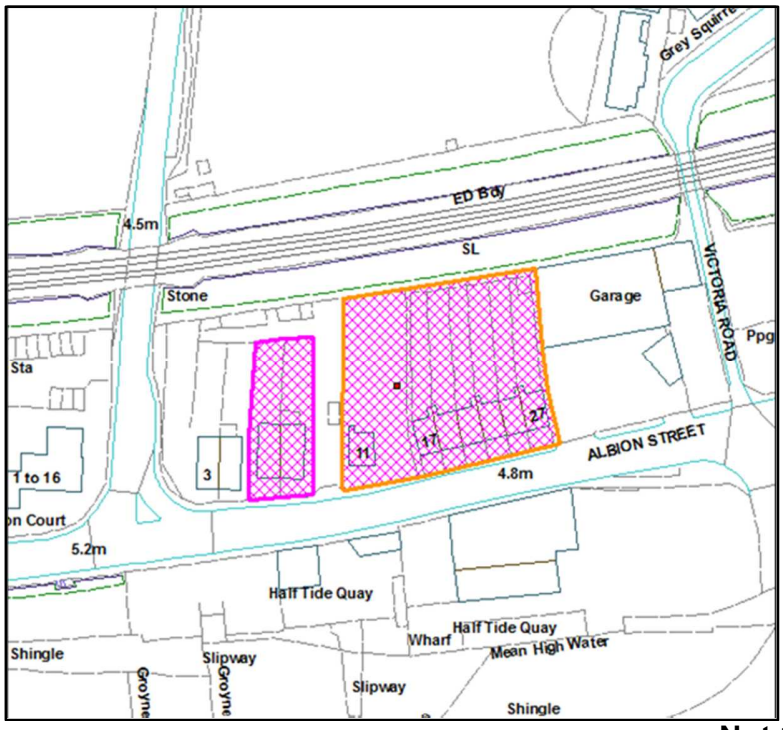
Application Number:	**AWDM/1999/21**	**Recommendation - Approve**
Site:	**Land At Former Site Of 11 And 17 To 27 Albion Street, Southwick**	
Proposal:	**Demolition of 11-27 Albion Street and redevelopment to provide a total of 55 affordable flats within two blocks of 4-6 storeys in height and the refurbishment of 7-9 Albion Street, with 31 parking spaces. Application to vary condition 1 (Approved plans) of AWDM/0954/18 to remove windows and add aluminium panels on east elevation; adjust position of building to be further from eastern boundary; add lift overrun, smoke shaft and vents to roof; amend car parking layout; changes to internal layout with associated changes to fenestration; addition of brise soleil to west elevation**	
Applicant:	Adur District Council	Ward: Southwick Green
Agent:	Liam Russell Architects Ltd	
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.

At the meeting of 7th December 2020 permission was granted for a number of external changes following reconsideration of the build costs and overheating impact of large amounts of glazing on the front (southern) elevation (AWDM/1719/20).

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 southside 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."

Development is underway on site and this application proposes a number of additional external changes. First, there has been clarification on the ownership of the strip of land which runs north to south on the eastern part of the site which has established the boundary line between the site and the neighbouring business, Montgomery Motors. As a result the window arrangement on the east elevation of the development from ground to third floor has been amended to avoid any overhanging of the boundary. The aluminium cladded protruding bay windows have been removed and replaced with coloured aluminium panels to reflect the previous design feature associated with the windows. The building has also been rotated marginally and there are minor changes to the internal layouts of four flats.

Lift overruns have been added to the top floor which rise above the top of the roof in two locations and the roof has been amended to remove the green roof from the top floor only and to reposition the solar panels. A smoke shaft and additional smoke vents have also been added to the roof. Other changes include moving the parking bay situated to the front, below building 1 to the rear of building 2. Also, 7no. electric vehicle charging spaces have been provided (up from 3). Finally, a brise soleil has been added to the west elevation at fifth floor level to prevent overheating to the flat.

Consultations

West Sussex County Council: No objection from a transport/highways aspect

West Sussex Fire and Rescue: Evidence will be required to show that all parts of all flats are within 45 metres of a fire appliance in accordance with Approved Document B Volume 1 2019 Edition B5 section 13. This distance is to be measured along the hose laying route and not in a direct line / arc measurement as this can rarely be achieved Any areas not within the 45 metre distance will need to be mitigated by the installation of domestic sprinkler or water mist system complying with BS9251 or BS4854 standards.

Local Lead Flood Authority: No comments

Adur & Worthing Councils: The ***Environmental Health*** (Private Sector Housing) officer has made no comment. ***Public Health*** has no objection.

The ***Engineer*** has no comments

Southern Water: No objection

National Highways: No objection

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'; No.2 'Extensions and Alterations to Dwellings'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
Planning Contributions for Infrastructure Provision (ADC 2013)
Shoreham Harbour Joint Area Action Plan 2019 Policies CA6, SH1, SH4, SH5, SH6, SH7, SH8, SH9
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
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) provides that 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

As a brownfield site, being located within the built up area boundary Policy 2 of the Local Plan states that development will be permitted subject to compliance with other policies in the development plan.

Permission has already been granted for 55 flats and the principle of the development has been established therefore. The only consideration is 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 minor adjustment to the siting of the building has little material impact on the overall development. The proximity to the boundary with the adjoining site to the east has also necessitated the removal of the projecting bay window features on the eastern elevation, and their replacement with flat, coloured aluminium panels. It is considered that, while lacking the profile of the former bays, the panels do help to break up the expanse of wall and to add interest to the elevation. The projecting bay windows are retained on the side of the building further to the rear where it is further from the eastern boundary.

The addition of the lift overruns and smoke shafts do result in extra features at roof level which do project above the top of the flat roof. These additions will be visible but they are set back from the front of the building and are relatively small features which will not have a significant visual impact or affect the overall design and appearance of the building.

Finally, the alterations to the parking layout improve access to the development and keeps all parking at the rear of the building. The additional EV charging spaces are welcomed and the car club space is retained. 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

The original permission was subject to the completion of a section 106 obligation which has subsequently been subject of a Deed of Variation to cover the previous s73 amendment application. A further Deed of Variation is not required in this case as the

wording of the previous DoV covered any future applications for amendments and ensures that the obligation remains to pay a contribution of £72,250 to be spent on cycle route improvements on the A259 in accordance with the Shoreham Harbour Transport Strategy (2016-2031) and the dedication of highway land for future cycle route provision.

Therefore, the Committee is recommended to **Approve** the development subject to the following 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