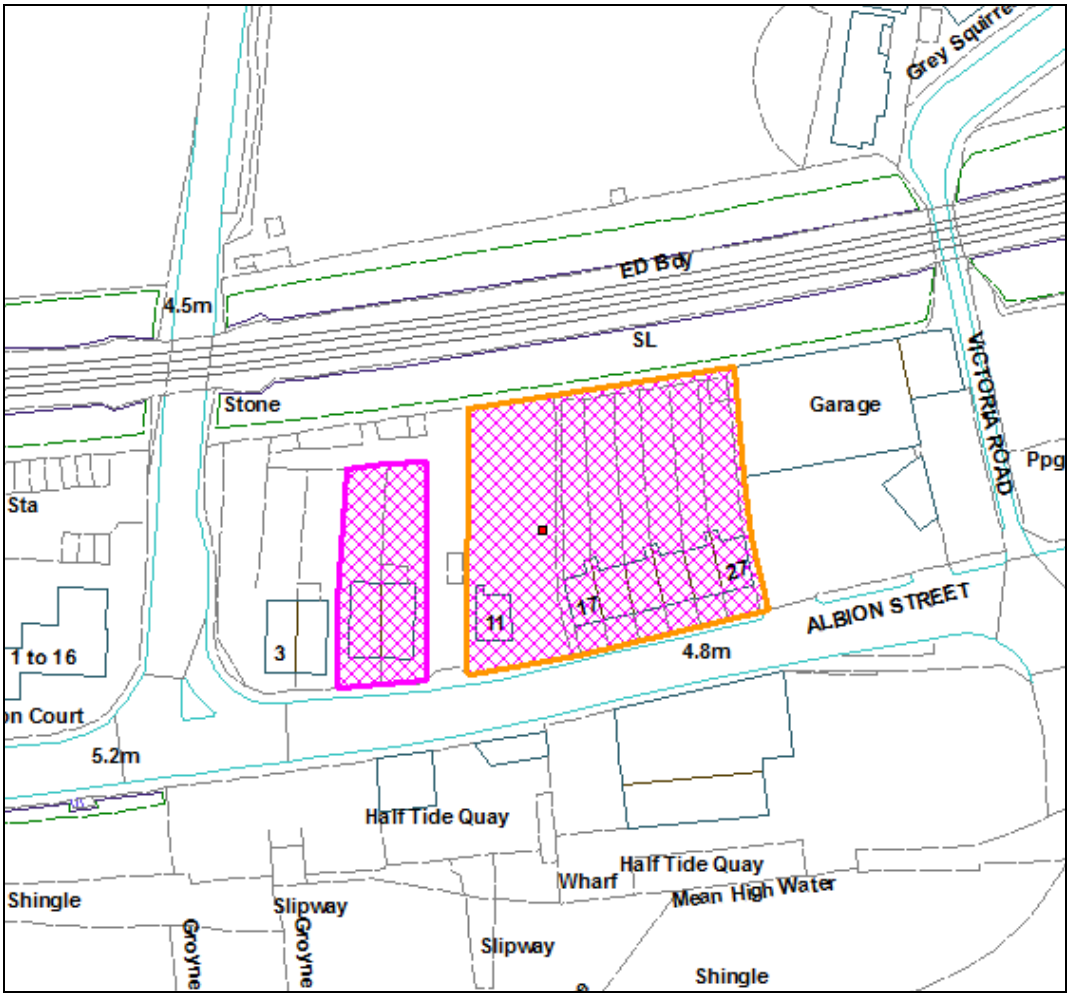
Application Number: AWDM/1719/20 **Recommendation – APPROVE, subject to Deed of Variation**

Site: **Land At 7 To 27 Albion Street, Southwick**

Proposal: **Application for minor material amendments to vary Condition 1 of previously approved AWDM/0954/18. Amendments: Reduction in glazing to north and south elevations and replacement with glazed-spandrel elements and additional brickwork; revisions to balconies and framing detail to front elevation; removal of framing elements to balconies on north elevation; change to brick colour on top floor, change from concrete to brick on ground floor.**

Applicant: Adur Homes Ward: Southwick Green
Case Officer: Peter Barnett



Not to Scale

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Background

At its meeting on the 5th November 2018 the Committee resolved to grant planning permission for the above development subject to a legal agreement seeking to secure affordable housing (30%) and development contributions towards cycle route improvements on the A259, education, libraries and fire and rescue. At the time, the development was proposing both market housing and 15 social rent apartments.

Subsequently, at its meeting on 5th August 2019, the Committee was advised that the Council intended to build out all 50 units as affordable housing. This has been possible following the Government's relaxation of the borrowing capital on Councils' Housing Revenue Account and the scope for funding from Homes England (HE). The previous development also involved a potential partnership with a private sector partner but this is not now being pursued. The applicant is now solely Adur District Council permission was resolved to be granted for the 50 affordable units, subject to completion of a s106 Agreement.

At the Committee meeting on 9 March 2020 the Committee was advised of an intention to increase the number of units to 55 in order to make the most efficient use of land. This was largely achieved through better use of the undercroft area and a reduction in the amount of land taken up by car parking as a result of the change to 100% affordable units. An extension was also proposed on the fifth floor where a previously proposed 3 bed flat was split into 2no. flats. Permission was granted and finally issued on 5 May 2020 following completion of the s106 Agreement.

Proposal, Site and Surroundings

The application relates to a recently demolished former terrace of 6 houses (17-27), a detached house (11) (also demolished) and a semi-detached pair of dwellings (7-9) on the north side of Albion Street close to its junction with Kingston Lane. The site is in two parcels divided by a strip of land the ownership of which is unknown. The site of Nos 11-27 is Council owned.

The site fronts Brighton Road, the A259, which is a busy main arterial route into Shoreham from the east. Within the vicinity of the application site Brighton Road has a mixed character. There is a three storey block of flats to the west (Jevington Court), on the opposite side of Kingston Lane, with two storey dwellings beyond. To the immediate west is 3 and 5 Albion Street, a semi-detached pair of two storey dwellings with rooms in the roof. To the east characterised by industrial sheds, areas of open storage, large retail units to the east is Montgomery Motors, a car repair premises within single storey industrial buildings with an open forecourt. The lorry park and Grange Industrial Estate are further east.

The site fronts Shoreham Harbour with a Jetski/watersports hire business on the south side of the road. Dudmans Yard sits opposite 17-27 Albion Street. The site is bounded to the north by the railway embankment with Sussex Croquet Club on the other side of the railway line, within the Conservation Area.

The original Committee report described the proposal as follows:

"*The proposal utilises a bold design which is very different from the scale, form and layout of existing development in the area. The buildings are in two blocks, the westernmost being the affordable housing and the eastern block containing the private units. The design and palette of materials is consistent across both buildings however in order to create an integrated design across the site and to avoid a lowering of standards between the private and affordable units.*

The buildings are generally five storeys high with a six storey element set back from the frontage before stepping down to five storeys at either end. The fifth storey is also set back from the edge of the building at the western end and more so at the eastern end.

The design of the building includes framing elements projecting from the building which surround windows, balconies and terraces and are a sculptural feature, framing views of the sea from within the building as well as giving it a strong character.

The proposed materials comprise grey brick with a contrasting lighter brick, particularly on sections of the side elevations to break up the mass of the building. The balconies are to have a copper patina and weathered copper finish. PV panels and a sedum roof are proposed for the flat roofed areas. The front elevation will contain large areas of glazing with the side elevations broken up with window openings. These openings are to be angled to prevent overlooking and will have coloured side screens to add further interest."

This application proposes a number of external changes following reconsideration of the build costs and overheating impact of large amounts of glazing on the front (southern) elevation.

At the front, some of the clear-glazed windows are to be replaced with spandrel-glazing elements (opaque glazing) to reduce heat-gain. The balcony design has been amended by aligning them between floors and to accord with the revised glazing pattern.

At the rear the north elevation has been simplified by removing the framing element altogether in order to reduce construction costs. It was also considered that the framing to the north was less important, being on the least visible side of the building, where it faces the railway embankment.

An enlargement of the top floor of the building was previously approved and, with the reduction in framing on the north elevation, a change of colour is proposed to the top floor element. It is proposed that it will finished in a grey brick compared to the buff of the original approval, in order to provide more of a contrast and to tie in with the grey framing proposed for the front.

The final minor change to both north and south elevations is to propose the change of concrete cladding to grey brick, on the ground floor storeys of both Blocks 1 and 2 as brick is considered to be a more pleasing finish.

Consultations

West Sussex County Council: Based on the information submitted there would not be any changes to the previously advised highway comments. The changes as part of this application appear to be predominantly to the design and not affect previously agreed highway comments

The ***Technical Services*** Officer has have no objection to the proposed changes. We would like to take this opportunity to remind the applicant of the need for winter groundwater monitoring and winter infiltration testing to inform their surface water drainage design.

Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017 policies 2, 3, 8, 11, 15, 18, 20, 21, 22, 28, 29, 30, 31, 34, 35, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats';
Planning Contributions for Infrastructure Provision (ADC 2013)
Design Bulletin No.1 'Trees and Landscaping' (ADC 1996)
Sustainable Energy SPD (August 2019)
Shoreham Harbour Joint Area Action Plan 2019 Policies CA6, SH1, SH4, SH5, SH6, SH7, SH8, SH9
West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003)
West Sussex 'Guidance on Parking at New Developments' and 'Parking Demand Calculator' (WSCC 2019)
National Planning Policy Framework (February 2019)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Relevant Legislation

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.

Planning Assessment

Principle

The site is not allocated within the Adur Local Plan but it has come forward for redevelopment as a windfall site, being located within the built up area boundary where Policy 2 of the Local Plan states that development will be permitted subject to compliance with other policies in the development plan.

The Local Plan sets out a target of 3718 new homes for Adur until 2032 as a minimum requirement. The Government has also introduced the Housing Delivery Test (HDT) against which housing delivery is now measured. Adur has failed the HDT which means that we now have to apply a 20% buffer to our five year housing land supply calculation. The most recent land supply monitoring position is up to April 2018 which demonstrates a 4.9 year supply of deliverable sites and therefore cannot demonstrate an up to date housing land supply position in accordance with the NPPF.

The site is within the Shoreham Harbour Regeneration Area (Policy 8 of the Adur Local Plan) and Character Area 6 Harbour Mouth of the JAAP.

Permission has already been granted for 55 flats and there is no objection in principle therefore to the proposal subject to consideration of the impact of the external changes on the overall design, form and appearance of the development.

Design, Form, Appearance and Density

The amendments are material, in that they alter the appearance of the proposed building, but they are not considered to compromise the overall character and design of the scheme. The reduction in the amount of glazing on the southern elevation is a necessary change in order to protect future residents from overheating. The use of spandrel glazing is considered to be an acceptable alternative which does not result in a 'solid' appearance and therefore maintains the original design concept.

The accompanying changes to the balconies and their relationship with the windows is also considered to be an acceptable amendment.

The biggest change is to the rear elevation where the framing element is to be removed. The original concept was to have a consistent design across the whole building but the framing element will be an expensive detail to construct and it was considered that to remove the framing from the rear elevation would be an acceptable cost-saving without compromising the appearance of the building in its principal views from the south. The rear of the building will face the railway embankment and will not be as widely visible as the front. Views of the rear will be possible from the Conservation Area to the north but these are more distant views which will be partly screened by the embankment and trees. While the rear elevation is plainer as a result of this change, it is still considered to have an acceptable appearance overall, with its staggered projections helping to break up the mass of the elevation.

The other change is to the top floor, where a change in material is proposed. The use of a grey brick will tie in with the grey framing proposed for the front of the building and will provide a good contrast with the buff brick used elsewhere, helping to add interest to views of the side elevation in particular.

The final change from concrete to brick on the ground floor is also acceptable in visual terms.

Overall, the changes are considered to be acceptable as they will preserve the character and the original design concept of the building and continue to result in a striking development providing much needed affordable housing in the area.

Recommendation

Subject to completion of a satisfactory Deed of Variation to the original section 106 Obligation

APPROVE:-

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Noise protection, including MVHR and means to reduce overheating
4. Sound testing between floors
5. Working hours
6. To be carried out in accordance with Construction Method Statement as previously approved
7. To be carried out in accordance with contaminated land remediation strategy previously approved
8. Fencing and walls
9. Landscaping and tree protection
10. Development should not commence until finalised detailed foul and surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
11. Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.
12. The use hereby permitted shall not be carried on unless and until details of all operational phase air quality mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The mitigation shall be equal to a value of £15,889.20 as identified in the emissions mitigation assessment

contained within Chapter 8 of the Air Quality Assessment dated August 2018 and provided as part of the application.

13. The use hereby permitted shall not be carried on unless and until an air quality impact assessment of the proposed centralised energy facility has been submitted to and approved in writing by the Local Planning Authority. All boilers and/or CHP plant installed on site shall have a NOx emission rate of less than 40 mg/kWh of dry NOx (at 0% O2).
14. Samples and schedule of materials.
15. Strip of land to be reserved as highway for provision of future cycleway
16. No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
17. Cycle parking
18. Vehicular access
19. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
20. Water consumption
21. Refuse storage
22. All dwellings hereby approved shall be occupied at all times as affordable rented homes as defined by the NPPF.
23. Archaeological written scheme of investigation

7th December 2020