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Land And Buildings On Wellington Road And Camden Street And Former Flexer Sacks Factory On North Street

BH2020/01968



**Brighton & Hove
City Council**

Application Description

Planning permission is sought for demolition of existing buildings to facilitate the erection of a mixed-use redevelopment.

Phase 1 Proposals (Full Planning):

- Demolition of hand car wash building;
- Ten/eleven storey building fronting Wellington Road and Camden Street;
- Office floorspace (B1) 423sqm at ground/mezzanine level;
- 65 residential units (Use Class C3) with rooftop garden and balconies as amenity space;
- Green corridor on Wellington Road.

Phases 2 & 3 Proposals (Outline Permission):

Up to 71no. residential units; up to 4646sqm office floorspace and up to 995sqm of flexible office/leisure floorspace;
Buildings height 3 to 10 storeys.

Phase 2:

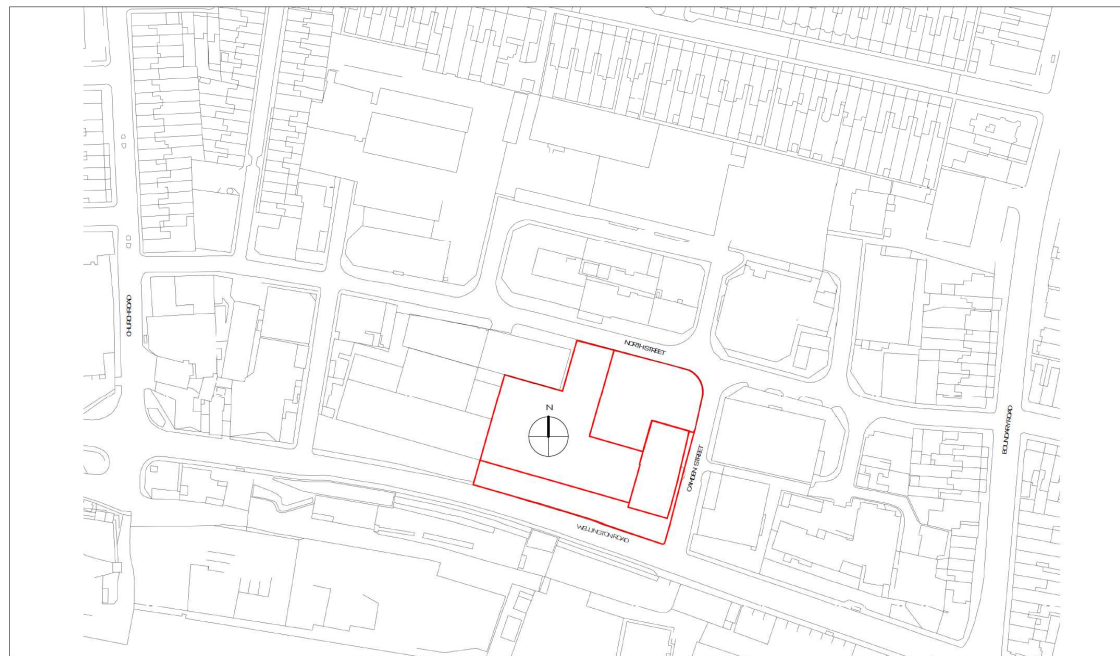
- Up to 55 residential units;
- 3,239sqm of office employment use;
- New vehicle/pedestrian access;
- Basement car parking;
- Landscaped amenity space.

Phase 3:

- Up to 16 residential units;
- Up to 2,402sqm of office employment space;
- Up to 995sqm flexible office/leisure space;
- Landscaped amenity space.

Only 'Access' is for approval, all other matters are reserved.

Existing Location Plan



0m 12.5m 25m 37.5m 50m 62.5m
1:250

(SITE)001



Aerial photo(s) of site



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3D Aerial photo of site



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Existing Site (South-East)



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Existing Site (North-East)



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View Towards Site From West



Existing North Street Entrance



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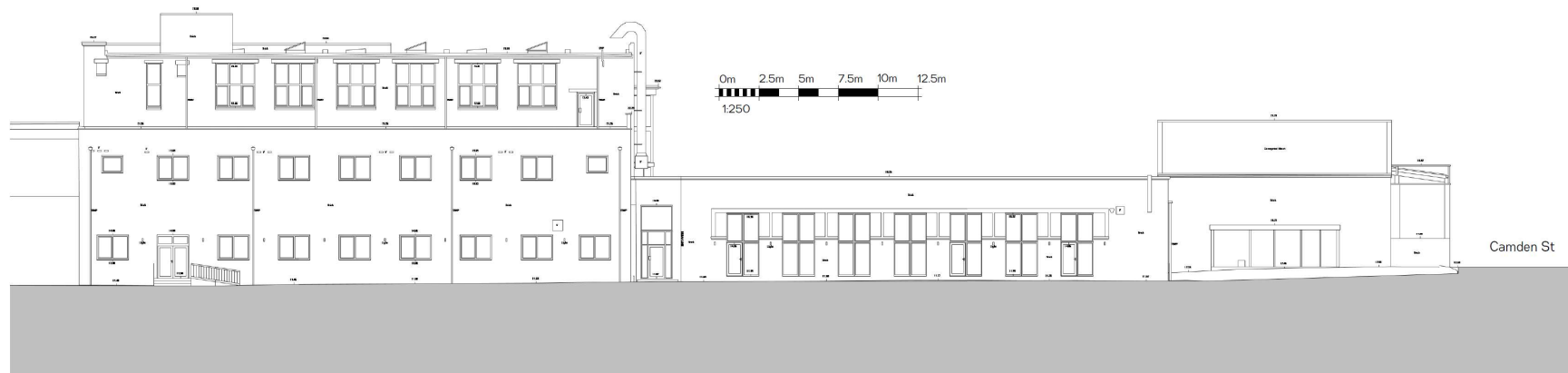
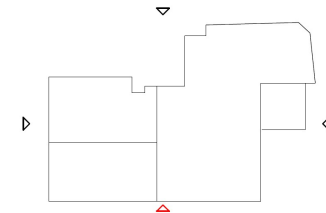
View East Towards Phase 1 Site



View South-East Towards Wellington Road



Existing Wellington Road Elevation

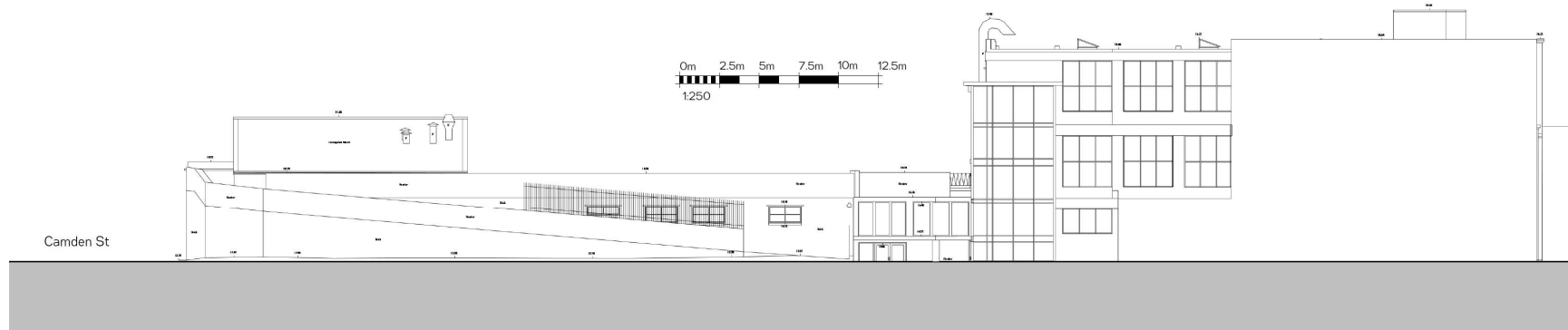
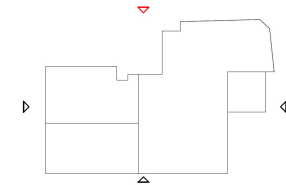


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(XX)401



Existing North Street Elevation



13

(XX)401



Split of uses/Number of units

Phase 1 Proposals (Full Planning):

- 423sqm of office floorspace
- Provision of 65 residential units (Use Class C3);
 - 31x 1-bed
 - 17x 2-bed (3Person)
 - 16x 2-bed (4Person)
 - 1x 3-bed

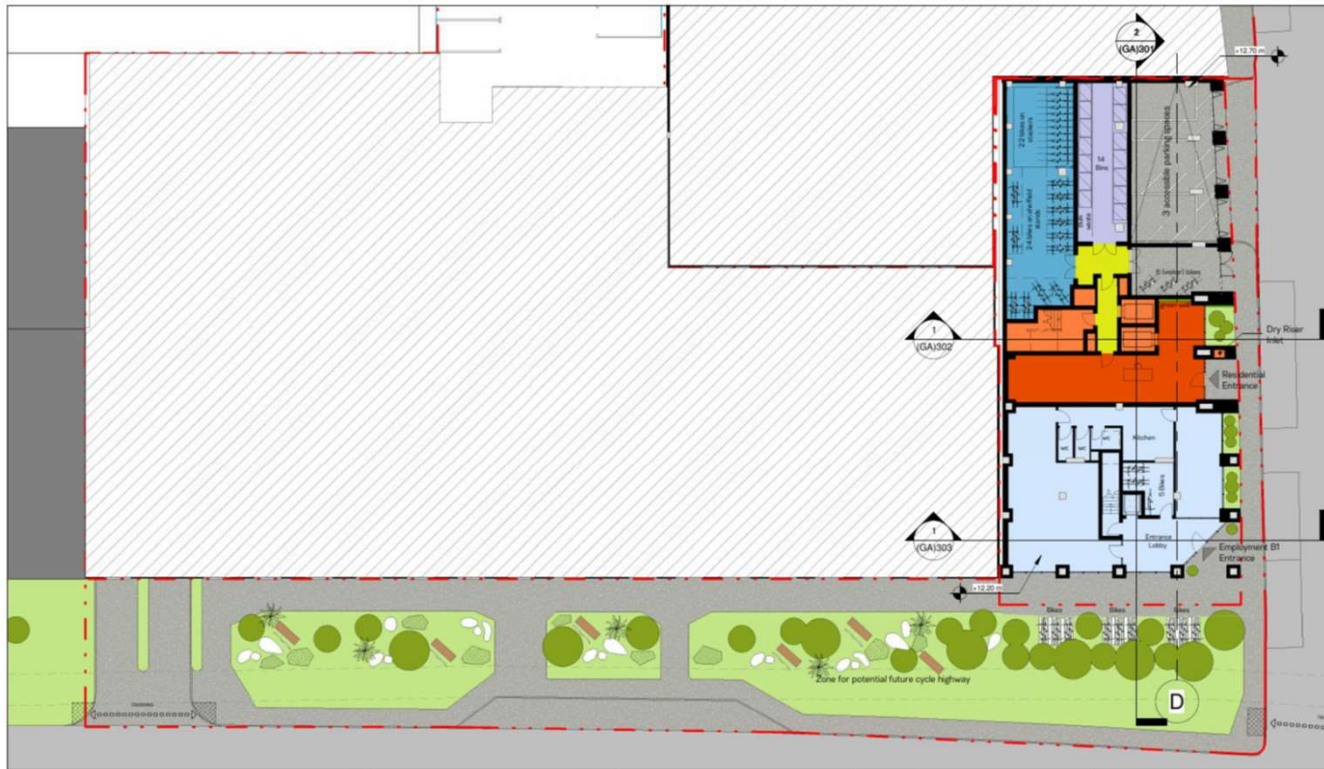
Phases 2 & 3 Proposals (Outline Permission):

- 4646sqm office floorspace and up to 995sqm of flexible office/leisure floorspace
- 71no. residential units,
(3x studios, 24x1-bed, 29x 2-bed, 11x 3-bed and 4x4-bed)



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Phase 1 Proposed Ground Floor



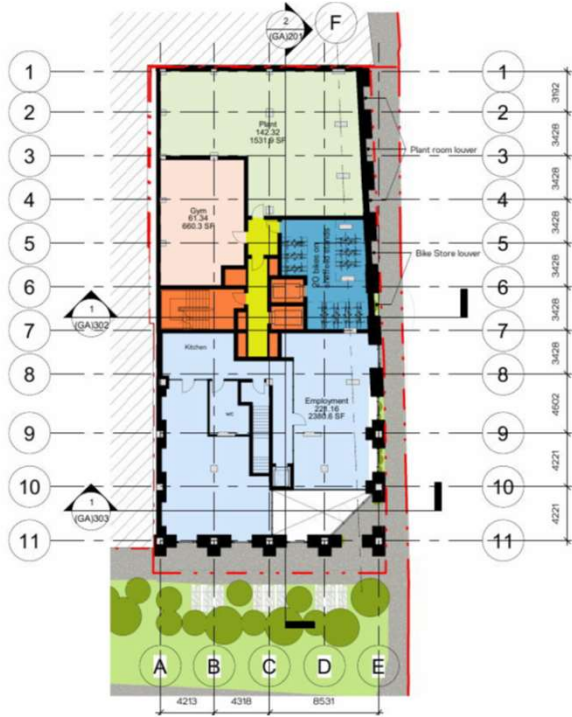
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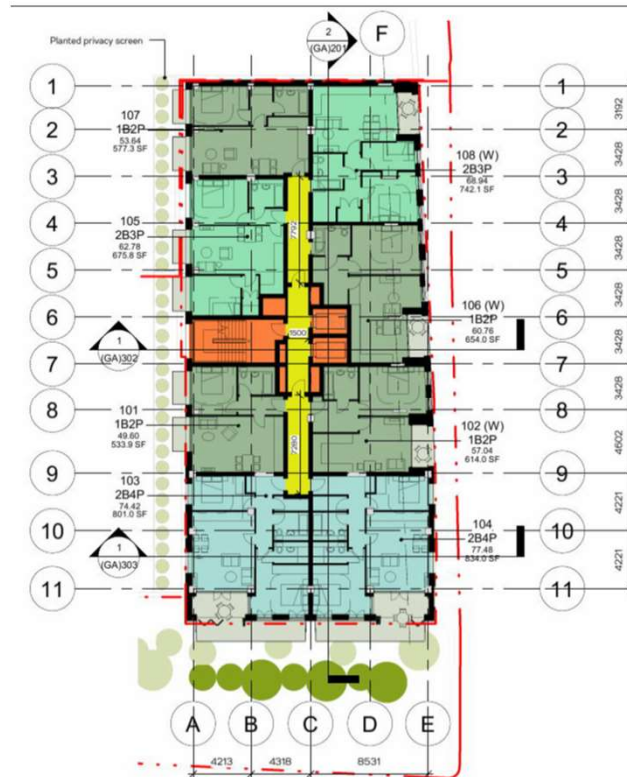


Phase 1 Proposed Floor Plans

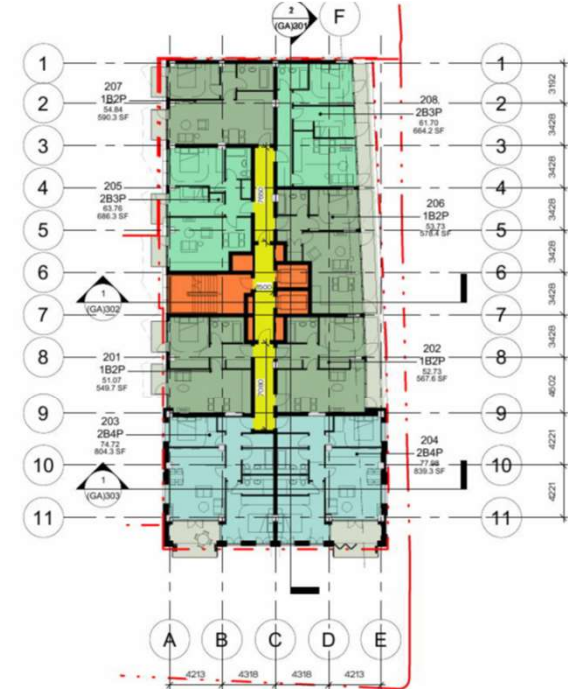
Mezzanine



First Floor

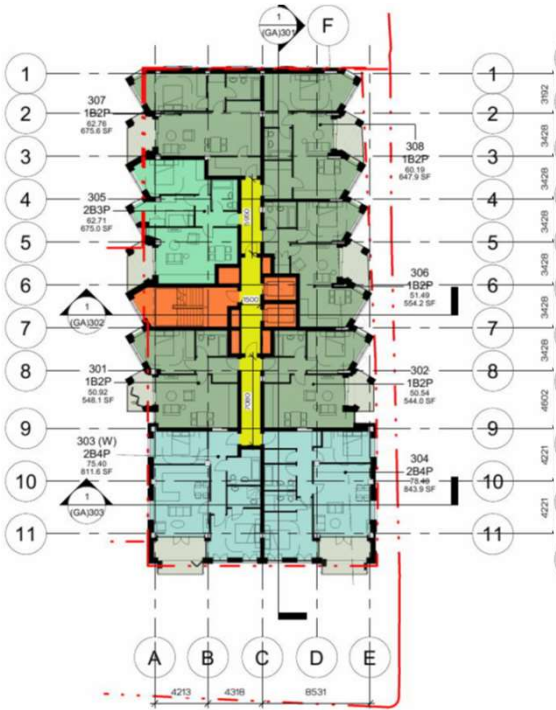


Second Floor

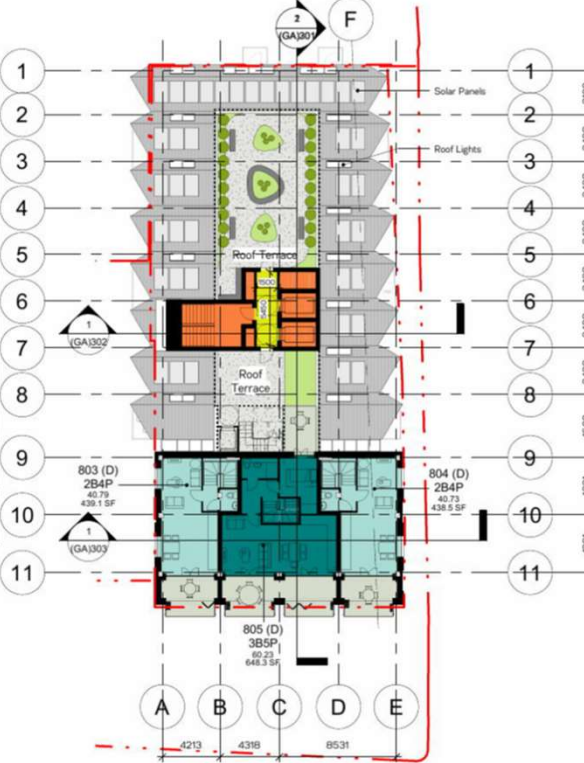


Phase 1 Proposed Floor Plans

Third Floor



Ninth Floor



Roof Plan

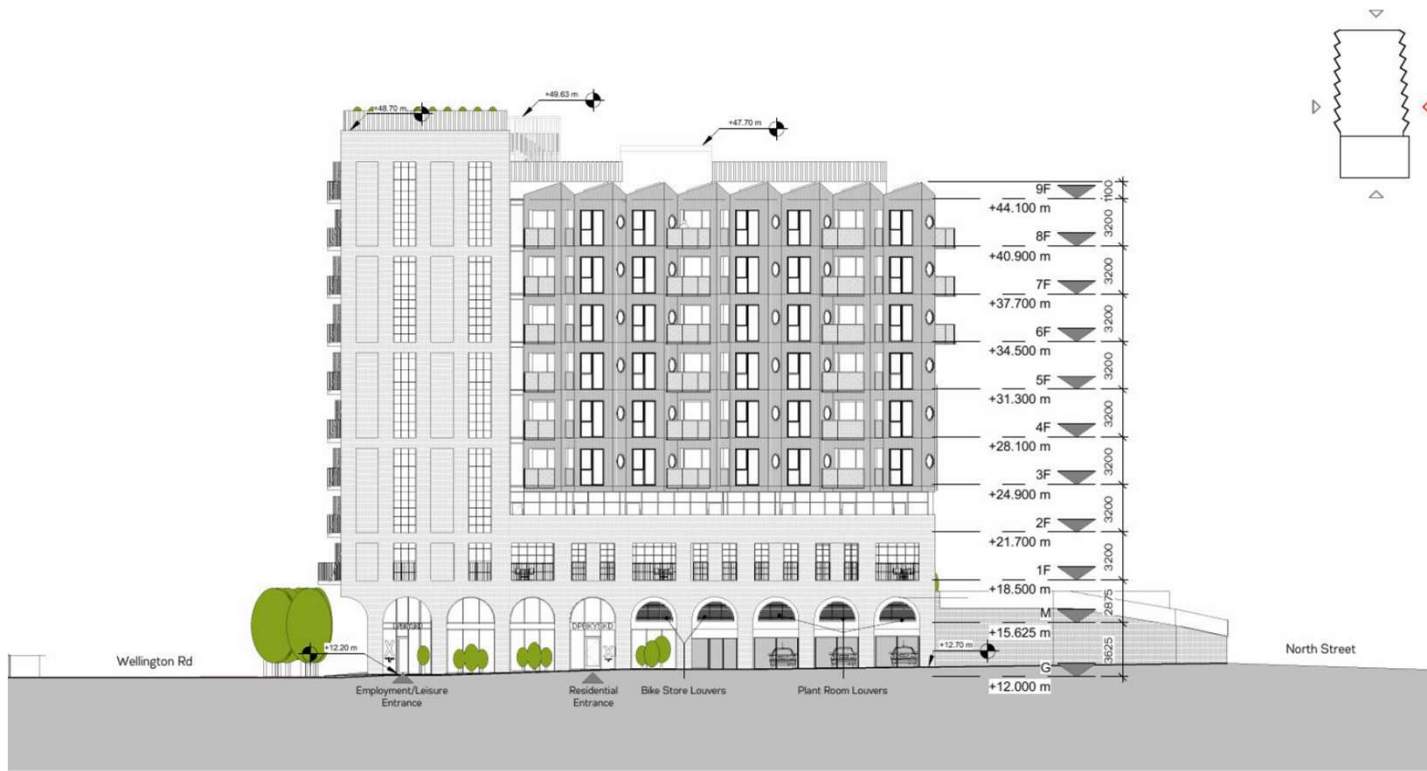


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Phase 1 Proposed South Elevation



Phase 1 Proposed East Elevation

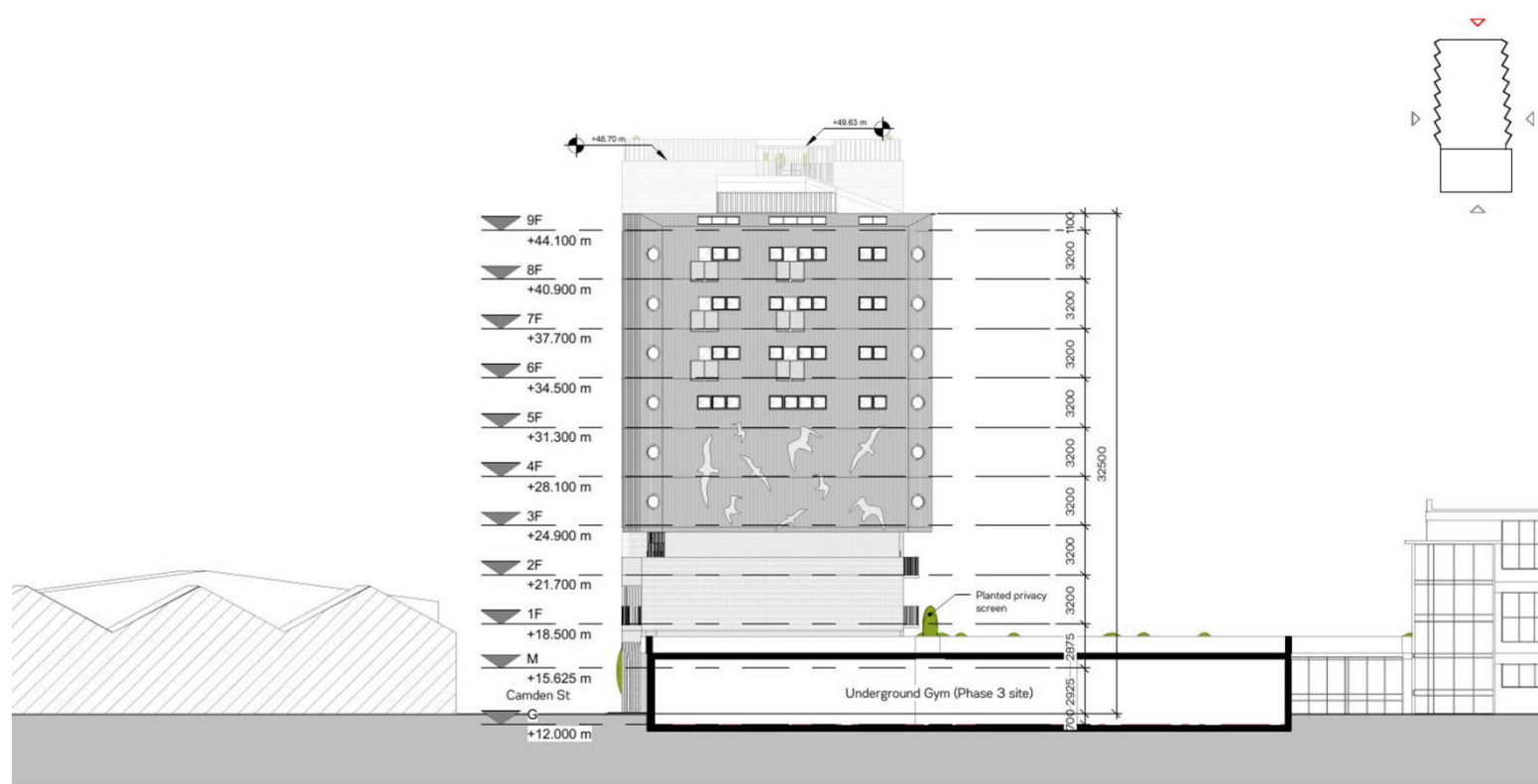


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Phase 1 Proposed North Elevation



Phase 1 Proposed West Elevation



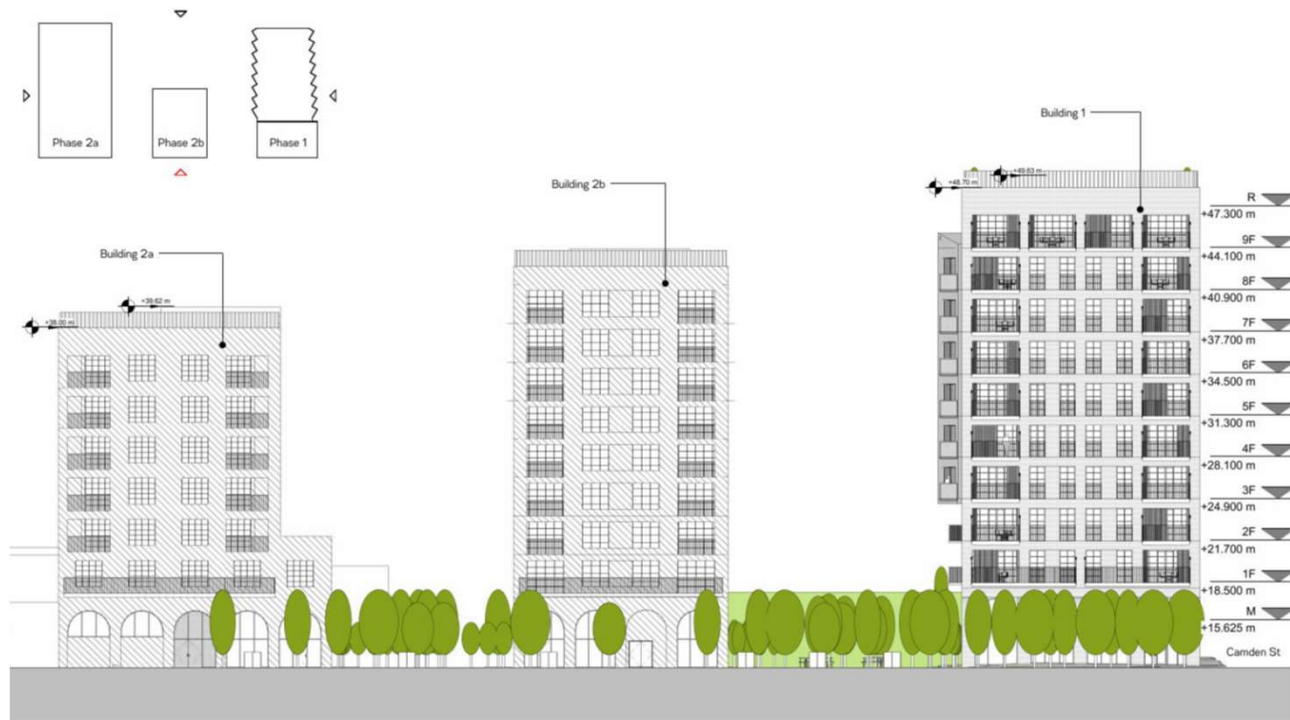
Outline - Phase 2 Ground Floor



Outline – Phase 2 Basement Plan



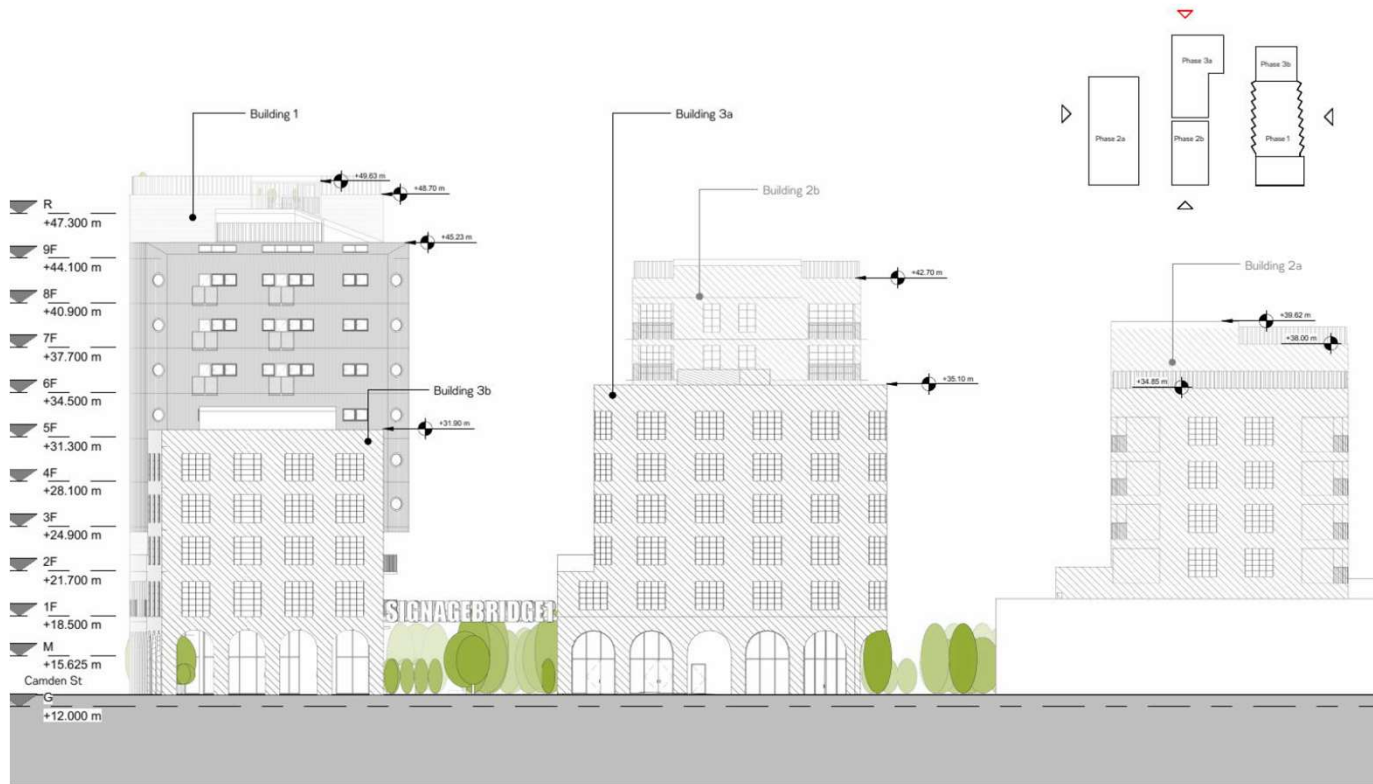
Outline – Phase 2 South Elevation



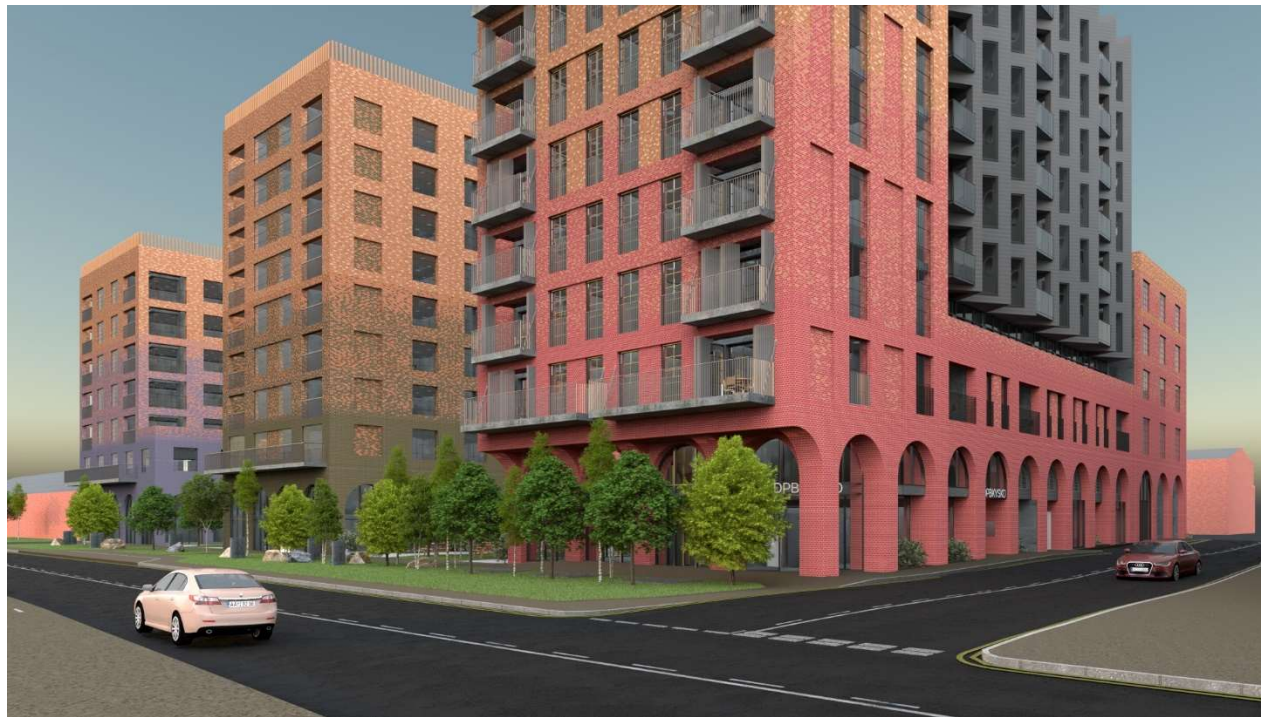
Outline – Phase 3 Ground Floor



Outline Phase 3 – North Elevation



Visual – Corner View



Visual - Central View



Visual – West Along Wellington Road



Visual – East Along Wellington Road



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Visual – View From North (Corner of Franklin Road and Norway Road)



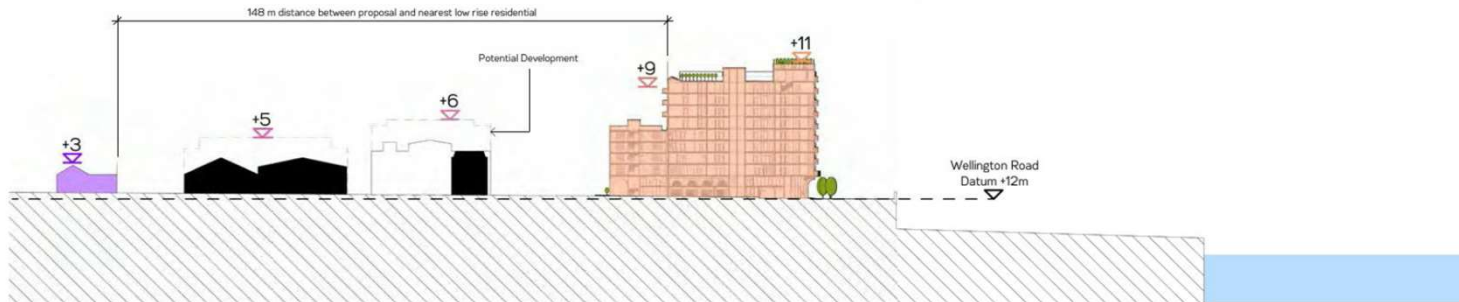
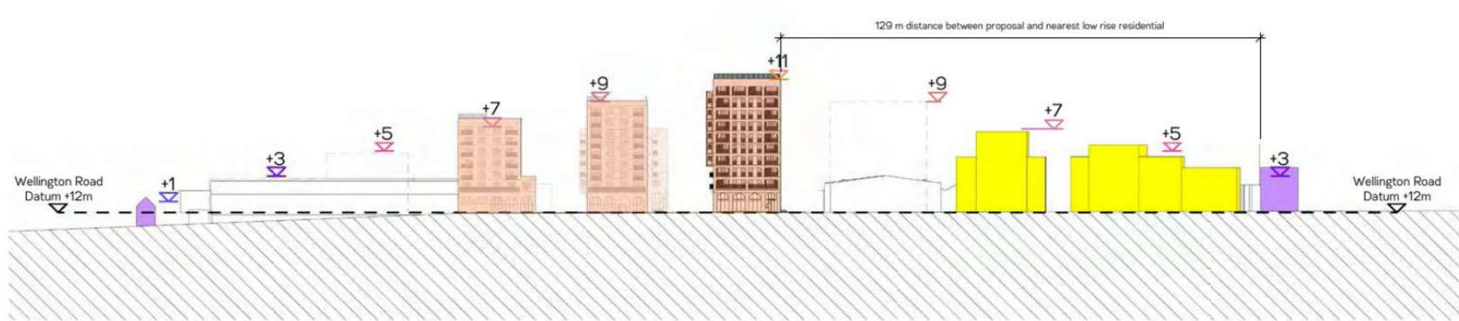
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Townscape Drawings

3.14

AMENDMENTS TO PHASE 2&3

PHASE 2&3 - Townscape Section



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Proposed Materials

AMENDMENTS TO PHASE 2&3 FACADE DESIGN

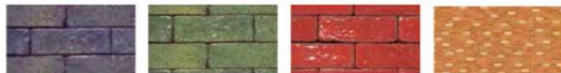
Comments from Brighton and Hove:

Appearance and Materiality

Soften the appearance of Phase 1 proposals by adopting a graded materiality, breaking up the bold colour towards the higher levels of the tower by introducing softer accent materials and tones; subjective view.

Design Team Response:

We have softened the appearance of the facade on each building by projecting a faded pattern towards the upper levels. The lower part of all 3 buildings will be clad in a glazed brick tile and the upper area with use a more traditional orange red brick mixed with a buff brick. This breaks up the flat façades and helps to make the buildings feel softer.



Glazed brick tiles

Orange / red brick mixed with Buff brick



Elevations of brick facade



Facade design - July 2020



Facade design - January 2021



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Key Considerations in the Application

- Full Planning Proposal (Phase 1): principle of the development, affordable housing provision, housing mix, sustainable drainage, and the proposed access arrangements and related traffic implications.
- Outline proposals (Phases 2 &3): only considerations are the Principle of Development, and the acceptability of the proposed access
- All other matters for Phases 2 & 3 are reserved



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S106 table

(Phase 1)

Affordable Housing:

Secure a minimum of 40% of the development as Affordable Housing

Artistic Component

Provision to the value of £62,000 to be provided as a phased provision

Employment and Training

Employment and Training Strategies

£19,700 (for residential development) developer contribution toward the Council's Local Employment Scheme

Highway Works

Works to Camden Street to promote pedestrian activity; marked out loading / servicing bay as well as disabled parking bays.

Works to Wellington Road to provide pedestrian crossings over proposed vehicle accesses, interim Sustainable Transport Corridor scheme, and to northern footway.

Works to North Street to provide pedestrian crossing, new loading bay, and to southern footway.

Other reasonable works including pavement reinstatements, road markings street furniture, Traffic Regulation Orders, and other statutory orders.

Travel Plan

Residential & Employment Travel Plans including Travel Pack, Incentives to purchase tickets/memberships for local transport, and Information on sustainable transport options

(Phase 2 & 3)

Affordable Housing:

Secure a minimum of 40% of the development as Affordable Housing

Employment and Training

Employment and Training Strategies

£23,700 (for residential development) developer contribution toward the Council's Local Employment Scheme

£12,170 (for employment development) developer contribution toward the Council's Local Employment Scheme

Highway Works

Removal of on-street disabled parking bay markings on Camden Street once the Phase 2 basement car park is constructed.

Travel Plan

Residential & Employment Travel Plans



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Conclusion and Planning Balance

- Significant contribution to the housing shortfall and the provision of policy compliant affordable housing for the city.
- Considerable public benefit from 40% affordable housing provision.
- Suitable mix of office space and housing.
- Housing mix justified on the basis of the site location and character as a flatted development.
- Acceptable quality of accommodation and overall a positive residential environment.
- All Phase 1 units would have a balcony, and also direct access to the shared amenity spaces.
- Opportunity to integrate the development into the existing urban environment, providing connectivity and permeability along new north-south routes through the central space, with significantly benefit to the public realm.
- Positive interface with Wellington Road and Camden Street - design considered appropriate in its context.
- Sustainable transport improvements including futureproofing development for provision of a segregated cycle path.
- Lack of car parking considered acceptable given excellent access to public transport.
- Other factors considered acceptable - impacts on ecology, sustainability, landscaping, flood risk, land contamination, wind and air quality.
- Overall, it is considered that the public benefits of the scheme as a whole outweigh the parking overspill impact

Approval of planning permission is therefore recommended subject to the completion of a s106 planning legal agreement and to the conditions within the report.