

# **PLANNING COMMITTEE ADDENDUM**

**2.00PM, WEDNESDAY, 22 APRIL 2020**

**LATE/ADDITIONAL REPRESENTATIONS, MEMBER  
QUESTIONS & ANSWERS, PRESENTATIONS**

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# **ADDENDUM**

## **ITEM**

Late/Additional Representations – Pages 1-14;  
Member Questions and Answers – Pages 15-25;  
Presentations on Individual Applications as they appear on the agenda.  
A – Vitoria Road Housing Office, Portslade – Pages 27-64;  
B – 9-12 Middle Street, Brighton – Pages 65-96;  
C – KAP Limited, New Town Road, Hove – Pages 97-148;  
D – Land Adjoining, 9 The Ridgeway, Woodingdean – Pages 149-170;  
E – Fairway Trading Estate, Eastergate Road, Brighton – Pages 171-185;  
F – Land R/o 9 Hayes Close, Portslade – Pages 185-206

**22<sup>nd</sup> April 2020 Planning Committee – Additional Representations**

Item	Site Address	Application No.	Comment			
A	Victoria Road Housing Office, Victoria Road, Portslade	BH2019/02578	<b>Approved drawings:</b>			
			<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
			Proposed Drawing	Proposed site location plan P-008	A	20 April 2020
			Proposed Drawing	Proposed Block Plan P-009	A	20 April 2020
			Proposed Drawing	Proposed site plan P-010	F	08 April 2020
			Proposed Drawing	Location plan P-001		29 August 2019
			Proposed Drawing	Proposed ground floor plan P-011	B	26 September 2019
			Proposed Drawing	Proposed first floor plan P-012	C	26 September 2019
			Proposed Drawing	Proposed second floor plan P-013	C	26 September 2019
			Proposed Drawing	Proposed third floor plan P-014	C	26 September 2019
			Proposed Drawing	Proposed fourth floor plan P-015	C	26 September 2019
			Proposed Drawing	Proposed roof plan P-016	A	26 September 2019
			Proposed Drawing	Proposed north elevations P-017	B	29 August 2019
			Proposed Drawing	Proposed east elevations P-018	C	29 August 2019

			Proposed Drawing	Proposed south elevations P-19	A	29 August 2019
			Proposed Drawing	Proposed west elevations P-20	C	29 August 2019
			Proposed Drawing	Proposed sections P-21	A	29 August 2019
			Proposed Drawing	Contextual elevations P-23		29 August 2019
			Proposed Drawing	Proposed elevation detail P-027		29 August 2019
			<p><b>Transport:</b> An amended site layout plan has been submitted with slightly adjusted footprint of the buildings.</p> <p><u>Officer response:</u> This allows for a safer swept path for larger vehicles within the site and is welcomed. The amended plan does not however go further and address other comments raised by the Transport Team regarding layout and pedestrian safety, therefore conditions 18, 19 and 35 remain relevant and are required to secure further improvements. In addition, condition 26 (Service and Delivery Management Plan) remains relevant.</p> <p><b>Amended condition:</b> The following slight clarification/amendment is recommended to condition 19 following further comments received from the Transport Team:</p> <p>19. Notwithstanding the plans submitted, no development above ground floor slab level shall commence until a scheme detailing the design of internal streets and spaces has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The submitted scheme shall include full details of the following:</p>			



			<p> I. Geometry and layout, including dimensions and visibility splays  II. Pavement constructions and surfacing, kerbs and edge restraints  III. Levels and gradients  IV. Lighting  V. Drainage  VI. Street furniture  VII. Trees, other planting, growing media and planting aids  VIII. Traffic signs and road markings; </p> <p>The scheme shall include a completed a Road Safety Audit up to stage 2 in accordance with the Highway Authority's standards at that time, with the Highway Authority acting as Overseeing Organisation. The Road Safety Audit Brief and Report, and all other road safety audit documents, shall be submitted with the scheme.</p> <p>If the scheme proposes that any areas are shared between pedestrians and vehicles or where recommendations in Guidance On the Use of Tactile Paving Surfaces are not met then relevant disabled user groups (and/or national organisations representing them) shall be engaged as part of the design development process and the submitted scheme shall include both of the following.</p> <p> a) A Participative Inclusive Design Statement. This shall: explain the engagement undertaken with disabled user groups during the design development process; record their views and suggestions on the different options; and explain how these have shaped the submitted design proposals and other management plans. Where it has not been considered possible to accommodate views and suggestions in the submitted proposals and plans then the reasons for this shall be detailed. </p> <p> b) An Equality Assessment. As a minimum this shall identify and explain: each adverse impact arising from the proposals for different protected character </p>
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			<p>groups; how these are known (which may be from appropriate consultation/engagement, research or guidance relevant to the protected character groups impacted); the alternatives considered to avoid or minimise these impacts; and, where some residual adverse impact remain, the objective justifications for why complete avoidance is not considered possible and why the scheme should nonetheless be considered acceptable.</p> <p>The agreed scheme shall be implemented within the development prior to first occupation of the residential development and a shall include the implementation of the recommendations of the stage 3 Road Safety Audit, with the Highway Authority acting as Overseeing Organisation. Thereafter the approved scheme shall be retained.</p> <p>Reason: In the interest of highway safety, sustainability, quality design, public amenity and accessibility and to comply with policies TR7, TR11, TR12, TR14, TR15, TR18, SU3, SU5, QD25, QD26 and QD27 of the Brighton &amp; Hove Local Plan and SA6, CP7, CP9, CP12, CP13 and CP15 of the Brighton &amp; Hove City Plan Part One.</p> <p><b>Additional Informative:</b> An additional Informative is recommended to advise regarding the condition:</p> <p>10. The applicant is advised that it is expected that the amended street design scheme to be secured via condition 19 should seek to include the following, amongst other things:</p> <ul style="list-style-type: none"> <li>(i) Making the external areas to the west side of the buildings pedestrian only, which may include relocating the proposed external cycle store and other cycle parking to the east side.</li> <li>(ii) Providing a formal pedestrian-only footway to the above from the site entrance that includes appropriate delineation from areas accessible to vehicles and tactile paving at any crossing points</li> <li>(iii) A protected pedestrian only route along the east façade of the buildings,</li> </ul>
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			<p>linking to both the above, so that people can safely reach front doors without fear of conflict or obstruction with vehicles, notwithstanding the remainder of the external space to the east side of the buildings potentially being shared with cyclists and occasional vehicles.</p> <p>(iv) Measures to prevent vehicles other than cyclists, delivery and service vehicles and emergency vehicles from accessing the potentially shared area to the east of the buildings.</p> <p>(v) Clear access routes for vehicles that demonstrate there will be no conflict with buildings or overrun of inappropriate areas, including those for pedestrians-only.</p> <p>(vi) Measures to address issues raised in previous road safety audits.</p> <p><b>Deleted condition:</b> Condition 31 (further ecology surveys if no demolition before August 2020) is not required as the housing office has already been demolished, and it should therefore be deleted.</p> <p><b>Additional condition:</b> Due to the difference in levels across the site and need to ensure the setting of Portslade Town Hall is preserved, the following additional condition is considered necessary:</p> <p>40. The development hereby permitted shall not commence until full details of existing and proposed ground levels (referenced as Ordnance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.</p> <p>Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area and setting of locally listed Portslade Town Hall in addition to</p>
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			comply with policy QD27 and HE10 of the Brighton and Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.
B	9 - 12 Middle Street	BH2019/03590	<p><b>Conditions</b></p> <p>Condition 1 has been updated to allow the A3/A4 units to be open from 07:00am (previously 10:00am) in order to allow the café element to coincide with the opening hours of the Office use. The condition shall now read:</p> <p>No customers of the A3/A4 uses hereby approved within the development shall remain on the premises outside the hours of 07:00am to 02:30am on Mondays to Fridays, 07:00am to 03:30am on Saturdays and 08:00am to 01:30am Sundays and Bank or Public Holidays.</p> <p>Reason: To safeguard the amenities of the locality and occupiers of the development and nearby residential properties, to comply with policies SU10 and QD27 of the Brighton &amp; Hove Local Plan.</p> <p><b>Clarification on report</b></p> <p><b>Paragraph 5.10</b> – Heritage Comments</p> <p>Members should note that the Heritage Team do not object to the overall proposal. Concerns were initially raised by the heritage team relating to the balustrade to the front elevation at fourth storey level. The balustrade was subsequently amended to be set further back and additional views were provided facing the site from the north of Middle Street indicating that the balustrade would be not be readily visible within the street. The Heritage Team are satisfied with this approach and raise no further objection.</p> <p><b>Paragraph 5.38</b> – Conservation Advisory Group Representation (CAG)</p> <p>The reasoning for the CAG recommendation was not clarified within the report. CAG recommended to <b>Refuse</b> the application with the results of a vote as follows: <b>Refuse</b> 5, <b>Approve</b> 4, <b>No Objection</b> 2.</p>

			<p>Those recommending approval complimented the design and did not consider the existing building of particular merit.</p> <p>Those with no objection considered the existing building of no particular merit but felt the proposed building did not enhance the street scene.</p> <p>Those who recommended refusal believed the existing façade at least was worthy of preservation and were not persuaded by the applicant's contention that the reconstituted stone was beyond repair. They questioned how that the last application the Group saw was to extend its height with a pent house. Then there was no mention of the building's façade being beyond repair. They also noted the setting of the application site which includes the Grade II* synagogue opposite, and also stated that the present old Brighton and Hove Gas Co building gave added history to the past mixed use in this part of the CA. The façade is of the same date and style to the Coop building in London Road, CAG recommended that to be retained.</p> <p><b>Section 11 – S.106 Agreement, Final Bullet Point</b></p> <p>The final bullet point indicates that a Construction Environmental Management Plan is to be secured via the S.106 Agreement. This is an error and should be omitted from the report. The CEMP is to be secured by condition 30, as set out within the report.</p> <p><b>Additional Information</b></p> <p>The applicant has provided an additional supporting letter to clarify the nature of the intended ground floor uses.</p> <p>The letter confirms that the ground floor uses will comprise a café and a restaurant/bar. The letter elaborates on this point, indicating that it is not the intention for the venue to be a late night/vertical drinking establishment. The letter</p>
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			<p>also provides a list of local businesses, including restaurants and bars, which the new unit will be aimed at. The letter in full is available on the Planning Register.</p> <p><b>Officer Response</b> The application has been assessed on the basis of the proposal of a café and restaurant bar. The relevant assessment is set out within the Officer's report.</p>																				
C	KAP, Newtown Road	BH2018/03356	<p><b>Additional representations</b> There have been 10 further representations <b>objecting</b> to the scheme. The points raised in the representations have been outlined and been fully assessed in the committee report.</p> <p><b>Conditions</b> The plans list has been added to Condition 1. 1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below. Reason: For the avoidance of doubt and in the interests of proper planning.</p> <table border="1"> <thead> <tr> <th>Plan Type</th><th>Reference</th><th>Version</th><th>Date Received</th></tr> </thead> <tbody> <tr> <td>Proposed Drawing</td><td>PROPOSED CYCLE STORE ELEVATIONS</td><td>YO269_264</td><td>9 January 2020</td></tr> <tr> <td>Proposed Drawing</td><td>PROPOSED ROOF PLAN</td><td>YO269_130_Rev A</td><td>9 January 2020</td></tr> <tr> <td>Proposed Drawing</td><td>PROPOSED THIRD FLOOR PLAN</td><td>YO269_123_Rev K</td><td>9 January 2020</td></tr> <tr> <td>Proposed Drawing</td><td>PROPOSED LOWER GROUND</td><td>YO269_119_Rev G</td><td>9 January 2020</td></tr> </tbody> </table>	Plan Type	Reference	Version	Date Received	Proposed Drawing	PROPOSED CYCLE STORE ELEVATIONS	YO269_264	9 January 2020	Proposed Drawing	PROPOSED ROOF PLAN	YO269_130_Rev A	9 January 2020	Proposed Drawing	PROPOSED THIRD FLOOR PLAN	YO269_123_Rev K	9 January 2020	Proposed Drawing	PROPOSED LOWER GROUND	YO269_119_Rev G	9 January 2020
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				FLOOR PLAN		
			Proposed Drawing	PROPOSED GROUND FLOOR PLAN	YO269_ 120_RE V K	11 March 2020
			Proposed Drawing	PROPOSED FIRST FLOOR PLAN	YO269_ 121_RE V J	11 March 2020
			Proposed Drawing	PROPOSED SECOND FLOOR PLAN	YO269_ 122_RE V I	9 January 2020
			Proposed Drawing	PROPOSED FOURTH FLOOR PLAN	YO269_ 129_RE V I	9 January 2020
			Proposed Drawing	PROPOSED FIFTH/SIXTH FLOOR PLAN	YO269_ 124_RE V K	9 January 2020
			Proposed Drawing	PROPOSED SEVENTH FLOOR PLAN	YO269_ 125_RE V I	9 January 2020
			Proposed Drawing	PROPOSED EIGHTH/NINTH FLOOR PLAN	YO269_ 126_RE V H	9 January 2020
			Proposed Drawing	PROPOSED TENTH FLOOR PLAN	YO269_ 128_RE V H	9 January 2020
			Proposed Drawing	PROPOSED NORTH ELEVATION_BLOCK A	YO269_ 250_RE V C	16 October 2019
			Proposed Drawing	PROPOSED SOUTH	YO269_ 251_RE	2 December 2019

				ELEVATION_BLOCK A	V E	
			Proposed Drawing	PROPOSED EAST ELEVATION_BLOCK A	YO269_252_RE V C	2 December 2019
			Proposed Drawing	PROPOSED WEST ELEVATION_BLOCK A	YO269_253_RE V C	8 October 2019
			Proposed Drawing	PROPOSED NORTH ELEVATION_BLOCK B	YO269_255_RE V G	15 January 2020
			Proposed Drawing	PROPOSED SOUTH ELEVATION_BLOCK B_COLOUR	YO269_254_RE V D	9 January 2020
			Proposed Drawing	PROPOSED EAST ELEVATION_BLOCK B	YO269_256_RE V E	9 January 2020
			Proposed Drawing	PROPOSED WEST ELEVATION_BLOCK B	YO269_257_RE V E	2 December 2020
			Proposed Drawing	PROPOSED ELEVATIONS_BLOCK C	YO269_258_RE V C	9 January 2020
			Proposed Drawing	PROPOSED	YO269_	16 October 2019



				SITE ELEVATION 1_COLOUR	260_RE V D	
			Proposed Drawing	PROPOSED SITE ELEVATION 2	YO269_ 261_RE V E	9 January 2020
			Proposed Drawing	PROPOSED SITE ELEVATION 3	YO269_ 262_RE V C	9 January 2020
			Proposed Drawing	PROPOSED SITE ELEVATION 4	YO269_ 263_RE V E	9 January 2020
			Location and block plan	SITE BLOCK AND LOCATION PLAN	YO269_ 001_RE V A	9 January 2020
			Location Plan	SITE PLAN	YO269_ 005_RE V A	9 January 2020
			Other	SITE ELEVATIONS	YO269_ 0600	31 October 2019
			Proposed Drawing	PROPOSED SITE PLAN	YO269_ 110_Re v D	9 January 2020
			<p>Condition 43 – Alterations to correct wording to confirm it relates solely to demolition and removed any reference to construction.</p> <p>1. No development shall take place until a Demolition &amp; Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority. The DEMP shall include:</p> <p>(i) The phases of the Proposed Demolition including the forecasted</p>			

			<p>completion date(s)</p> <ul style="list-style-type: none"> <li>(ii) A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to Commence Demolition until such consent has been obtained</li> <li>(iii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)</li> <li>(iv) A scheme of how the contractors will minimise disturbance to neighbours regarding issues such as noise and dust management vibration site traffic and deliveries to and from the site</li> <li>(v) Details of hours of construction including all associated vehicular movements</li> <li>(vi) Details of the any demolition compound</li> <li>(vii) A plan showing demolition traffic routes</li> </ul> <p>The demolition shall be carried out in accordance with the approved DEMP.</p> <p><b>Reason:</b> As this matter is fundamental to the protection of amenity, highway safety and managing waste throughout development works and to comply with policies QD27, SU9, SU10 and TR7 of the Brighton &amp; Hove Local Plan, policy CP8 of the Brighton &amp; Hove City Plan Part One, and WMP3d of the East Sussex, South Downs and Brighton &amp; Hove Waste and Minerals Local Plan 2013 and Supplementary Planning Document 03 Construction and Demolition Waste.</p> <p><b>Additional informative:</b> The LHA Transport Team have recommended an additional informative to clarify the revisions that should be considered to satisfy condition 8 on cycle parking.</p> <p><u>Informative 9.</u> It is anticipated that the revised cycle parking proposals to be submitted under condition 8 will, amongst other things (1) relocate surface level visitor cycle</p>
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			<p>parking for commercial uses to be much closer to the entrances for the designated use and so that it is not within stores for long-stay office or residential parking; (2) provide suitable long-stay parking, and access to , for disabled cyclists and users of oversize bikes; (3) ensure that access to stands is not obstructed by car parking or other features, (4) provide sufficient width for all access corridors, lifts and doorways for all style of bikes; and (5) provide safe, secured and covered long-stay parking for all residences within close proximity to their dwellings.</p> <p><b>Clarification on report</b>  <b>Paragraph 8.57</b> - Please note that the wording in this paragraph is standard text in respect of assessing heritage assets. The Heritage Team have thoroughly assessed this application and are satisfied that there is <b>no harm to any designated heritage assets</b>.</p> <p><b>Paragraph 8.103</b> – typos have been corrected as below.</p> <p>The originally submitted daylight and sunlight report reviewed the lower floors of the scheme to assess the daylighting with the results extrapolated which set out that approximately 87% of the units would achieving the required Annual Daylight Factor (ADF). The information has been reviewed by the BRE who are satisfied that the modelling is robust. The BRE set out that whilst Block C had good daylighting throughout and Block A was generally satisfactory there were some concerns with Block B where several units failed to meet the minimum ADF.</p> <p><b>Paragraph 8.197</b> - The last sentence was incomplete. Revised sentence below.</p> <p>Whilst it is acknowledged that the scheme is of a greater height and massing than the existing built form on adjoining sites, when the application is assessed holistically, considering the need to maximise the potential of the site and the significant public benefits of the proposed housing, the overall design approach is</p>
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			<p>found to be acceptable and would not harm the appearance and character of the area.</p> <p><b>Further consultee comments</b> The LHA Transport Team have reiterated their <b>objection</b> relating to the potential overspill parking of up to 39 vehicles (from the use of the office and visitors to the residents) which could result in a detrimental highways impact.</p> <p><b>LPA response</b> The issue of overspill parking has been fully assessed in the report. The proposal provides the maximum policy compliant parking on site and includes conditions / obligations to further mitigate parking pressures and promote sustainable modes of travel and on balance the scheme is considered acceptable in this regard.</p>
F	Land Rear Of 9 Hayes Close	BH2020/00538	<p>Additional neighbour and Councillor response <u>objecting</u> to the proposal on the following ground:</p> <ul style="list-style-type: none"> <li>As stated previously all the land adjacent to the service road, north and south, is privately owned. That is because the service road was literally built through the back gardens of the Old Shoreham Road properties who lost front garden access when the Old Shoreham Road was widened and could not park at the front of their properties The development site is part of two such back gardens. Residents will not allow development vehicles to park on their land nor will they give up land for a pavement. Development vehicles, if the application is approved, can only park on the service road. Police will be called if developers vehicles park or manoeuvre on private land.</li> </ul> <p><u>Officer response</u>: No highway objections have been raised by the transport officer. Issues regarding the widening of the pavement and parking are addressed in the report. Issues regarding access across land and parking rights on neighbouring land are not a planning matter but are a civil matter,</p>

## Planning Committee 22 April 2020 – Member Questions

<p>Item A: BH2019/02578 Victoria Road Housing Office, Victoria Road, Portslade</p>		
1	Why is Portslade Town Hall not been developed?	<p>The building is a locally listed heritage asset and makes a valuable contribution to the area, therefore there is a presumption against demolition. The proposal will improve its setting.</p> <p>In addition, the Town Hall is used for the relocated housing office and advice centre and is well used by neighbourhood and community groups. The Town Hall was part of the council's wider Workstyles programme, and works to the Town Hall were completed in 2015 to create a neighbourhood and community hub of co-located services. The Town Hall currently provides accommodation which includes: a Housing Reception desk with back offices for housing officers, community police services and hot desk areas for other council staff designed to encourage flexible working. The Hall and meeting rooms are also hired out to community groups including: a Food Bank, Pre-School playgroup, Slimming World, dance classes, Brownies and Guides, Blood Donor Bank etc.</p>
2	How is the open space contribution decided and how it will be spent on the application?	<p>The S106 contribution has been imposed as it is considered necessary to make the development acceptable in planning terms. In this case existing open space was lost and demand for further open space is being created by the development.</p> <p>The amount and target for open space/sports contributions are based on identified need and are calculated using the council's Ready Reckoner as set out in City Plan policies CP16 and CP17 and the formally adopted Developer Contributions Technical Guidance.</p>

		The locations chosen are as advised by the CityParks and Planning Teams based on need and are the closest sites to directly benefit the new residents. The S106 money will be spent by CityParks to enhance those areas as set out in the report. This is likely to include funding towards the construction of a new joint sports pavilion and bowling green in Victoria Recreation Ground to provide changing rooms and associated facilities for football clubs and Portslade Bowls Club.
3	Will Portslade Town Hall will lose 13 car spaces with this application. Is that correct?	The Town Hall currently has 12 spaces and will lose 5 spaces, and will be left with 7 spaces including 2 disabled. Surveys undertaken showed that the current car park is under-used and the Transport Team consider the reduction to be acceptable.
4	Do they need 7 Electric car power points for the affordable housing. If the Residents do not have any Electric cars these spaces will be unused?	<p>A total of 8 electric car charging points will be secured by condition, to comply with policy – these will be distributed between both the residents and the Town Hall. If the facilities are not used at the outset they will nevertheless help future-proof the scheme.</p> <p>Cables will be laid underground to enable all of the residential parking spaces to become electric vehicle charging points at some time in the future. Eight of these spaces will have electric vehicle charging points as soon as the car park becomes operational. However, as with all of the council's New Homes for Neighbourhoods schemes, the parking spaces will be allocated by the council's Garages and Parking team. Residents will have to pay a small rental fee to cover the cost of the ongoing maintenance of the car park. If there are no residents with electric vehicles then the spaces will be allocated in the usual way but with the proviso that tenants with electric vehicles will be given priority if this situation changes. In this way, none of the parking bays remain empty or unused.</p>
5	Point 37 and page 50. How can the water usage of future residents be regulated? Will each dwelling have 110L max a day and if they use all	This is a standard condition imposed on all new major housing development. The 100 litre usage is achieved by installation of appropriate fittings via a Building Regulation standard - please note

	of that then they have to wait until the next day?	Informative number 9 in the report. Such fittings should ensure average usage of 110L per day and ensure water flow etc is efficient. There is nothing to prevent residents exceeding 110L if they need to do so.
6	Page 42 and 50 - Sustainability section refers to the potential to introduce low-carbon technologies. Does that mean that they might not be included in the final build then?	The applicant originally explored a number of potential options to incorporate low carbon technology. Those that were most viable were taken forward and the applicant has committed to incorporate ground source heat pumps and PVs. Condition 38 ensures these and other sustainable measures are actually delivered within the scheme.
7	Are the balconies obscurely glazed? And are we happy with the proposed North Building's north elevation? Is this likely to be seen from the street scene?	<p>There is no information within the application or on the drawings with regard to whether the balconies are to be obscure glazed. It is recommended that all the final materials within the scheme will be agreed by condition (no. 20). The applicant has however confirmed that they are unlikely to want to have obscure glazed balconies. They state that the balconies to each home are located on the south and west facades where they are not subject to overlooking from adjacent properties. Furthermore, the homes have extensive views over mature trees and open space to the west, (the proposed landscaped area and Portslade Cemetery) and south towards the sea. They feel that a clear glazed balcony solution here takes advantage of these views, which have a positive impact on the quality of both the internal spaces, and the private external amenity spaces.</p> <p>Officers consider the design of the scheme, including the north elevation of the North Building, to be acceptable – see comments of the Urban Designer in the report. That building will be viewed from Victoria Road but will be set back significantly into the site, lessening the visual impact in streetscene. Please refer to visuals in the presentation.</p>
Item B:		

BH2019/03590 9-12 Middle Street, Brighton		
1	Are there any internal features of interest in the property?	The interior of the building is fairly utilitarian, and the Heritage Team have not indicated that there are any significant features. Furthermore, the building is not listed and therefore the internal features do not benefit from any protection.
2	Is the building taller than the buildings each side?	The proposed building will be lower than the existing building at 7-8 Middle Street to the south and will be approximately the same height the approved building (currently under construction) at 7-8 Middle Street. The proposed building would be two storeys taller than The Hop Poles Pub to the north. This can be seen on the Proposed Front Elevation on slide 18.
3	Can any s106 money go to the seafront arches fund?	The s106 funds relate to Local Employment and Training and Sustainable Transport and therefore will be allocated towards each respective area. This is in line with the Technical Guidance on securing s106 monies.
4	Can we have an aerial view of the site which points out the nearby listed buildings?	An additional slide has been added to the presentation to illustrate this.
5	Can we have a visual of what the new frontage would look like viewed right from the front? We have it looking up and down the street but not directly on. Like slide 16 but a visual rather than a diagram.	We do not have a visual of the building viewed right from the front. A visual has been requested from the Architect.
6	Sunlight/daylight: how many residential units are impacted by loss of sunlight/daylight or by overshadowing?	Sunlight and daylighting tests have been carried out at all local residential units with windows near to or facing the development. None of the windows tested failed either the daylight or sunlight tests and the results are well within the recommended guidelines.
7	Trading hours - how long has the existing Karaoke bar been closed? If the Karaoke bar was operating until recently, do we know what the hours were?	Although currently temporarily closed due to the lockdown measures, the Karaoke bar was recently open and operating between 18:00-02:30 on weekdays, 17:00-03:00am on Saturdays and closed on Sundays and Mondays.



		The bar within the basement of the building has been closed for several years and previously operated between 18:00 - 02:30 Monday-Thursday, 18:00 - 03:30 Friday-Saturday and 18:00 - 00:00 Sundays.
8	Point 23 on page 65. Are the opening times of 02.30 Mon-Thurs and 1.30 Sunday acceptable?	Given the central location of the site, in an area with a number of other leisure/night time uses, the opening hours are considered acceptable. The environmental health team have not raised any objections to the proposed opening hours.
9	The proposed northern elevation has a significant amount of glazing. Will this result in harmful overlooking.	The windows to the northern elevation will provide views towards the southern elevation of a residential block of flats (Avalon House). There is another low rise building site between the two sites and a gap between the two buildings of 35m. Furthermore the existing building also has a number of windows to the north elevation. On this basis, the level of overlooking is considered acceptable.
Item C: BH2018/03356 KAP, Newtown Road, Hove		
1	How much amenity space?	<p><b>Summary:</b></p> <ul style="list-style-type: none"> <li>142 out of 148 (96%) of the proposed new homes provide private amenity or garden space. The 6 units that do not have a balcony are at the rear of Block B adjacent to the New Wave Development where it was considered that a balcony could give rise to overlooking to adjoining residents.</li> </ul> <p><b>Breaking this down:</b></p> <ul style="list-style-type: none"> <li>The individual apartment homes in Blocks A and B provide private balconies (generally 7.5m<sup>2</sup> each) with space to accommodate a table and 4 chairs. The balconies also allow space for other activity include a private growing space for</li> </ul>

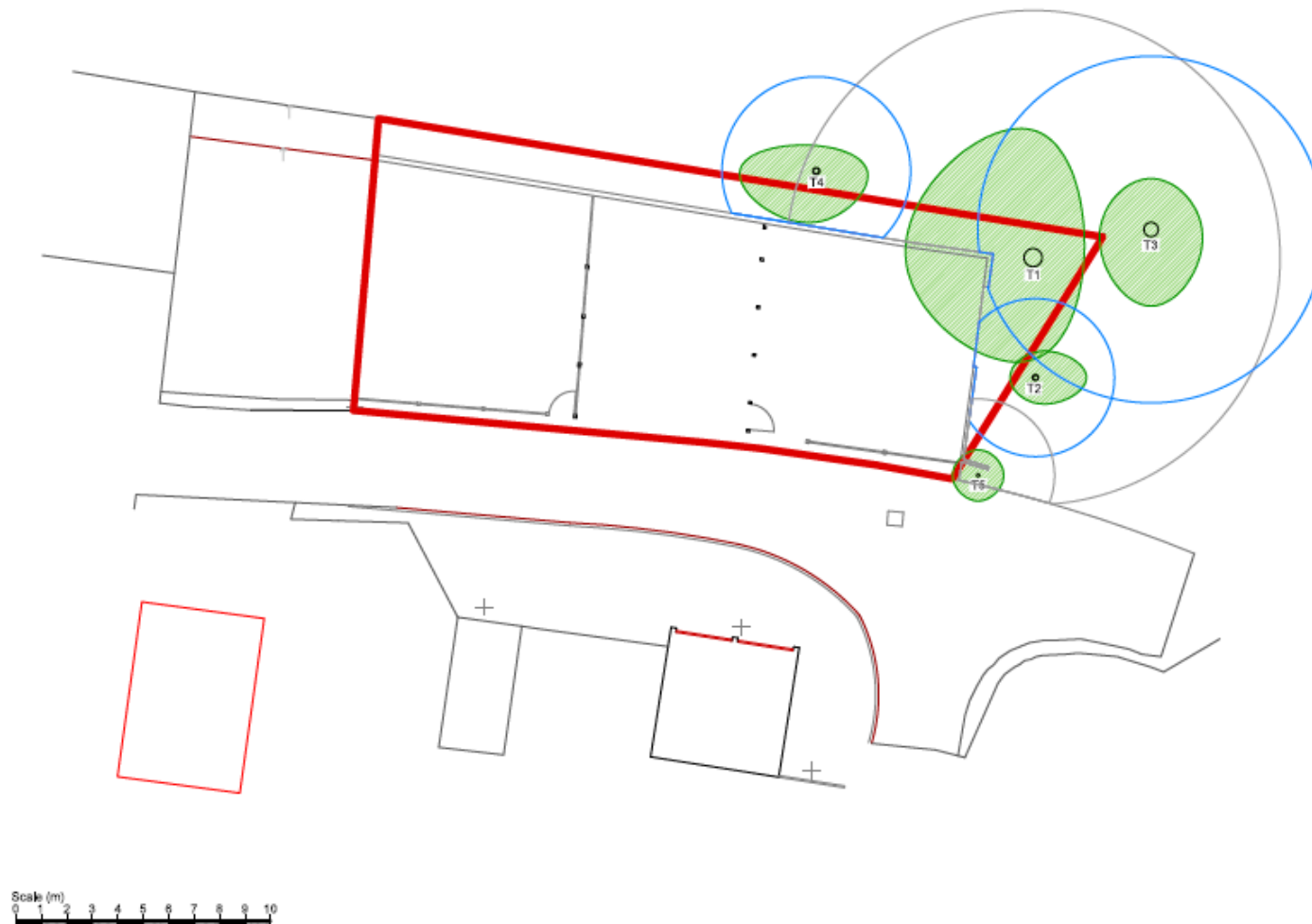
		<p>occupants to tend and maintain their own plants.</p> <ul style="list-style-type: none"> <li>Each of the 8 maisonette houses in block C also provide individual private balconies. The ground floor maisonettes in Block C (4No.) also enjoy access to small individual private front gardens and larger individual rear gardens.</li> <li>Block B also incorporates an additional 116m<sup>2</sup> of Communal growing space for residents located on its 6<sup>th</sup> storey roof space.</li> </ul> <p><b>Communal space</b></p> <ul style="list-style-type: none"> <li>At the Ground Floor level the communal amenity space within the site boundary totals 2306m<sup>2</sup> (This is publicly accessible).</li> </ul>
2	How near to the pavement is the development?	<p><b>Ground floor of Block A</b>  Ranges between 5.9m (maximum) and 2.74m (minimum) from the <b>back edge of the pavement.</b>  Ranges between 9.16m (maximum) to 6.14m (minimum) from the <b>Road/front edge of pavement.</b></p> <p><b>Ground floor of Block B</b>  Ranges between 8.6m (maximum) and 3.75m (minimum) from the <b>back edge of the pavement.</b>  Ranges between 11.52m (maximum) and 7.74m (minimum) from the <b>Road/front edge of pavement</b></p> <p><u>LHA Transport Team comments</u>  The development is set back from the public highway. At least 2 metres is required for an effective footway along Newtown Road. The introduction of the two loadings bays has meant that a s38 will be required to adopt additional footway around these new bays which will become public highway. We have done this to ensure at least 2 metres is available for pedestrian comfort, with most areas</p>

		being at a greater width.
3	Can 106 outdoor recreation space money go to Hove Park playground as some of the equipment has been broken for some time?	Hove Park is listed as one of the parks where contributions can be spent.
4	Is there any particular reason why the list of approved plans isn't yet included in condition 1? Presumably this will be in the late list.	To be added to the late list
5	Slide 12 can we have a key? i.e. what is the pink, the green shaded parts etc	This has been added.
6	Slide 16, can it be marked on here the height of each of the blocks? Can the distance between the edge of the southernmost block and the western edge of the New Wave block be given? They look as if they are very close to each other.	<p>The heights of the blocks (in storeys) have been added to the slides.</p> <p><b>Block B:</b> The South east corner is 2.7m minimum distance from New Wave at the closest point (first to 6<sup>th</sup> floor). 3.2m away at ground floor level.</p>
7	How many existing homes have daylight or sunlight impact? Can we have a breakdown of the units which have daylight/sunlight impact together with how severe the impacts are and which rooms are affected?	<p>The impact on the adjoining New Wave development is set out in daylight and sunlight report submitted with the application on 31 October 2018. The BRE considered the results and modelling to be robust.</p> <p>Paragraphs 8.79 to 8.95 in the report assess the sunlight and daylight impact on the adjoining properties.</p> <p>With the proposal is situ - 7 flats in the New Wave Block will have one room (this being the kitchen / living / diner) below the ADF (Annual Daylight Factor) of 1.5 set out in BRE guidance.</p> <p>It is noted that out of these 7 flats, 4 of them are currently below 1.5 ADF as existing without the proposed development.</p>
8	8.197 - this paragraph is incomplete.	This has been added to the late list.

9	The rules on private amenity spaces are bound to change post-Covid so we should ensure that new blocks of flats meet these.	The LPA is required to determine planning applications on current planning policy. We cannot speculate on whether there will be future changes to national and local planning policy in specific areas.
10	Balcony materials obscure?  Can we ensure materials back to chairs on this and all majors please? As can't see in committee etc.	It is not proposed that the balconies will be obscure. A number of the balconies are not glazed.  Materials can be agreed by chairs.
Item D: BH2019/03819 Land adjoining 9 Ridgeway Gardens		
1	How much garden area is there?	Due to the constraints of the site, the development provides private external amenity space by way of a terrace area at second floor level. This terrace measures 33sqm. This level of external amenity space is comparable to the rear gardens of properties 8, 9 and 10 Ridgeway Gardens.
2	Are there any visuals that are in context, i.e. how the proposed new building will compare to existing houses in terms of height, distance etc? Slide 16 partially does this but it would be good to see more of the buildings around.	The visual from Ridgeway Gardens has been updated to include neighbouring buildings.  An additional visual is provided from Connell Drive to show the rear of the new dwelling however it has not been possible to include neighbouring properties on this.
Item E: BH2019/02862 Fairway Trading Estate, Eastergate Road, Brighton		
1	Do we have any information about what the units are used for?	The units are for the air conditioning system inside the building.
2	Do we have any say over extra air conditioning	The application needs to be assessed against current policy. There

	which is not compatible with our carbon neutral by 2030 plans?	are not any specific policies relating to the carbon neutral by 2030 plans, and so it would be very difficult to justify refusing the application based solely on this.
<p>Item F: Land to the rear of 9 Hayes Close, Portslade</p>		
1	Is there no pavement to access the two houses?	There is no full continuous pavement from the entrance to the access road off Foredown Drive to the site. However, there is a partial footpath on the northern side of the access road to the site, and there would be footpaths (approximately 1m wide) directly to the front of both proposed dwellings. There is a section of footpath near the entrance from Foredown Drive which should reduce risk to pedestrians entering the access road, with a clear view to the turning point at the eastern end.
2	Will this impact on the trees and the houses?	<p>In relation to trees, the arboriculture team commented on a previous recent proposal for this site as outlined in the report. There is one sycamore tree on the site, marked T1 on the plans and in 2018 this was stated as being in a healthy condition. There are other trees within neighbouring gardens but these are not of a size that will be severely affected by the proposed development.</p> <p>The sycamore T1 grows upon an embankment and its stem is at approximately 1.8m above the ground level. The long-term retention of this tree is unlikely due to the close proximity of the development and post development pressure to remove it. However, the tree is not worthy of a tree preservation order, and there is an additional sycamore tree T3 behind Tree T1 so refusal on this basis is not recommended. Please see Tree Plan attached.</p> <p>Furthermore a landscaping condition is recommended that includes</p>

		details for new trees and plants within the development.
--	--	--



- Key:**
- RPA for CAT B\* tree
  - RPA for CAT C\* tree
  - Tree canopy

\* Tree categorised in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations'.

Appendix 2, (Tree Survey Schedule) contained within the arboricultural report ref. PJC/4879/18-01 contains further information for each tree.

This drawing should be viewed in colour.

All tree positions on this plan are approximate and should not be scaled from for detailed design purposes.

Drawing no: PJC/4879/18/A Rev: - Sheet number: 1 of 1

Client and site:  
Packham Construction

9 Hayes Close  
Portsmouth  
BN41 2BQ

Drawing title: Tree Constraints Plan

Date drawn: 07/08/2018

Scale: 1:200 at A3

Drawn by: PD

Checked by: GM





# Victoria Road Housing Office

**BH2019/02578**



**Brighton & Hove  
City Council**

## Description of proposal

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Erection of 2no buildings behind Portslade Town Hall, accommodating 42no residential units (C3). The north building will be a part three and part four storey block, with 17no one and two bed flats. The south building will be a five storey block, with 25no one, two, and three bed flats. The proposal also incorporates: a new car park; landscaping; and associated works.

# Existing site location in red (in context)

---



P-001

# Existing Location Plan (in context)

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P-001

# Existing Site Location Plan



P-001

# Proposed Location Plan



P-008



## Aerial photo of site (prior to demolition of housing office)

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Brighton & Hove  
City Council

# 3D Aerial photo of site

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## Photos of site (prior to demolition of housing office)

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Fig 1: Portslade Town Hall



Fig 2: Vacant housing office



Fig 4: Bowling Green and bank to the south



Fig 5: Adjacent houses on Victoria Road



Brighton & Hove  
City Council

## Photo of site from cemetery (showing former housing office)

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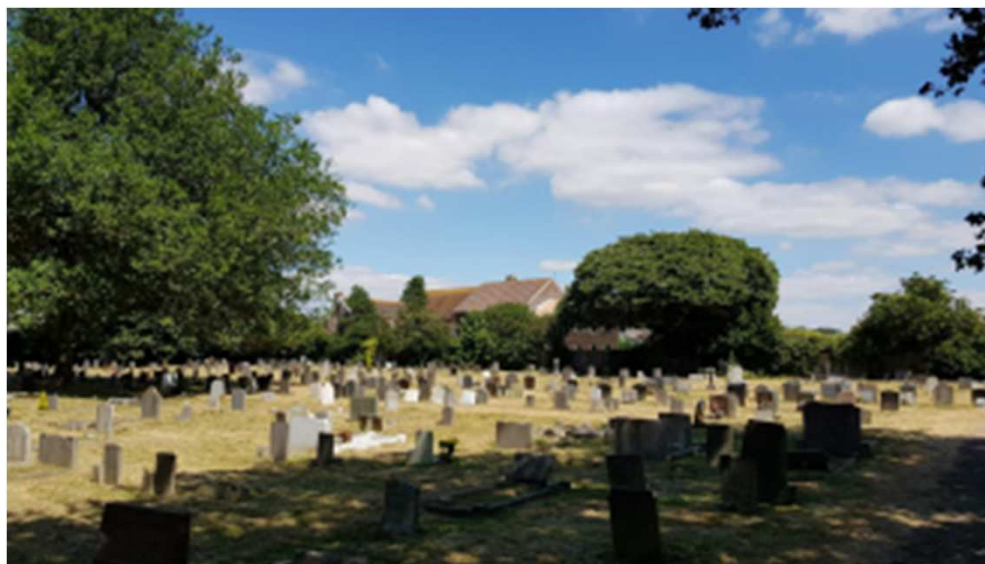


Fig 3: View of housing office from Portslade Cemetery

# Photos (showing housing office)



Fig 7: Entrance to the site, and current recycling point



Fig 8: View of site from Victoria Road -



Fig 9: Site boundary with Portslade Cemetery

# Photos of Portslade Town Hall

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Street elevation



Existing bicycle cage, and distinctive bay window, on west elevation



Commercial premises to the east of Portslade Town Hall



Recycling and bins to the west of Portslade Town Hall

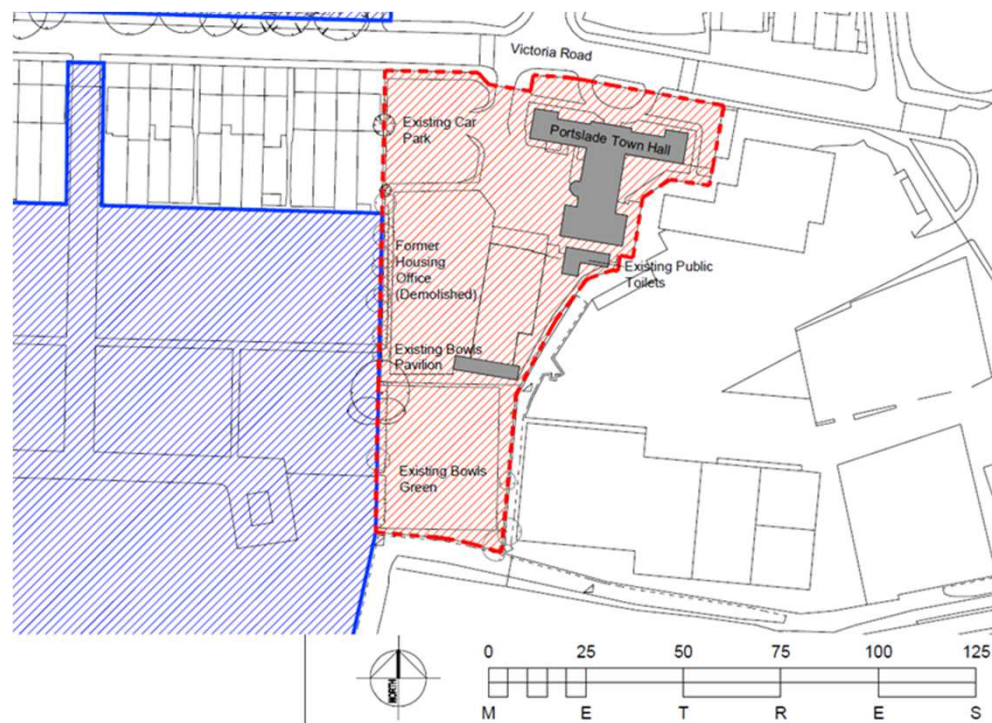
## Photo from front of site (showing former housing office)

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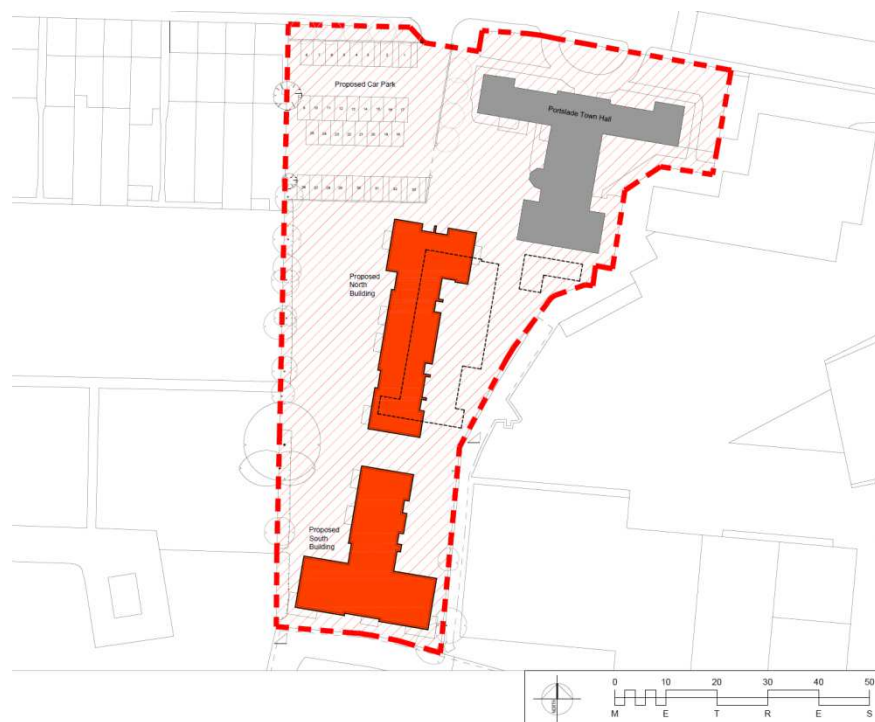




# Existing Block Plan



# Proposed Block Plan



P-009

# Proposed site plan





# Split of uses/Number of units

Proposed Homes				
Type	1 Bed	2 Bed	3 Bed	Totals
Building				
North Building	4	13		17
South Building	10	5	10	25
<b>Totals</b>	<b>14</b>	<b>18</b>	<b>10</b>	<b>42</b>
<b>Percentage</b>	<b>33%</b>	<b>43%</b>	<b>24%</b>	<b>100%</b>

Proposed Accommodation Schedule

0.485 hectares, 42 dwellings  
Density 87 dph

(Following Design:SE Review Panel comments the mix of unit types was tested. However, both Members and council officers determined that this scheme should accord with the council's affordable housing brief with regard to percentage of 1, 2 and 3+ bed homes.)

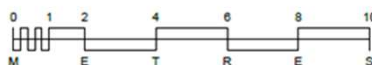
# Proposed north elevation (North Building)



# Proposed south elevation (North Building)



South Elevation - North Building  
1:100 @ A1



# Proposed East Elevation (North Building)



East Elevation - North Building  
1:100 @ A1

P-018C



Brighton & Hove  
City Council

# Proposed West Elevation (North Building)



West Elevation - North Building  
1:100 @ A1



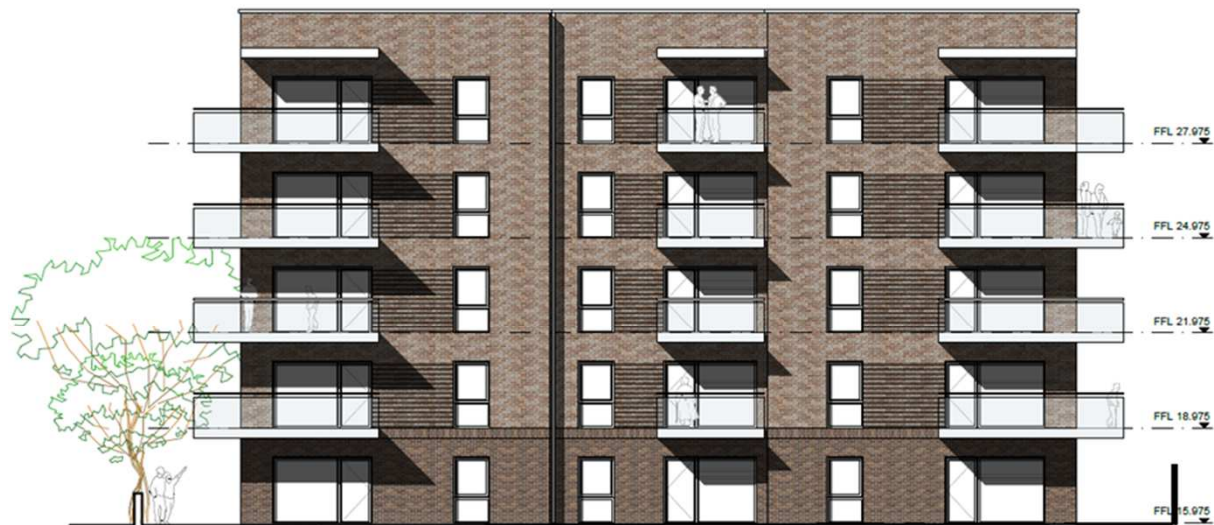
P-018C



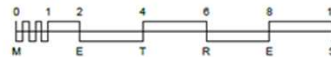
# Proposed north elevation (South Building)



# Proposed south elevation (South Building)



South Elevation - South Building  
1:100 @ A1



Brighton & Hove  
City Council

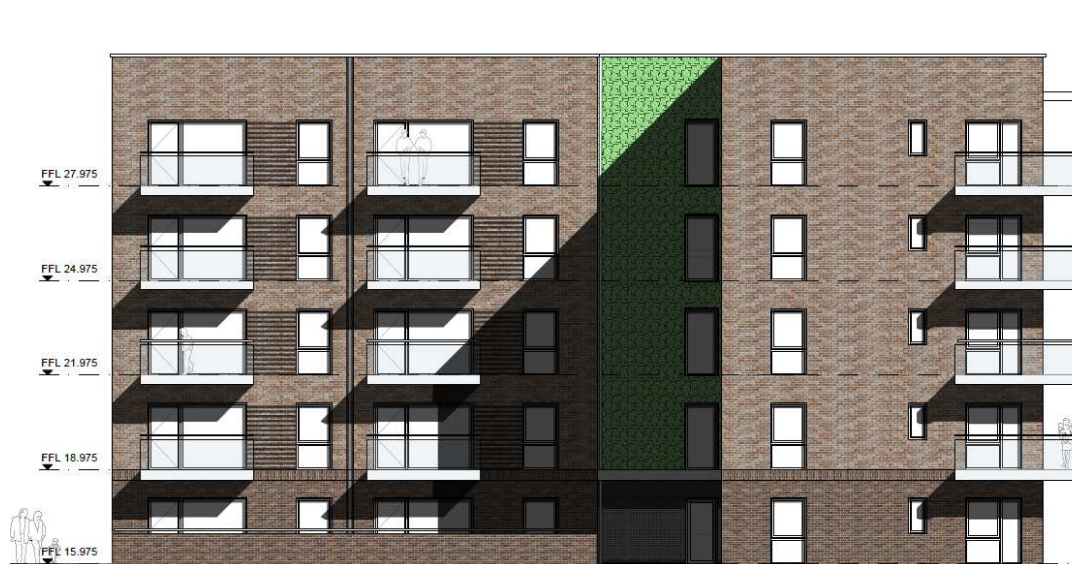
# Proposed East Elevation (South Building)



P-018C



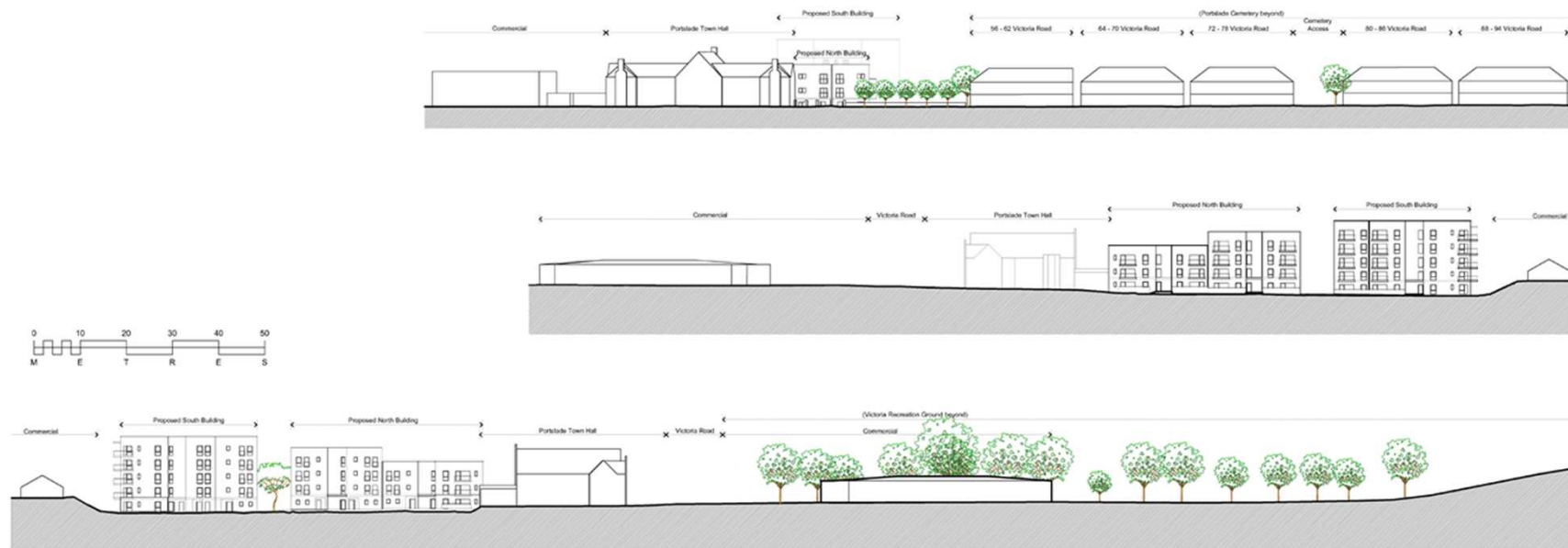
# Proposed West Elevation (South Building)



West Elevation - South Building  
1:100 @ A1

P-020C

# Contextual Elevations



P-023

# Proposed Visual

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Brighton & Hove  
City Council

# Proposed Visual

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# Proposed Visual

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# Proposed Visuals (existing and proposed)



Existing view looking south from the north side of Victoria Road ~ 1



Proposed view looking south from the north side of Victoria Road ~ 1



Existing view looking south from the north side of Victoria Road ~ 2



Proposed view looking south from the north side of Victoria Road ~ 2



# Proposed Visuals (existing and proposed)



Existing aerial view of the site - 1



Proposed aerial view of the site - 1



Existing aerial view of the site - 2



Proposed aerial view of the site - 2



Brighton & Hove  
City Council

# Proposed Visuals (existing and proposed)



Existing view looking south from the north side of Victoria Road ~ 3



Proposed view looking south from the north side of Victoria Road ~ 3



Existing view looking north east from within Portslade Cemetery



Proposed view looking north east from within Portslade Cemetery



Brighton & Hove  
City Council



# Proposed visual from cemetery



RHCC Architecture

View from cemetery towards Portslade Town Hall



Proposed view from cemetery towards Portslade Town Hall

# Main considerations

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- The principle of development (and loss of existing bowling green and housing office)
  - Proposed housing mix (including percentage of affordable housing), size and accessibility
  - The density, design, mass and height of the scheme particularly in the context of the adjacent locally listed building (Portslade Town Hall)
  - The amenity of existing and prospective residents
  - Sustainable transport, parking and highway safety
  - Sustainability
- 
- Also of consideration are environmental health matters, biodiversity, arboriculture, drainage/flood risk, site waste management and archaeology.

# S106 table (slide 1 of 2)

---

## **Affordable Housing:**

Provision of a minimum of 40% affordable housing (affordable rent) in perpetuity

## **Sustainable Transport & Highways:**

- A financial contribution of £62,550 to enhance/promote use of sustainable transport modes including:

(i) improvements to the bus stop on the northern side of Victoria Road, which may include provision of a shelter, real time information, upgrading the cage and accessible kerbs; and/or

(ii) Pedestrian access improvements between the site and Portslade shops / town centre

- Submission of a detailed design of proposed new site access junction with Victoria Road and associated footways (including amendments) to be agreed and secured via a section 278 agreement and implemented prior to occupation

- Submission of a Residential Travel Plan and implementation of associated measures to encourage sustainable modes including subsidised public transport tickets and cycle purchase, provision of information measures including travel packs and cyclist training

**Education:** A financial contribution of £52,904.80 in respect of secondary/sixth form education at Portslade Aldridge Community Academy.

**Artistic Component:** An artistic influence within the public realm within or in the immediate vicinity of the site to a value of £25,000

# S106 table continued (slide 2 of 2)

## **Open Space and recreation and sports:**

A total financial contribution of £124,739.62 towards the enhancement of open space and sports provision in the vicinity of the site, to include:

£49,901.47 towards enhancement of outdoor (£30,105.47) and indoor (£19,796) sports provision at Victoria Road Recreation Ground

£3,182.46 towards enhancement of children/youth play area in Victoria Park/Victoria Road Recreation Ground

£44,062.66 towards enhancement of parks and gardens in Victoria Park/Victoria Road Recreation Ground

£3,532.80 towards enhancement of amenity green space in Victoria Park/Victoria Road Recreation Ground

£19,739.44 towards enhancement of natural and semi-natural open space at either Green Ridge/Coney Hill and/or Westdean/Withdean Woods and/or Three Cornered Copse

£4,320.78 towards enhancement of allotment provision in the vicinity of the site including Eastbrook and/or Camp Site and/or St.Louie Home allotments

## **Employment:**

- Submission of an Employment & Training Strategy
- A financial contribution of £14,600 towards the Local Employment Scheme
- Use of 20% local labour during the construction phase

# Conclusion and Planning Balance

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- The principle of redevelopment of the site and loss of bowling green & housing office is considered acceptable as both facilities have been/will be satisfactorily replaced.
- The proposed housing mix (including at least 40% affordable), size & accessibility is considered acceptable and complies with policy.
- The proposed density, design, mass and height of the scheme has been considered by the Design Review Panel and the Urban Designer and is on balance considered acceptable. The Heritage Team confirm the impact to the locally listed Portslade Town Hall is acceptable.
- The impact on the amenity of existing residents is considered acceptable given their siting and distance from the scheme. The scheme meets internal space standards for prospective residents.
- Sustainable transport, parking demand and highway safety are satisfactorily addressed in the scheme and further appropriate mitigation and promotion of sustainable modes can be secured by condition/S106.
- The development incorporates several sustainable measures and complies with policy CP8.
- Other matters such as environmental health matters, biodiversity, arboriculture, drainage/flood risk, site waste management and archaeology can all be adequately addressed by condition.
- The proposal is therefore considered to be acceptable and is welcomed, particularly as weight should be given to housing delivery in line with NPPF guidance, due to the council's current housing supply position.



# 9 - 12 Middle Street

**BH2019/03590**



**Brighton & Hove  
City Council**

# Application Description

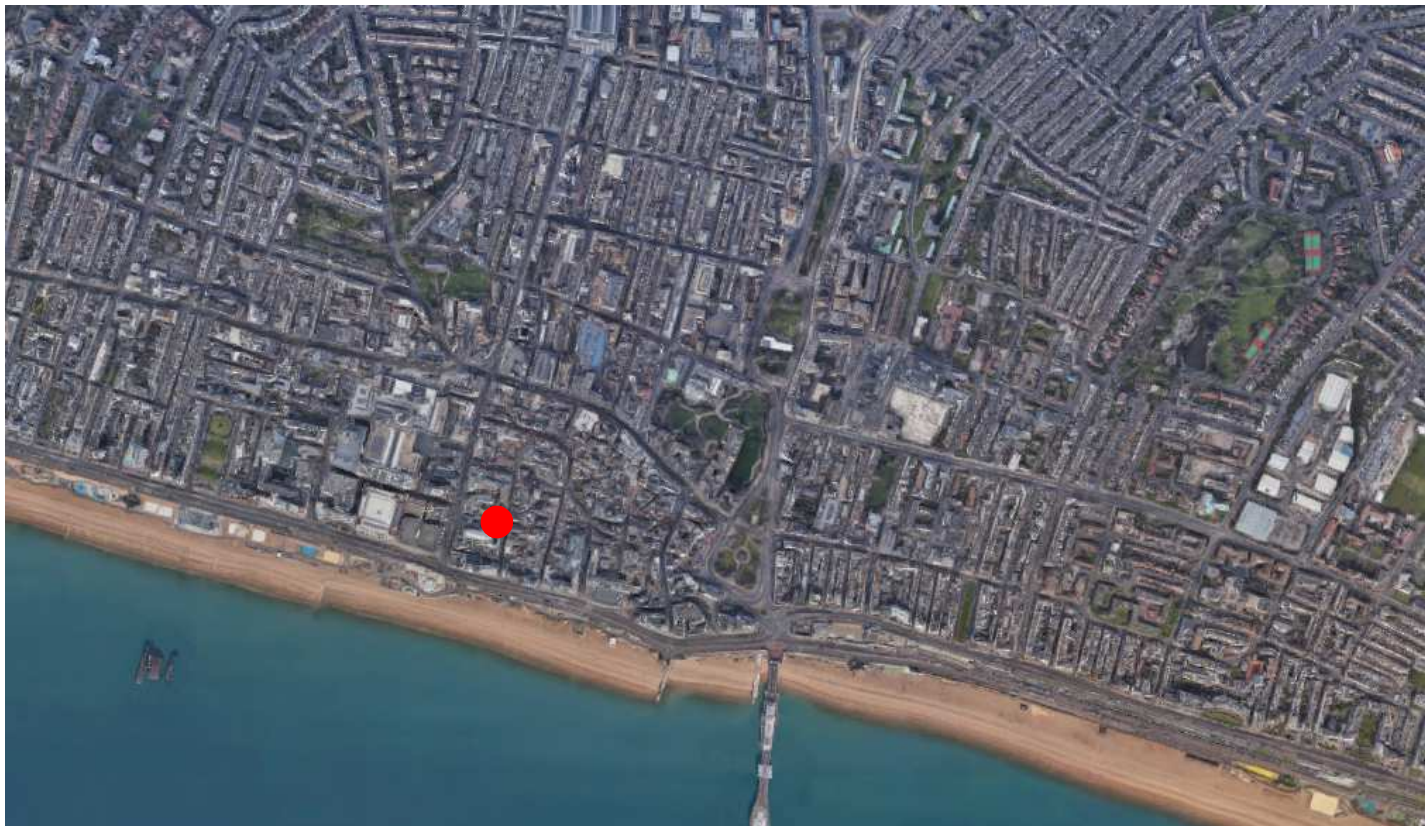
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Demolition of existing building and construction of a part three storey (to rear), part six storey, plus basement with associated roof top plant mixed use replacement building incorporating B1, A3 (Café) and A3/A4 (Restaurant/Bar) uses with associated hard and soft landscaping, ancillary cycle parking and other associated works.



# Site Location

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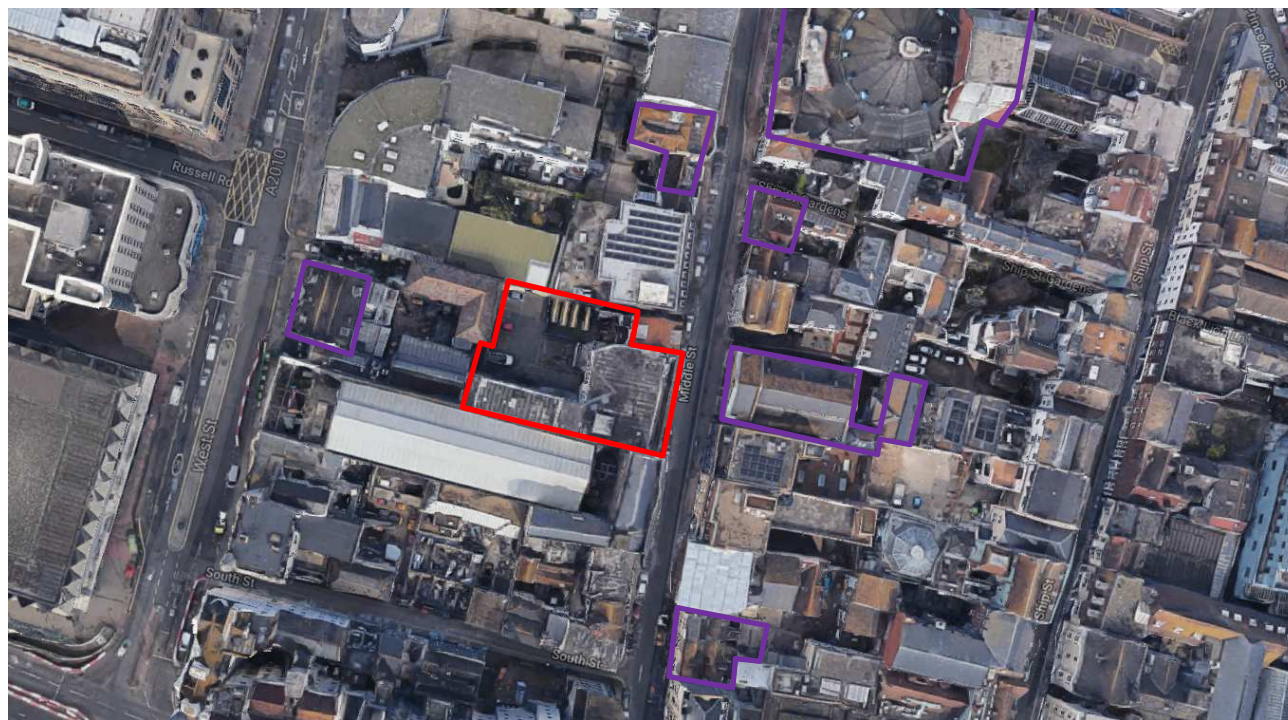


# Existing Location Plan



LOCATION PLAN  
1:1250

# Aerial photo(s) of site



North  
↑



# 3D Aerial photo of site

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South  
↑



Brighton & Hove  
City Council

# Street photo(s) of site

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Application Building

# Street photo(s) of site



# Rear/Side Elevation

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# Courtyard

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# Existing Views Facing North (Avalon House)

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# Existing Terrace

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Brighton & Hove  
City Council

# Adjoining Development – Hop Poles Pub/15-17 Middle Street

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Application  
Building



Brighton & Hove  
City Council

# **Existing View to West (Rear of 77 West Street – Revolutions Bar)**





# Condition of Existing Façade



Brighton & Hove  
City Council

# Nearby Listed Buildings

19/20 Middle Street

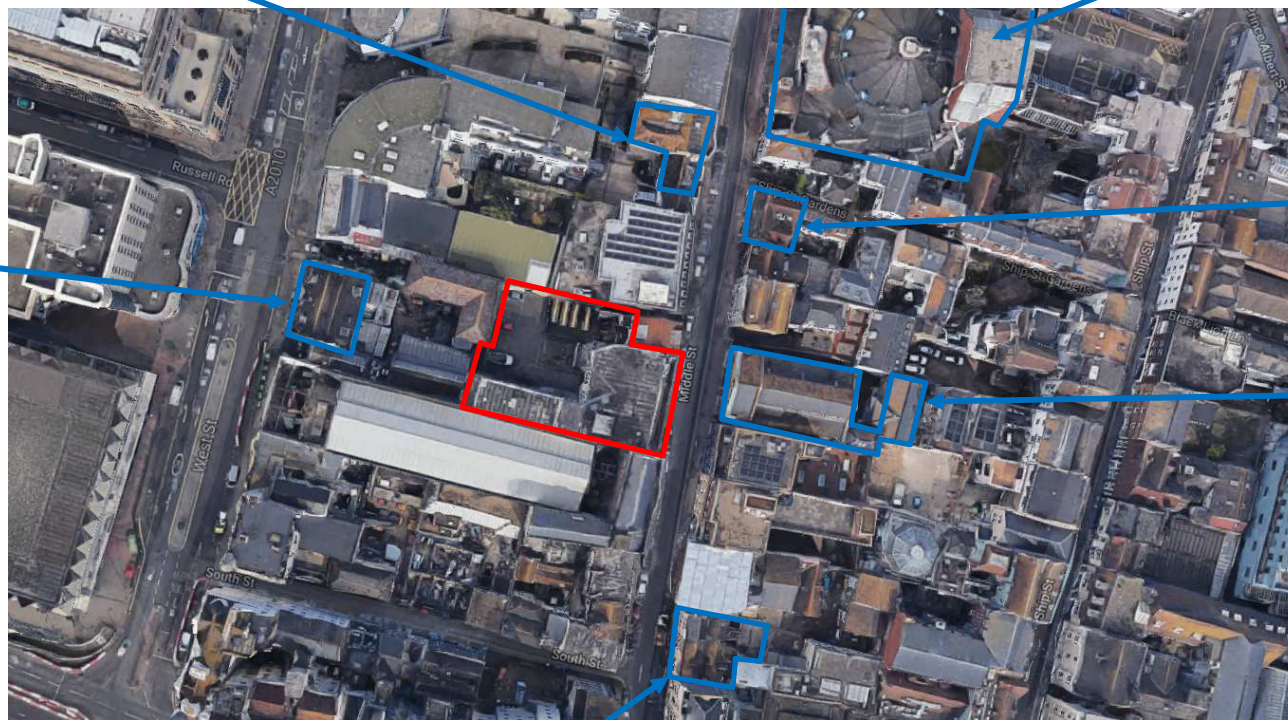
Hippodrome

60 Middle Street

Middle Street Synagogue

77 West Street  
(Revolutions Bar)

74-76 Middle Street



Brighton & Hove  
City Council

# Proposed Block Plan



# Existing Front Elevation

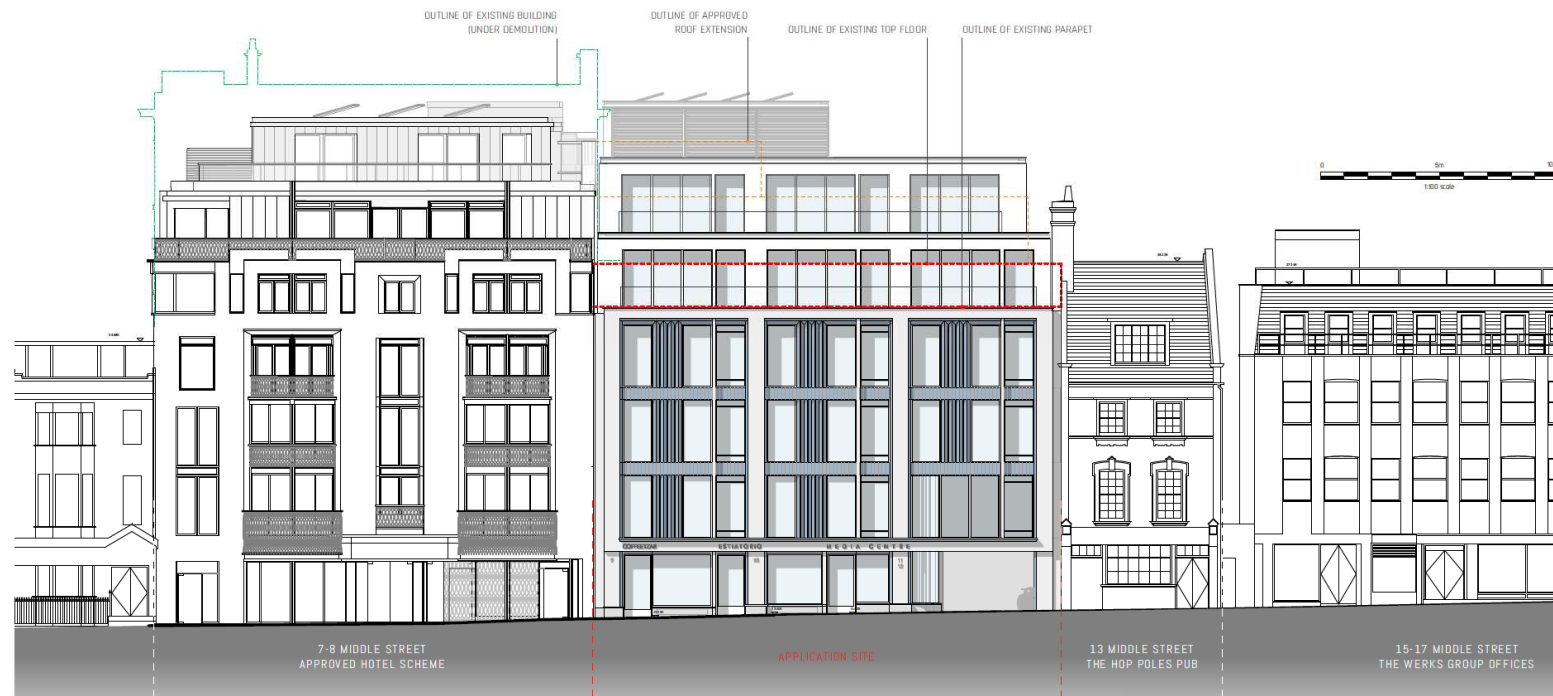


FRONT - MIDDLE STREET FAÇADE

1816-P-105\_A



# Proposed Front Elevation



1816-P-116\_A

# Existing Northern Elevation

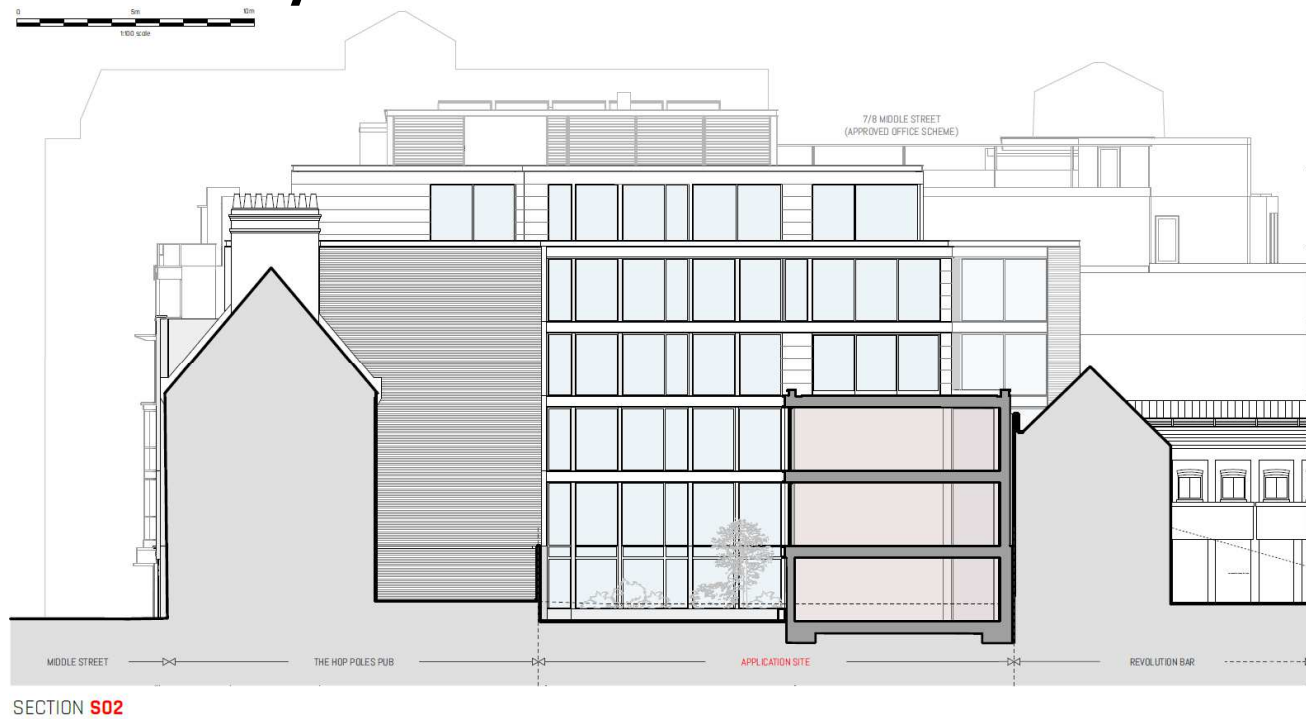


1816-P-106\_A



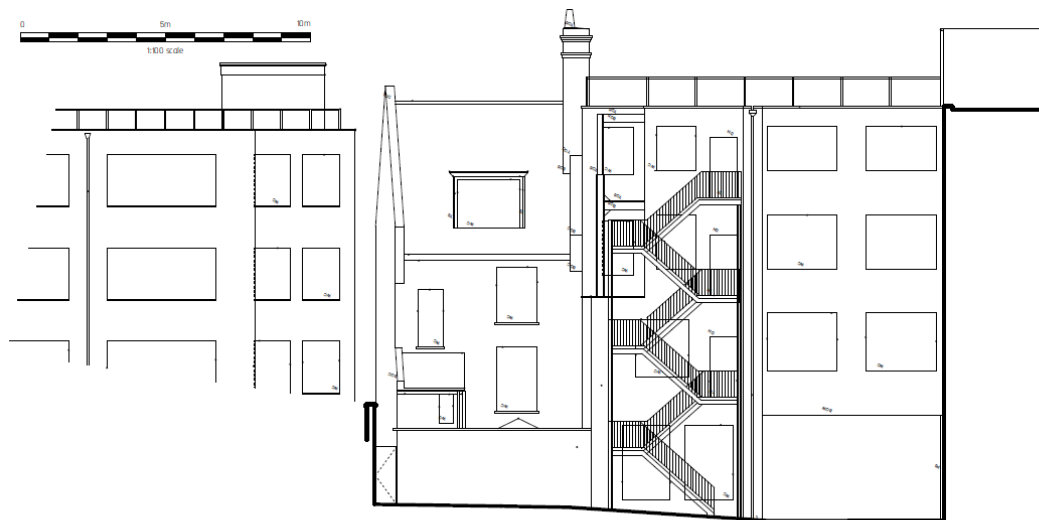
Brighton & Hove  
City Council

# Proposed Northern Elevation/Section



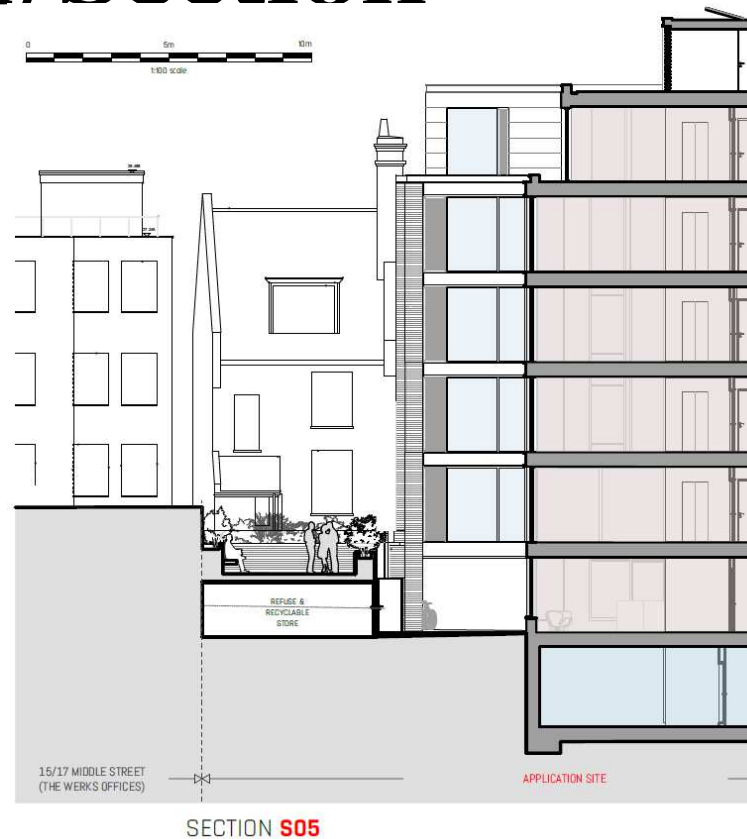
Brighton & Hove  
City Council

# Existing Part Western (Rear) Elevation



MAIN BLOCK - WEST ELEVATION **B**

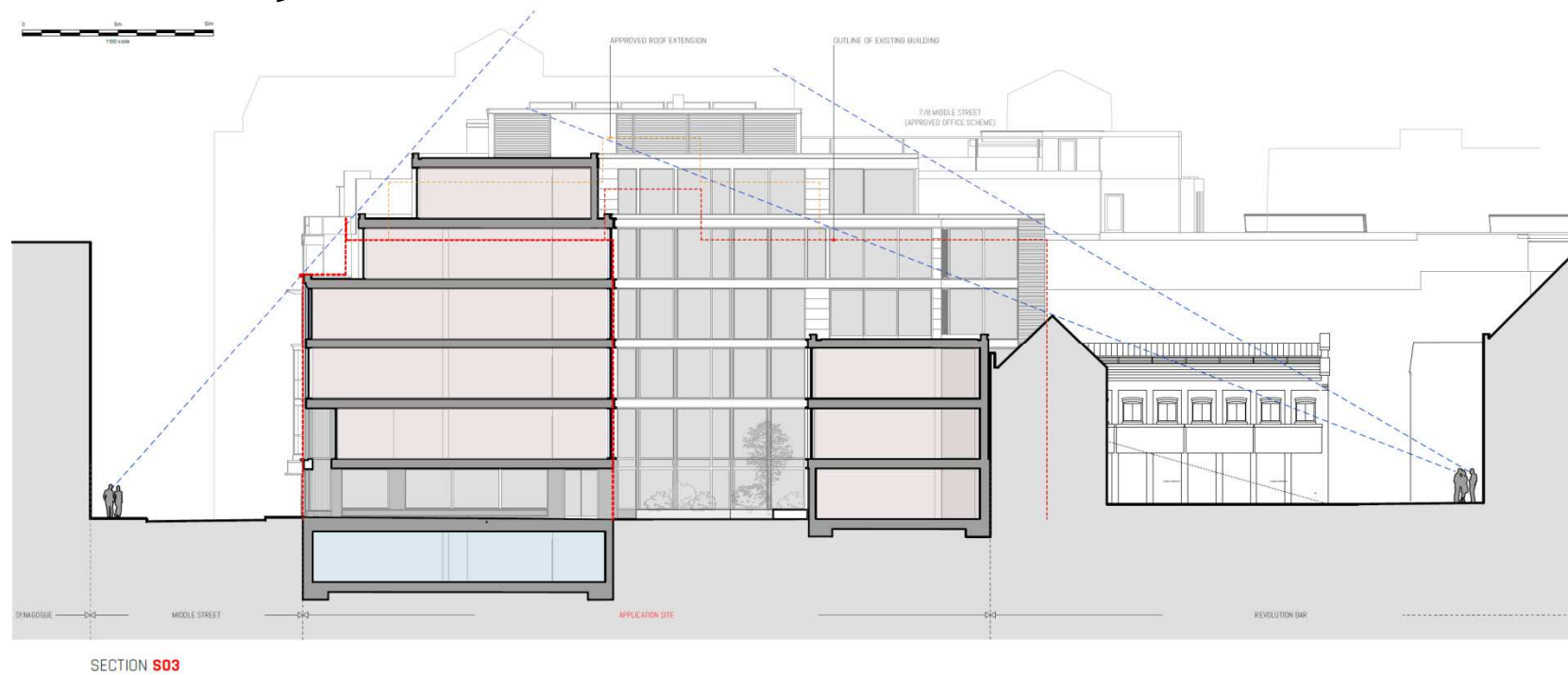
# Proposed Part Western (Rear) Elevation/Section



# Existing Site Section (Facing South)



# Proposed Site Section (Facing South)



# Proposed Visual

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# Proposed Visual

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N.B. the building further to the south (left of the application building) has not been built yet and is currently under construction.



# Proposed Visual

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N.B. the building further to the south (left of the application building) has not been built yet and is currently under construction.



# Material Considerations

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- Principle of Development
- Design and Appearance/Heritage
- Impact on Neighbouring Amenity
- Sustainable Transport
- Sustainability

# S106 table

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## S106 Heads of Terms

- A contribution of £10,600 to the Council's Local Employment and Training Strategy.
- A Sustainable Transport contribution of £23,900 to be put towards pedestrian footway and crossing improvements on routes serving the development site including, but not limited to, Middle Street and the A259 Kings Road/ Grand Junction Road.
- A Travel Plan to promote sustainable transport use by future occupiers/users of the site including:
  - A travel Pack to each new employee;
  - Interest-free loans to employees for the purchase of bus and rail season tickets and bicycle purchase;
  - Provision and maintenance of cycle tools and maintenance stands for future employees
  - Establishing a Bicycle User Group for employees including doctor bike sessions; and
  - Providing and maintaining a notice board in the development containing information on road safety, local sustainable travel options, Travel Plan objectives, targets, measures and progress.
- A Section 278 Agreement to reinstate the redundant vehicle crossover, reinstate the double yellow lines, increase the size of the loading bay to the north of the site and install two disabled parking bays adjacent to the site on Middle Street.



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City Council

# Conclusion and Planning Balance

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- **Principle of Development** – the principle of additional Grade A office floorspace is very much welcomed in a central location. The mix of commercial uses at ground/basement levels is also appropriate in this context and accords with the aims of local policy.
- **Heritage/Design** – the loss of the existing building is accepted and the proposed replacement building is considered high quality and acceptable in the setting of the Old Town Conservation Area/nearby Listed Buildings
- **Impact on Neighbouring Amenity** – the proposed building would have an acceptable impact on neighbouring amenity; no adjacent windows would fail daylight/sunlight tests and an acceptable distance would be retained between nearest receptors. The proposed commercial uses at ground floor level are also considered acceptable in this context.
- **Sustainable Transport** - Following amendments, the proposed development is considered acceptable subject to S106 contributions/S278 Highway alterations and conditions securing further details of cycle parking and servicing and deliveries.



# Kap Ltd, Newtown Road

**BH2018/03356**



**Brighton & Hove  
City Council**

# Description

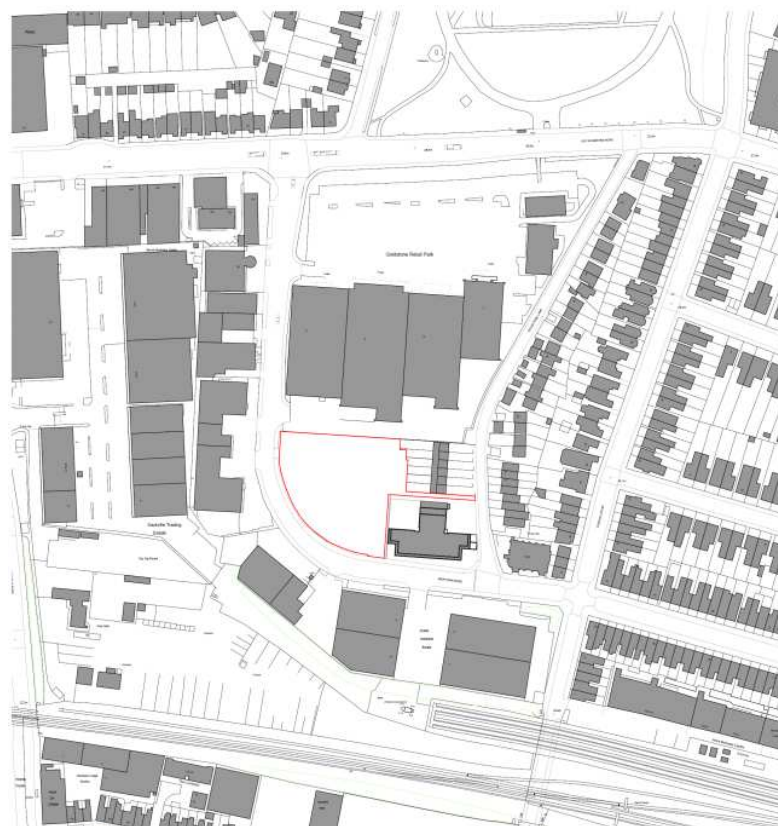
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**Demolition of existing buildings in association with car dealership (sui generis) to facilitate the erection of a mixed use redevelopment to provide 148 dwellings (Class C3), 954sqm of office floorspace (Class B1), within a scheme of 3no Blocks ranging from 4 to 11 storeys in height with associated underground car parking, cycle parking and landscaping and 22 sqm of cafe floorspace (Class A3).**



# Existing Location Plan

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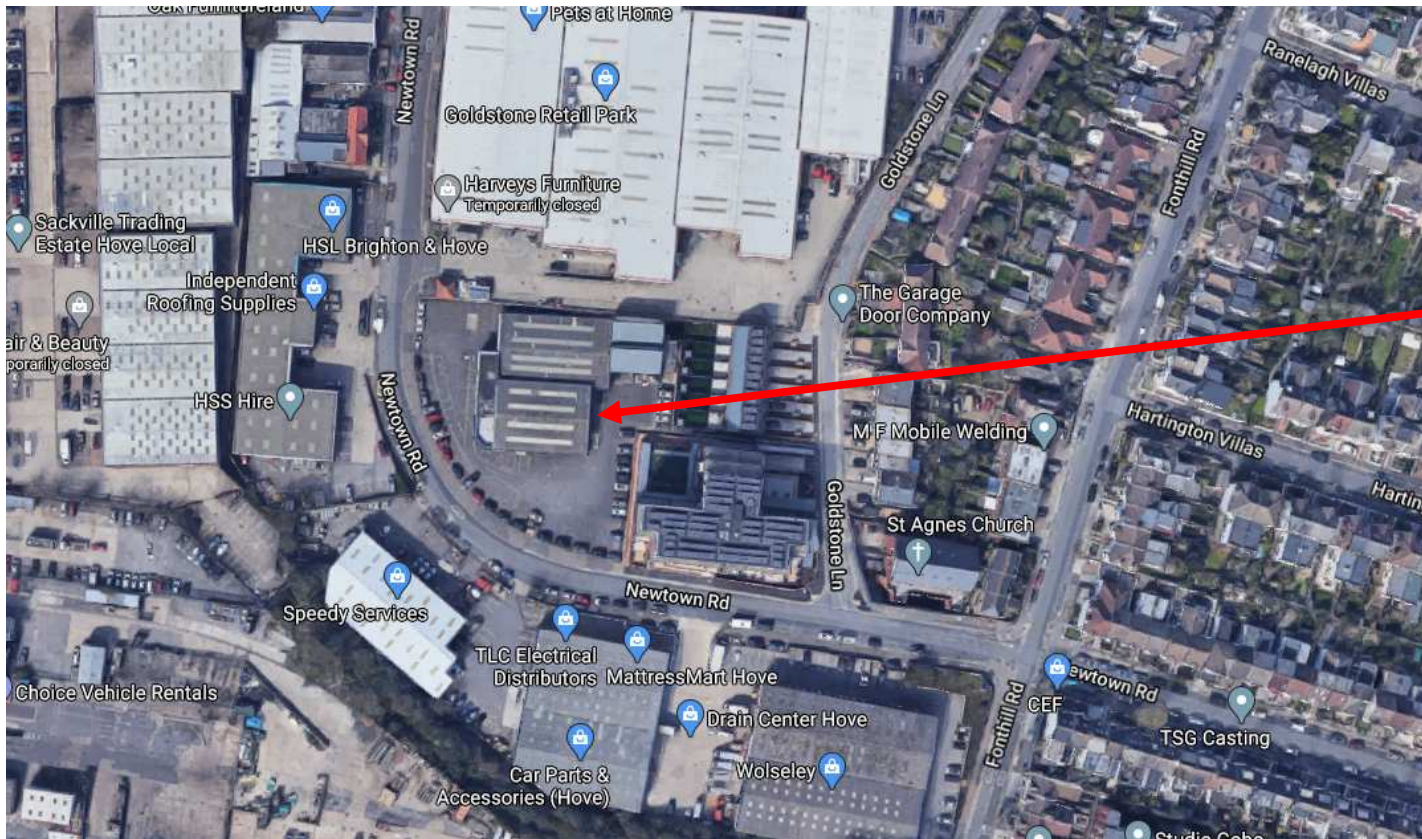
# Long range aerial photo of site



Site



# Aerial photo(s) of site



Site

# 3D Aerial photo of site - south





# 3D Aerial photo of site - west



Site

# 3D Aerial photo of site – north



Site

# 3D Aerial photo of site - East



Site



## Existing car dealership building fronting Newtown Road

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**Within the application site showing border with New Wave townhouses to the east**

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**View west along Newtown Road showing the New Wave development with St Agnes Church in foreground**

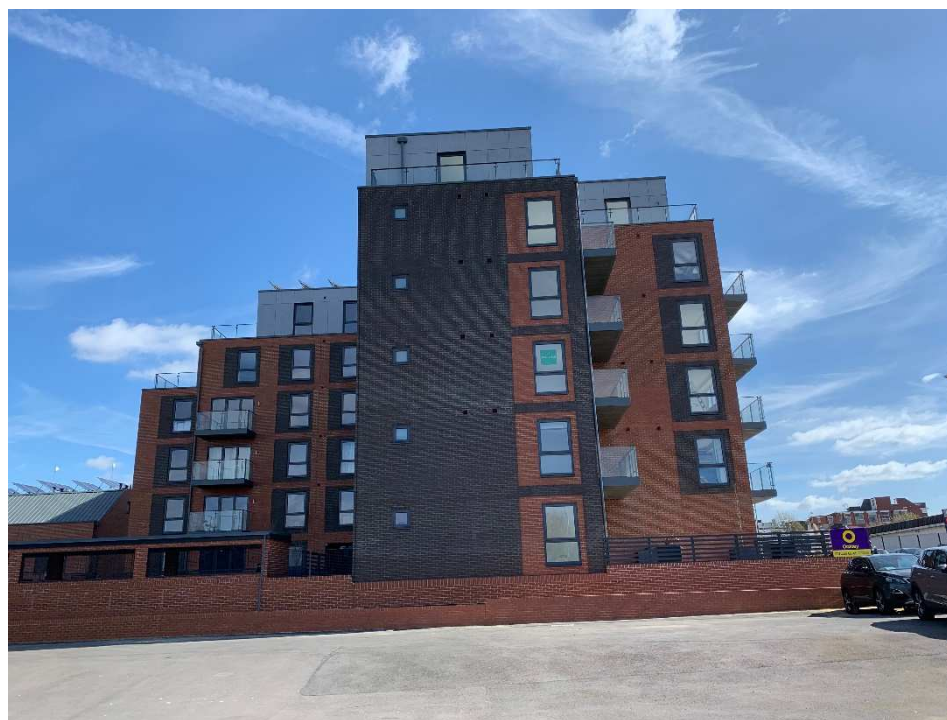
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## West facing side elevation of New Wave development

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**View south along Goldstone Lane showing New Wave Development and rear of existing retail units**

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## View from west showing existing retail sheds abutting the northern boundary of the site

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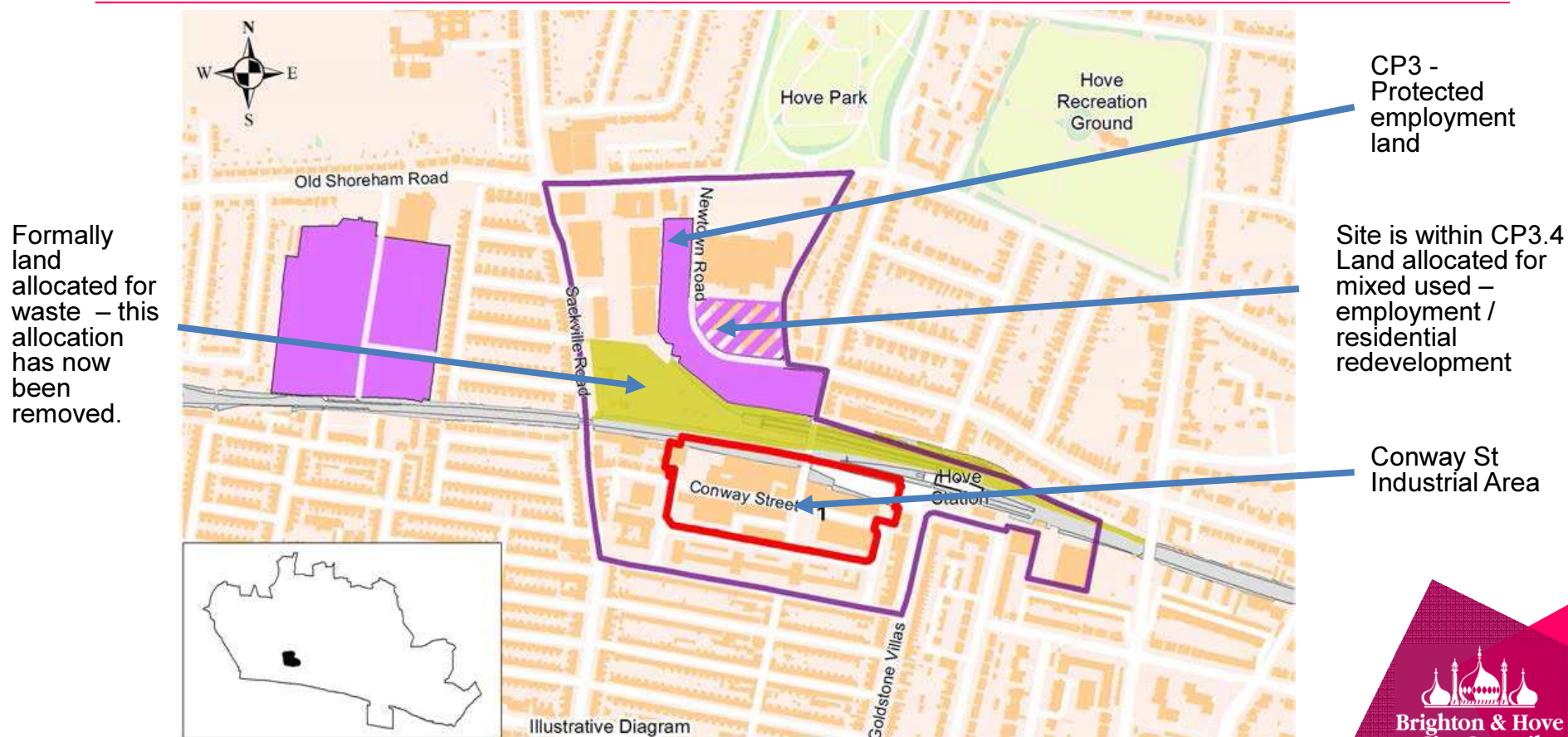
# View from south of the railway line

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## Policy map showing the DA6 Hove Station Development Area

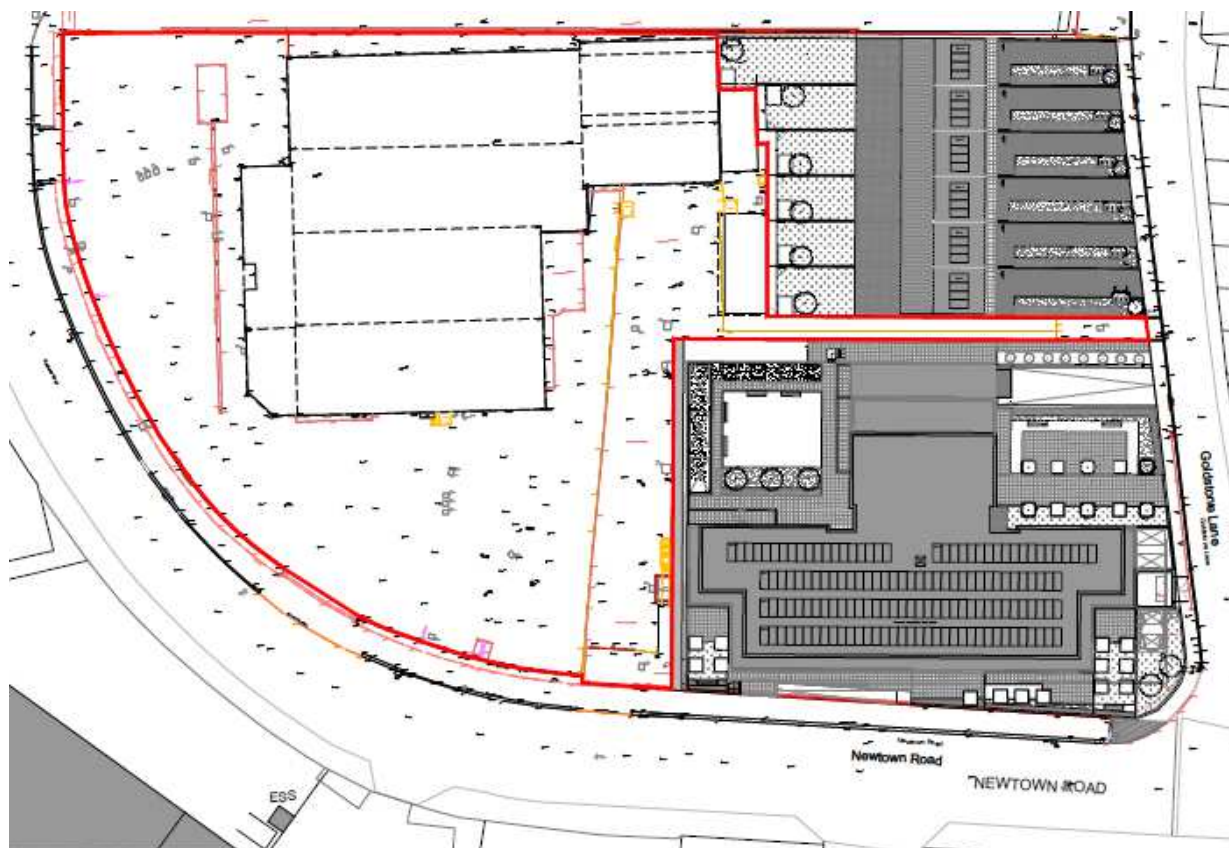


## Existing Heritage Assets within the vicinity of the site



Brighton & Hove  
City Council

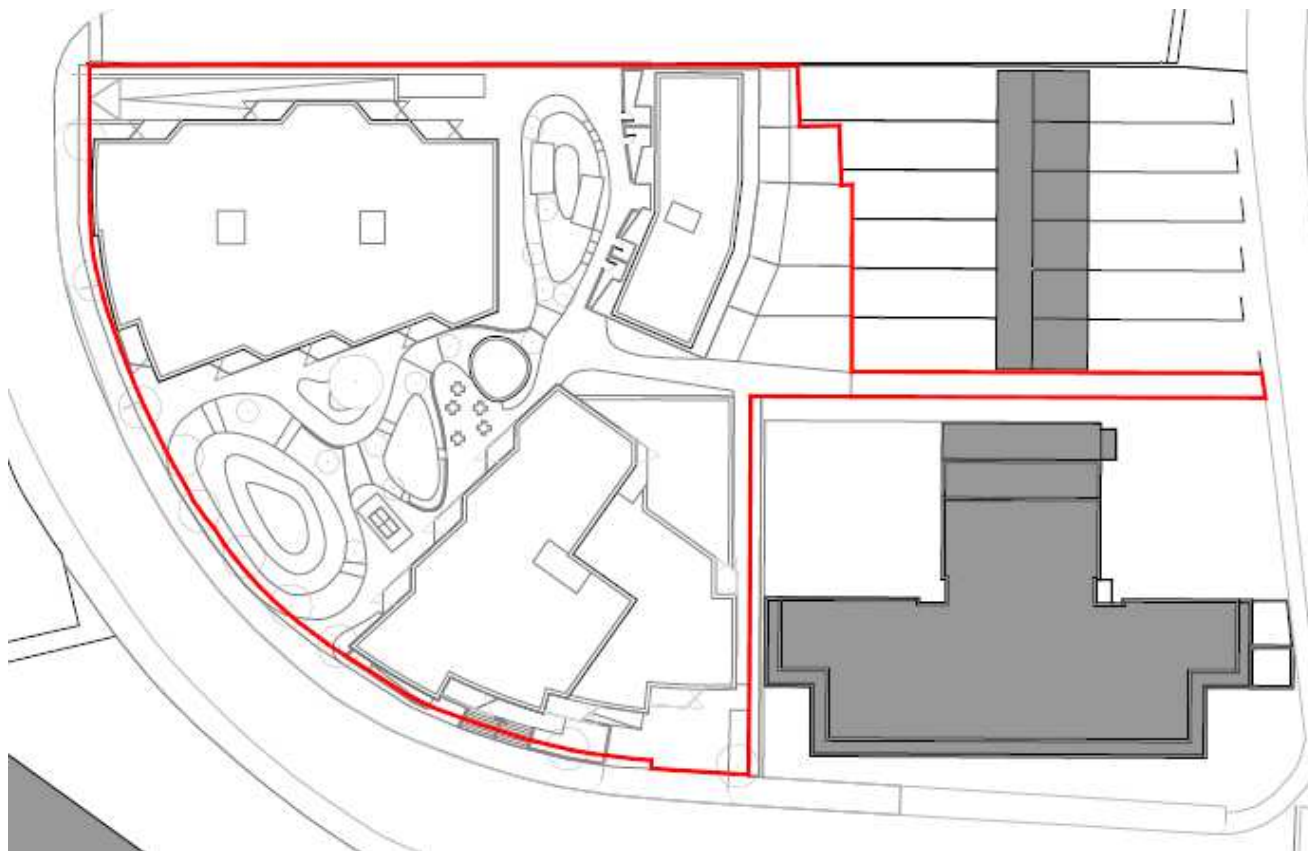
# Existing Block Plan



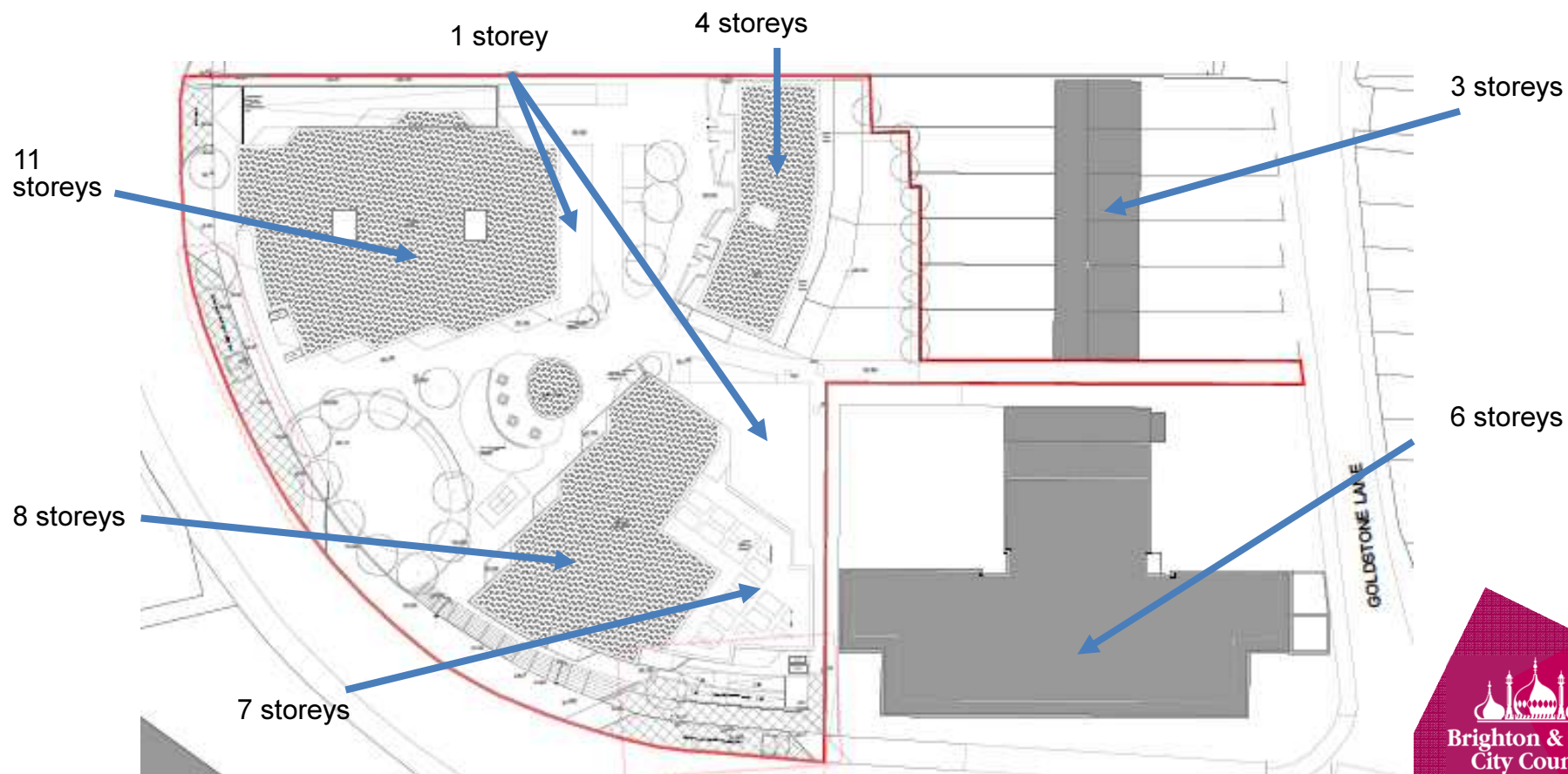


# Proposed Block Plan – originally submitted

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# Proposed Block Plan (revised)



# Accommodation / mix schedule

- 148 dwellings (Class C3) with a combined mix of 80 x one-bedroom units, 59 x two-bedroom units and 9 x three-bedroom units,
- 22% of dwellings to be affordable housing. This consists of 20 x one-bed and 20 x two-bed affordable housing units with a policy compliant split of 18 homes for affordable rent and 14 as shared ownership.
- 954sqm of office floorspace (Class B1) at ground floor in blocks A and B
- 22sqm Café (A3) within the central landscaped area

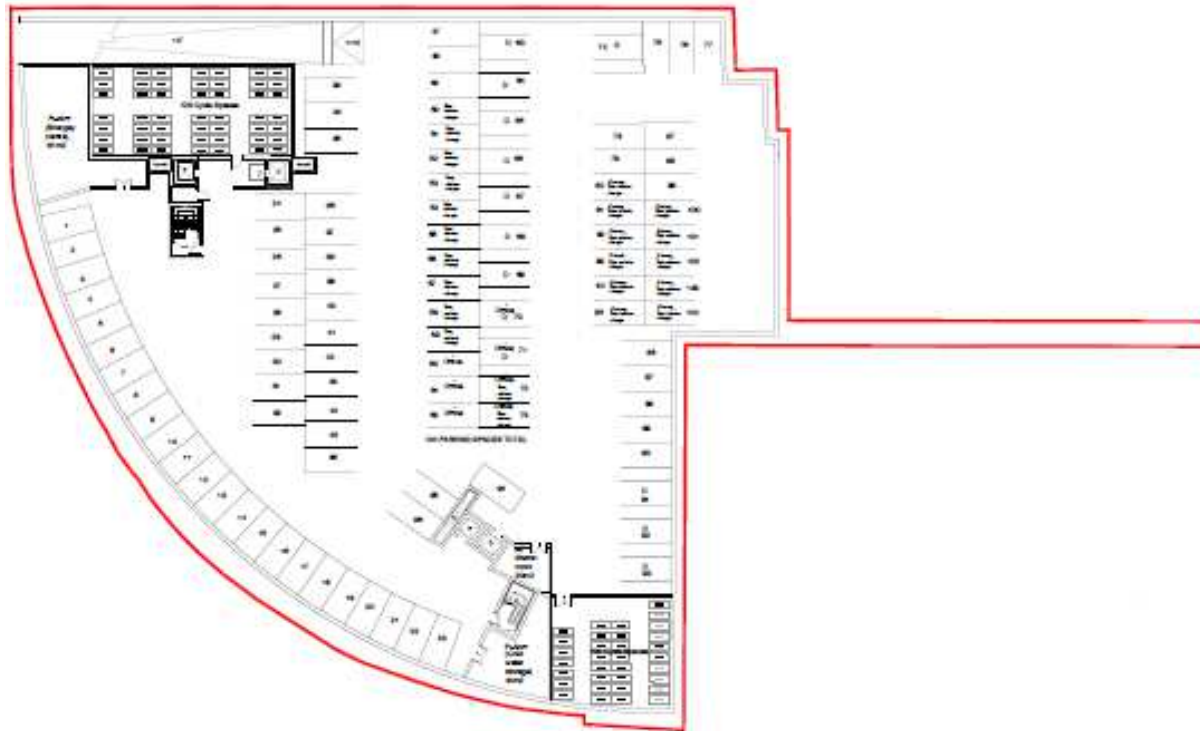
# Proposed Ground Floor Plan



Brighton & Hove  
City Council



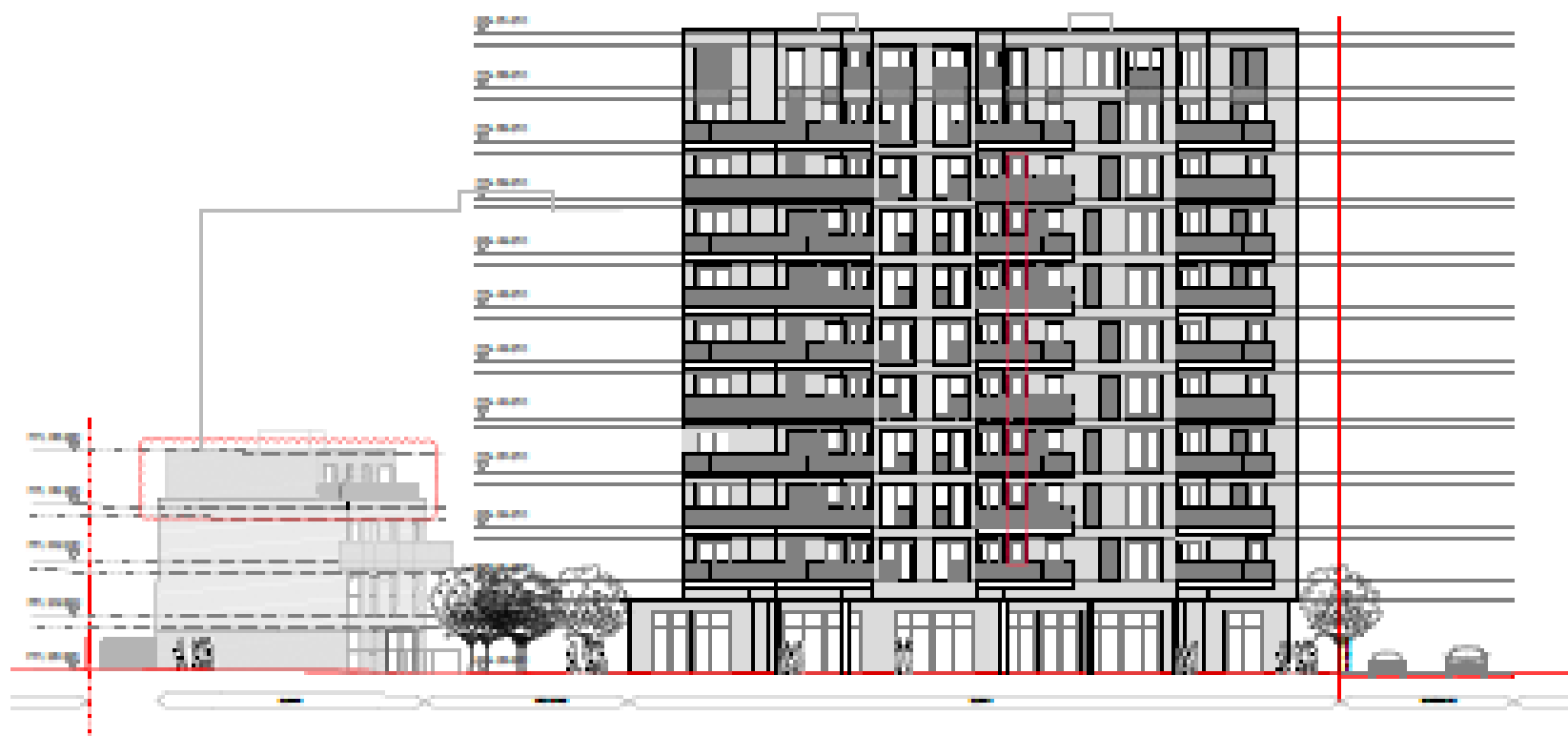
# Proposed Lower Ground Floor Plan



Brighton & Hove  
City Council

## Proposed Rear Elevation - north (Block A and Block C)

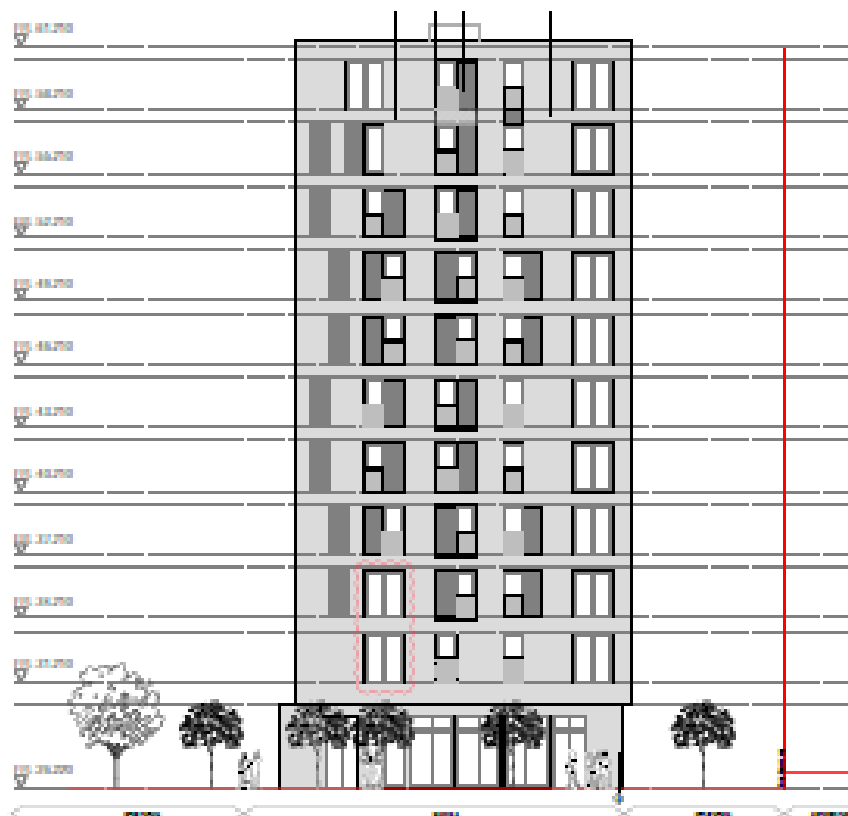
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## Proposed South Elevation (Block A) as originally submitted (left) and revised (right)



# Proposed East (rear) Elevation - Block A



# Proposed front elevation (west) Block A

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## Proposed contextual Front Elevation - south (Block B) showing existing adjoining New Wave development

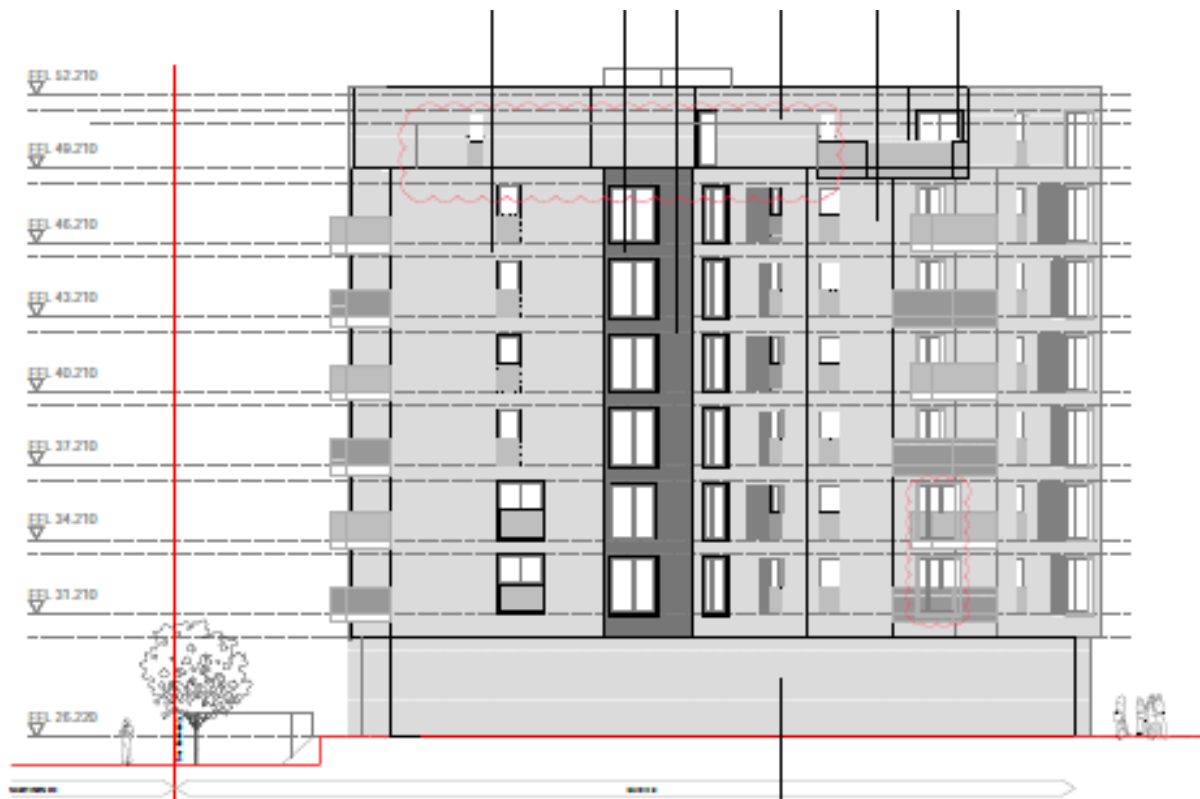




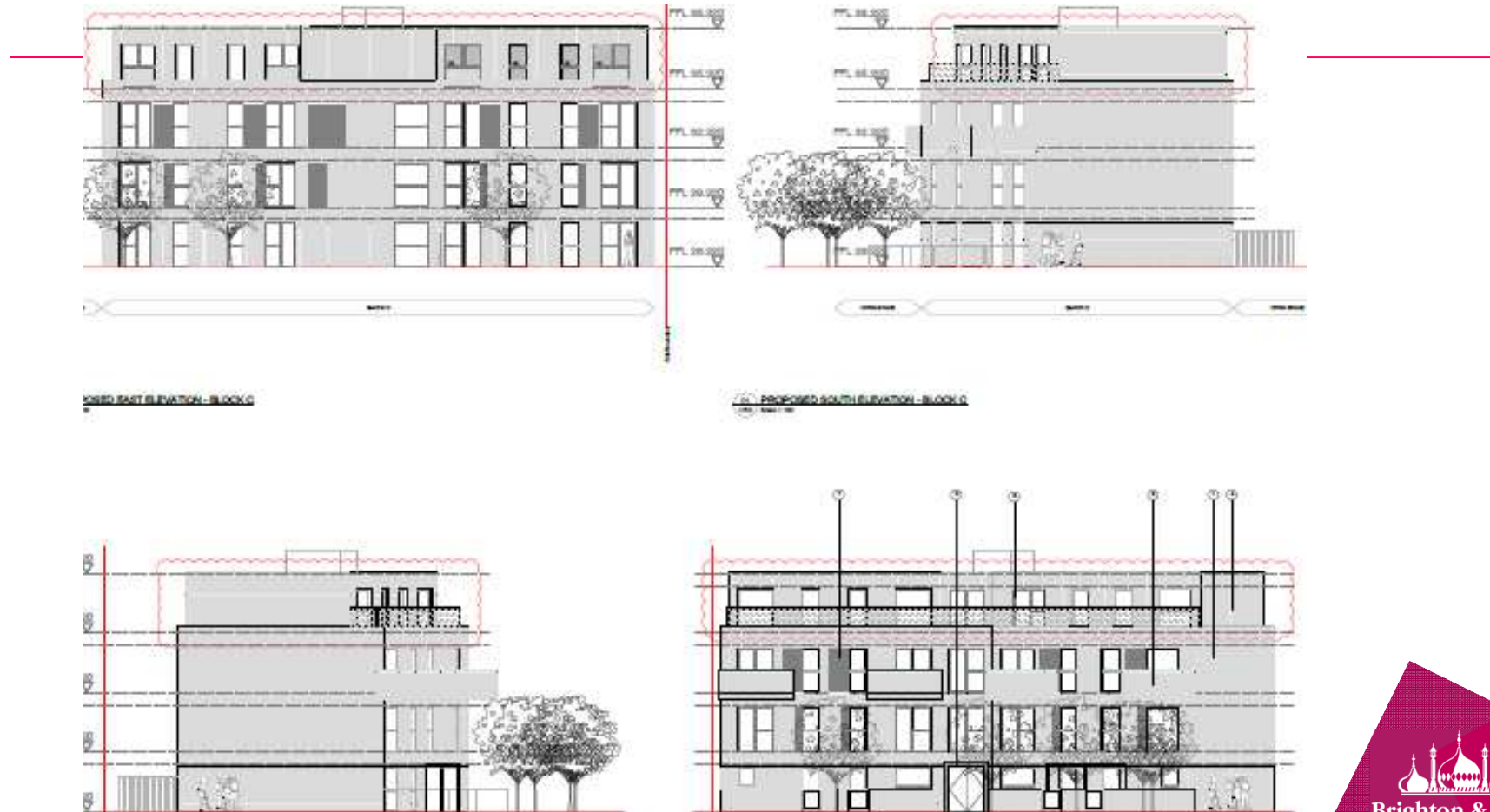
# Proposed North Elevation (Block B)



# Proposed East Elevation (Block B)



**Block C Elevations - Clockwise from top right – South (side), West (front), North (side) and East (rear)**



Proposed east elevation (Blocks B and C in foreground) on boundary with adjoining New Wave development



Brighton & Hove  
City Council

## Example Elevational detail drawing

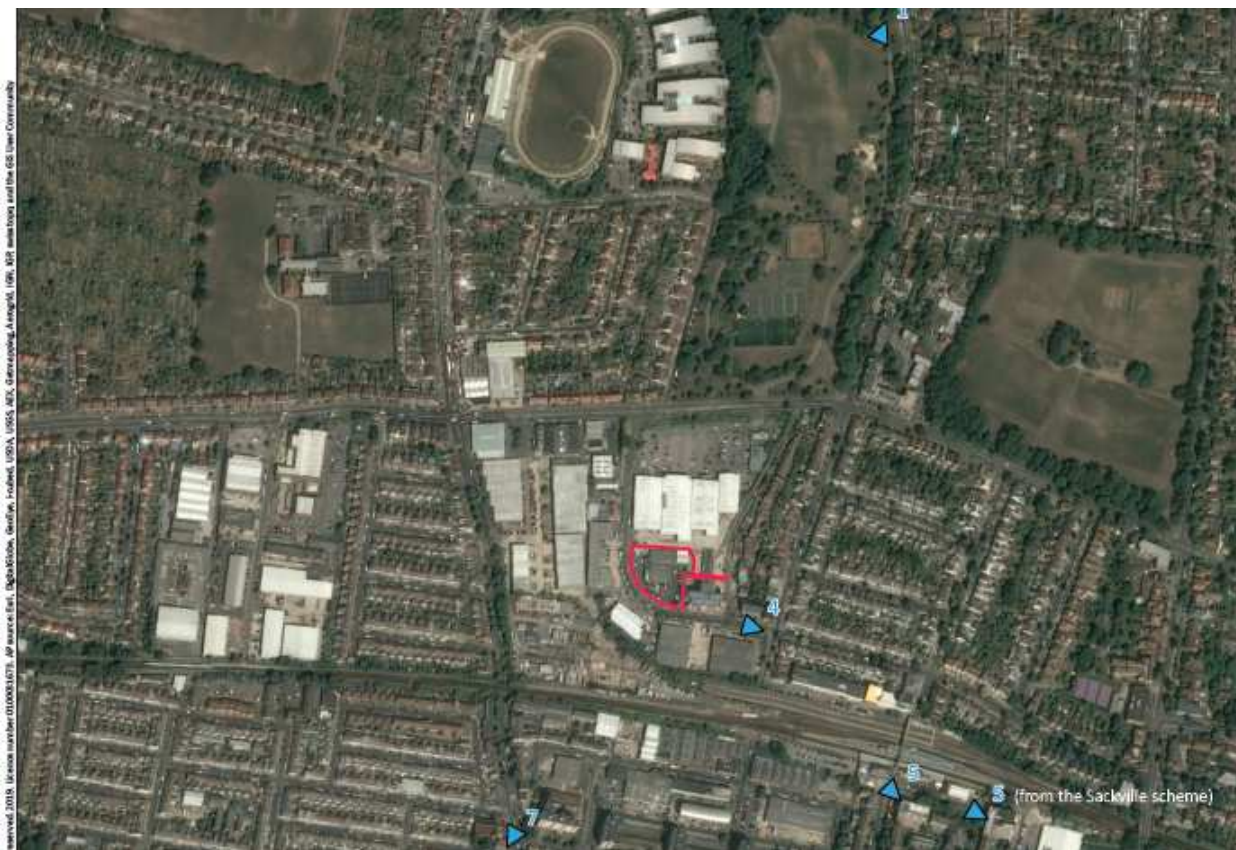
---







# Verified Viewpoint Locations



## Verified Visual from Newtown Road – wire line

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## Verified Visual - Hove Park - originally submitted scheme (wireline)

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## Proposed Verified Visual – originally submitted (Hove Park)

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## Proposed Verified Visual (Hove Park)

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## Verified Visuals comparing the scheme with BH2019/03458 – Sackville Trading Estate

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## Proposed Verified Visual - wireline (Hove Station)

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## Proposed Verified Visual – wireline (Hove Station)

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## Proposed Verified Visual – wireline (Sackville Road)

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## Proposed Visual – image of central landscaped area

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## Proposed Visual – image of scheme from south

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## Proposed Sketch Visuals – images of central landscaped area

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## Proposed Sketch Visuals – images of central landscaped area

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# Main Considerations

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- Principle of development / compliance with the aims of policy DA6 / regeneration of the area,
- Appearance and design including impact on street scene and the wider surrounding area including heritage assets,
- Housing delivery and affordable housing,
- Standard of accommodation,
- Impact on the residential amenity of the adjoining development,
- Housing Mix,
- Provision of private and public amenity space and quality of public realm and landscaping,
- Transport implications including overspill parking
- Sustainability and Ecology

# S106 table

---

## **Sustainable Transport Contribution: £130,200**

- This will be allocated towards the following, in order of priority:
- Improving infrastructure at existing bus stops on Old Shoreham Road, including adding accessible kerbs, real time information and shelters where these are absent, and potential minor relocation.
- Improving pedestrian access along footways between the development and Hove Station, and other public transport infrastructure - including potential lighting improvement to the viaduct tunnel on Fonthill Rd.
- Improving local cycling infrastructure to enhance access for pedal cyclists between the development and other local destinations.
- Implementing additional BTN bike share docks/bikes in surrounding streets to encourage greater uptake of cycling for trips to/from the development.

## **Education Contribution: £116,128.00**

- A financial contribution of for secondary school and sixth form education (Blatchington Mill and Hove Park Schools)

## **Public Art Contribution: to a value of £62,500**

- Commissioning and installation of an Artistic Component to the value of **£62,500** within the development in public view or in the immediate vicinity of the site. This could comprise an 'uplift' in the value of public realm provision to incorporate an artistic component.

# S106 table - continued

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## Open space and recreation/sports: £369,278.66

- Provision of a financial contribution of Outdoor sport (£89,124.13) - Kingsways / Hove Seafront, Knoll Park, Aldrington Recreation Ground, Wish Park, Hove Park, Neville Recreation Ground,
- Indoor sport (£58,604.00) - Withdean Sports Complex and / or King Alfred Leisure Centre,
- Children's Play (£9,421.34) - Hove Park, Stoneham Park,
- Parks and Gardens (£130,442.94) - Hove Park and / or Stoneham Park and / or Dyke Road Park / and or Three Cornered Copse,
- Allotments (£12,791.22) - The Weald and / or St Louis and /or North Nevill and /or Campsite and / or Eastbrook and / or Rowan Avenue,
- Amenity Green Space - (£10,458.49) - Hove Park and Stoneham Park and / or Three Cornered Copse, and / or Dyke Road Park and / or Hove Cemetery
- Natural and semi-natural - (£58,436.56) Three Cornered Copse and /or Green Ridge / and or Waterhall.

## Employment: £46,200

- Submission of an Employment & Training Strategy to secure the use of at least 20% local construction labour,
- A financial contribution of **£46,200** towards the Local Employment Scheme

# Conclusion and Planning Balance

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- The proposed scheme has developed positively through a design review and pre-application process with further key improvements secured during the life of the planning application to many aspects including the appearance, standard of accommodation, public realm and highways impacts.
- The housing mix - which is skewed towards smaller units and the negative impact on daylighting / sunlighting to some of the adjoining New Wave properties weigh against the scheme,
- The scheme provides an acceptable balance between limiting overspill parking within the surrounding area and ensuring that sufficient employment space is provided to accord with the thrust of DA6, sufficient residential development is provided to ensure a viable and deliverable scheme and the promotion of sustainable modes of travel over the private motor vehicle,
- The public benefits of the application include the redevelopment of a key site within the DA6 development area to create a mixed use development with a total of 148 homes, including 22% affordable housing and 954sqm of high quality employment floorspace with a significant level of job creation and improvements to public realm and landscaping,
- Overall, the public benefits of the scheme significantly outweigh any harm identified and the recommendation is to approve.

# Land Adjoining 9 Ridgeway Gardens

BH2019/03819



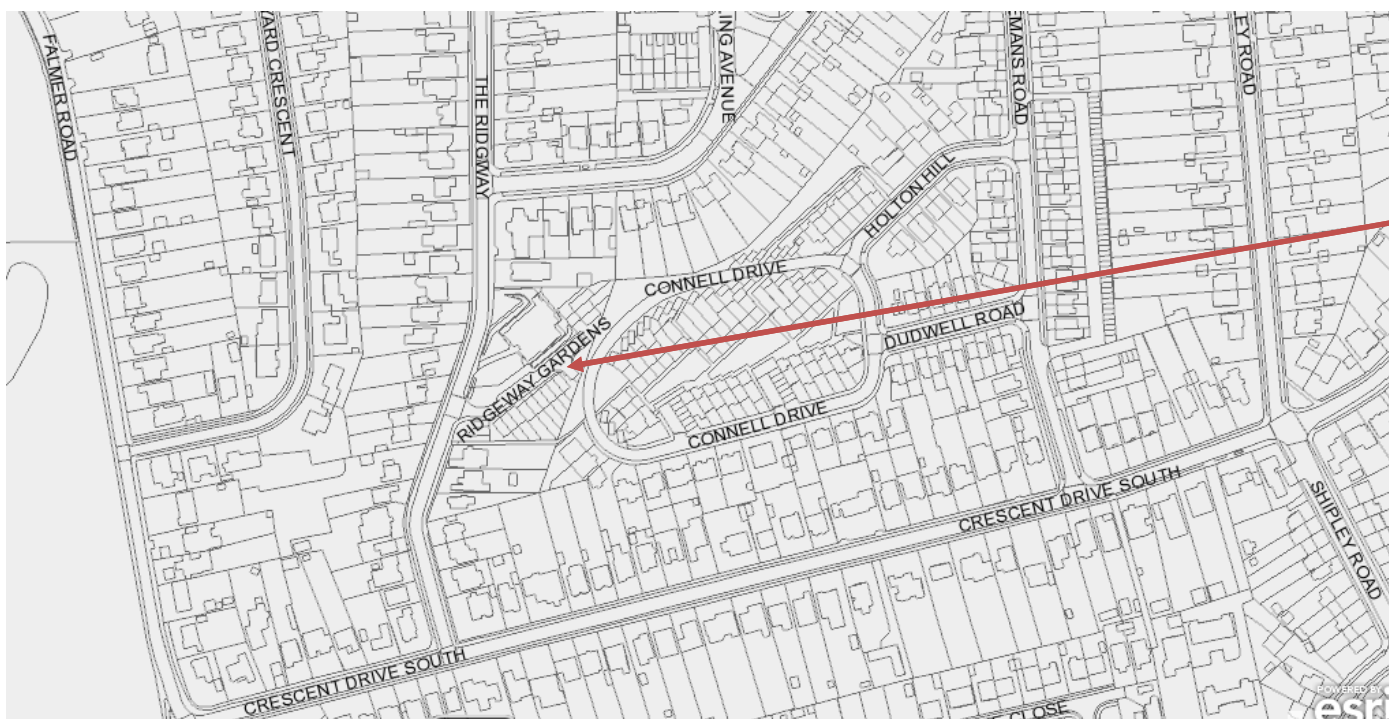
**Brighton & Hove**  
City Council



# Development description

- Planning permission is sought for:
- **Erection of 1no three storey dwelling house (C3).**

# Wider location plan

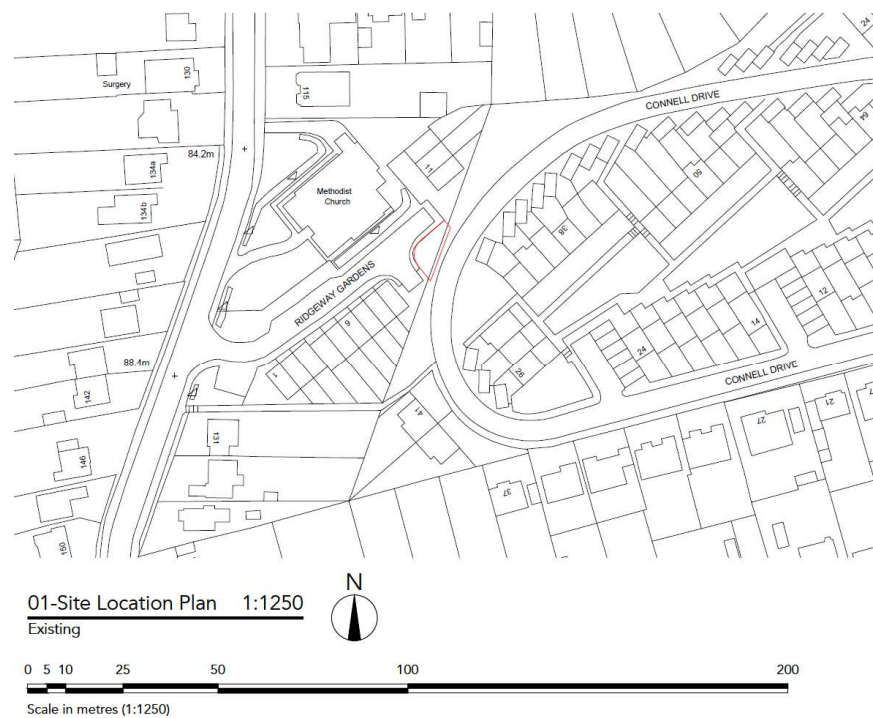


Site



Brighton & Hove  
City Council

# Existing Location Plan



2147(10)1000 A

# Proposed Location Plan

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# Aerial photo(s) of site





# 3D Aerial photo of the site

Application site



Connell Drive



# 3D Aerial view of the site

Application  
site



# Street photo(s) of site

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Properties on  
Connell Drive

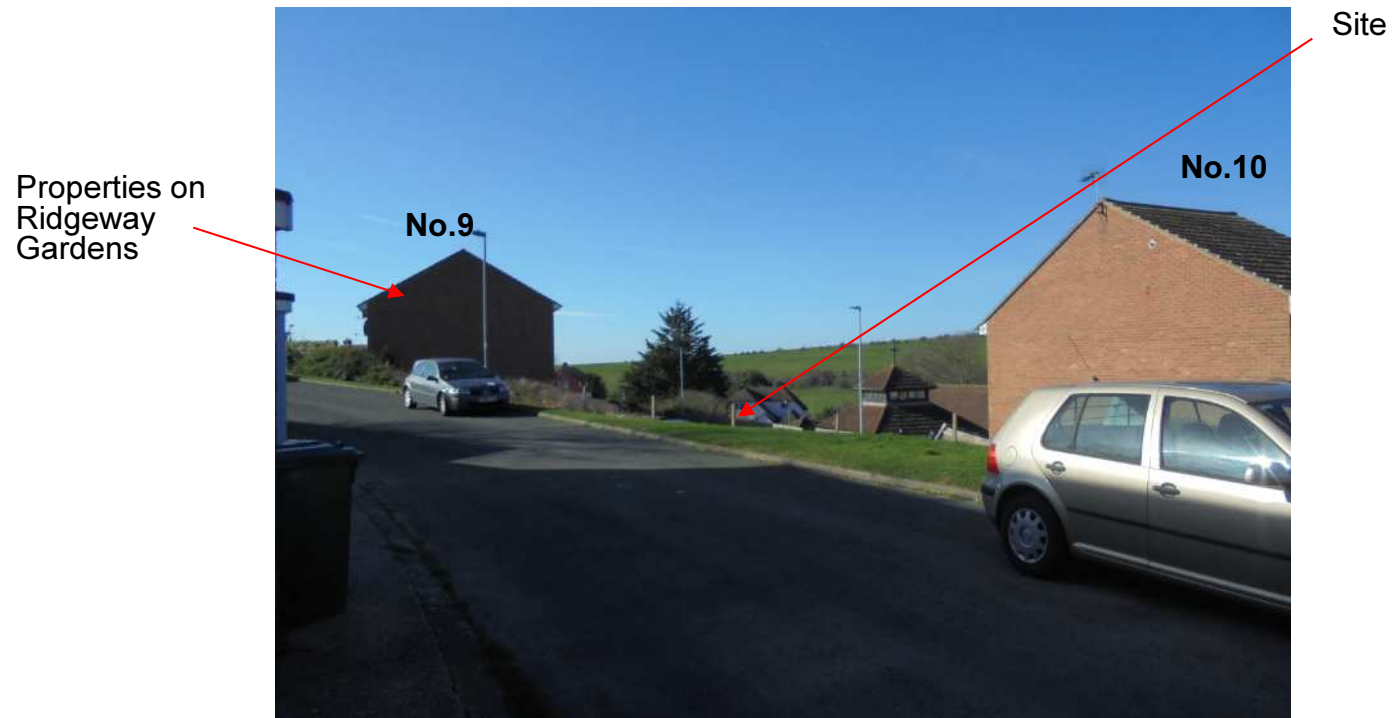
The application site

# Street photo from Ridgeway Gardens

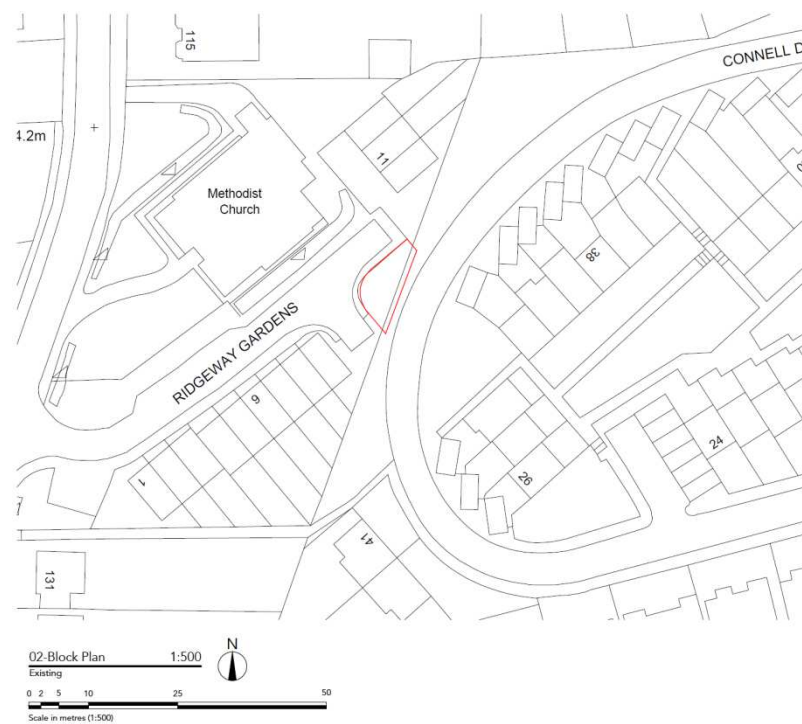
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# Street photo taken from Connell Drive

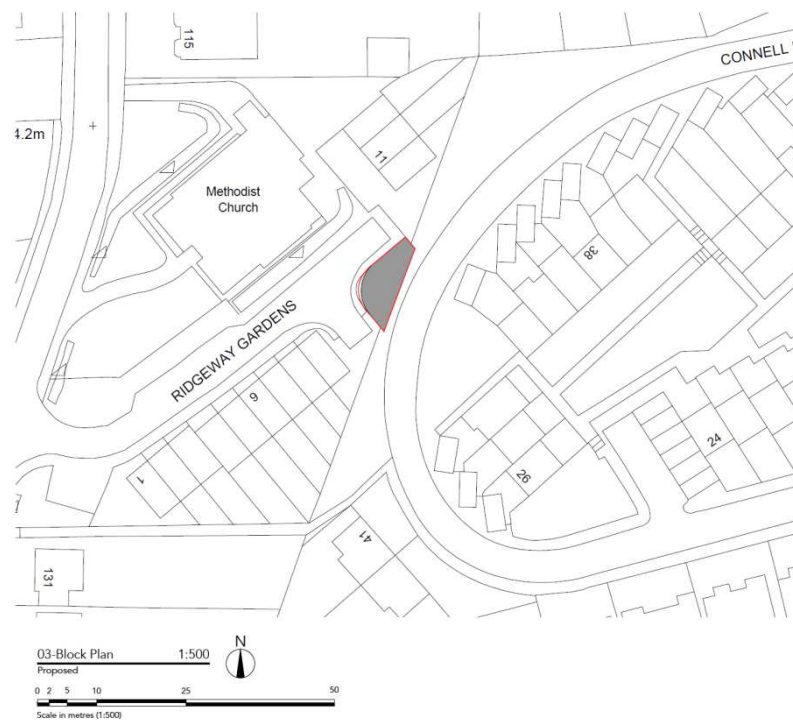


# Existing Block Plan



2147(10)1000 A

# Proposed Block Plan

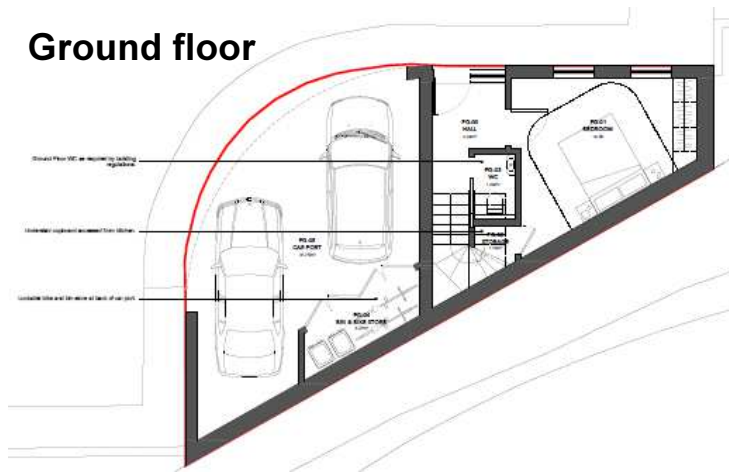


2147(10)1000 A

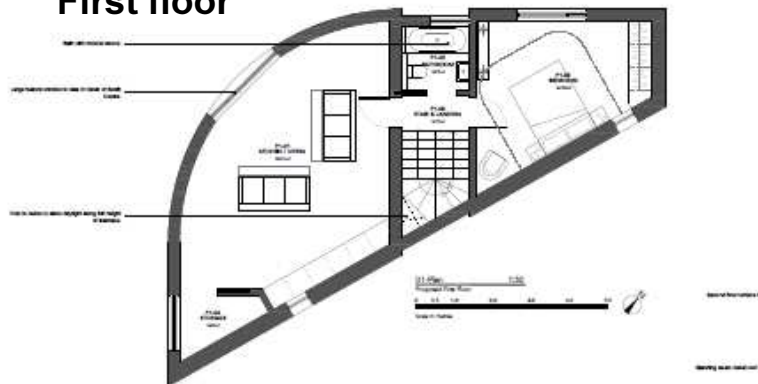


# Proposed floor plans

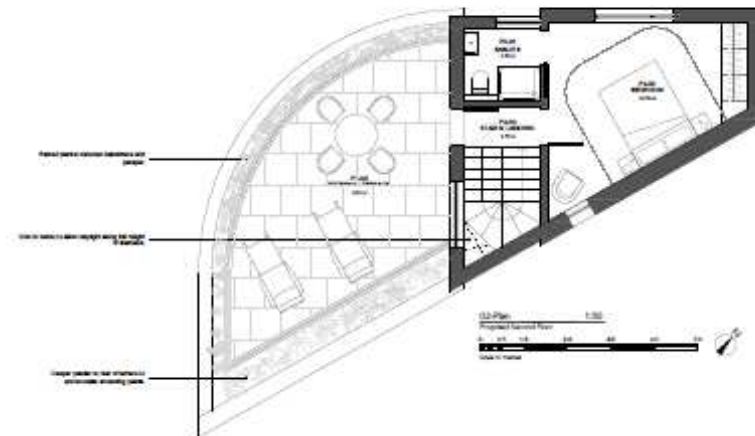
Ground floor



First floor



Second floor



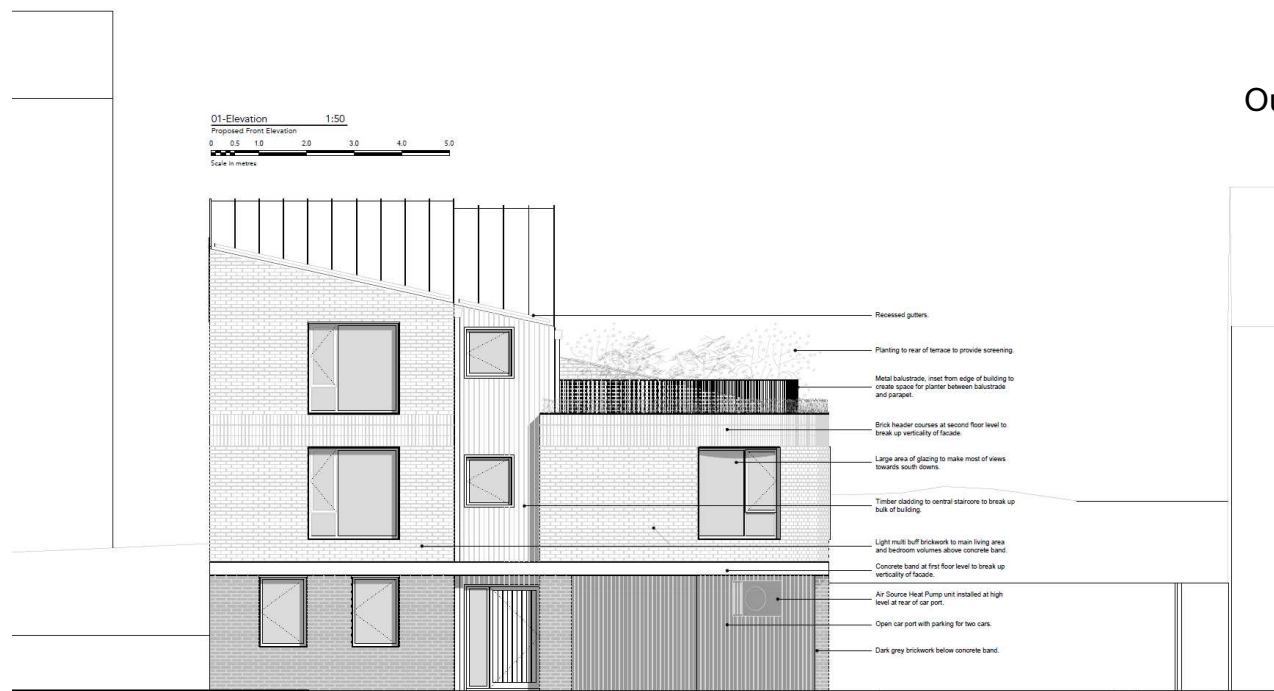
The new dwelling provides the following:

- 3 double bedrooms (exceeding size standards) one to each floor
- Open plan living area at first floor
- External amenity space by way of a terrace at second floor

# Proposed Front Elevation

Outline of Connell Drive  
properties

Outline of 9 Ridgeway  
Gardens

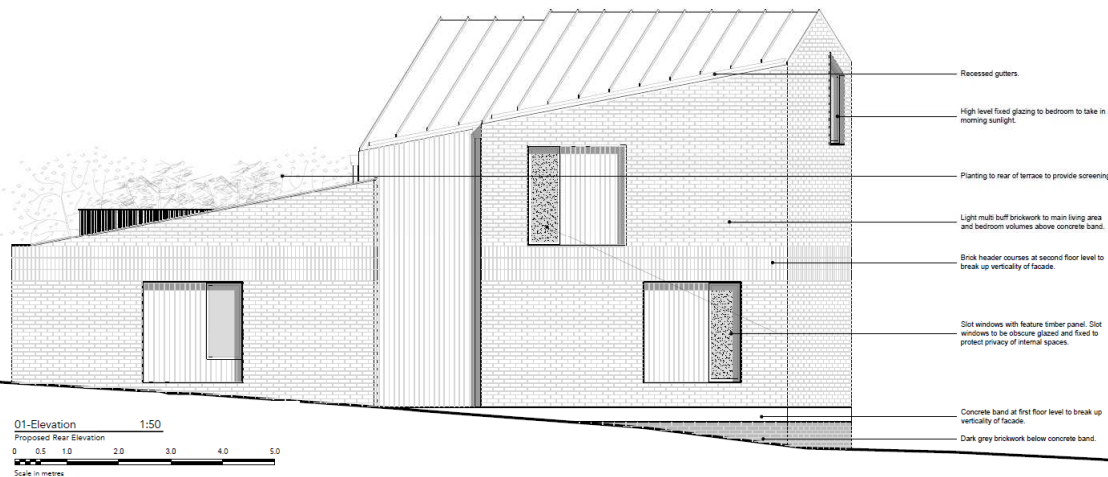


0000 C

# Proposed Rear Elevation

Outline  
of No.9

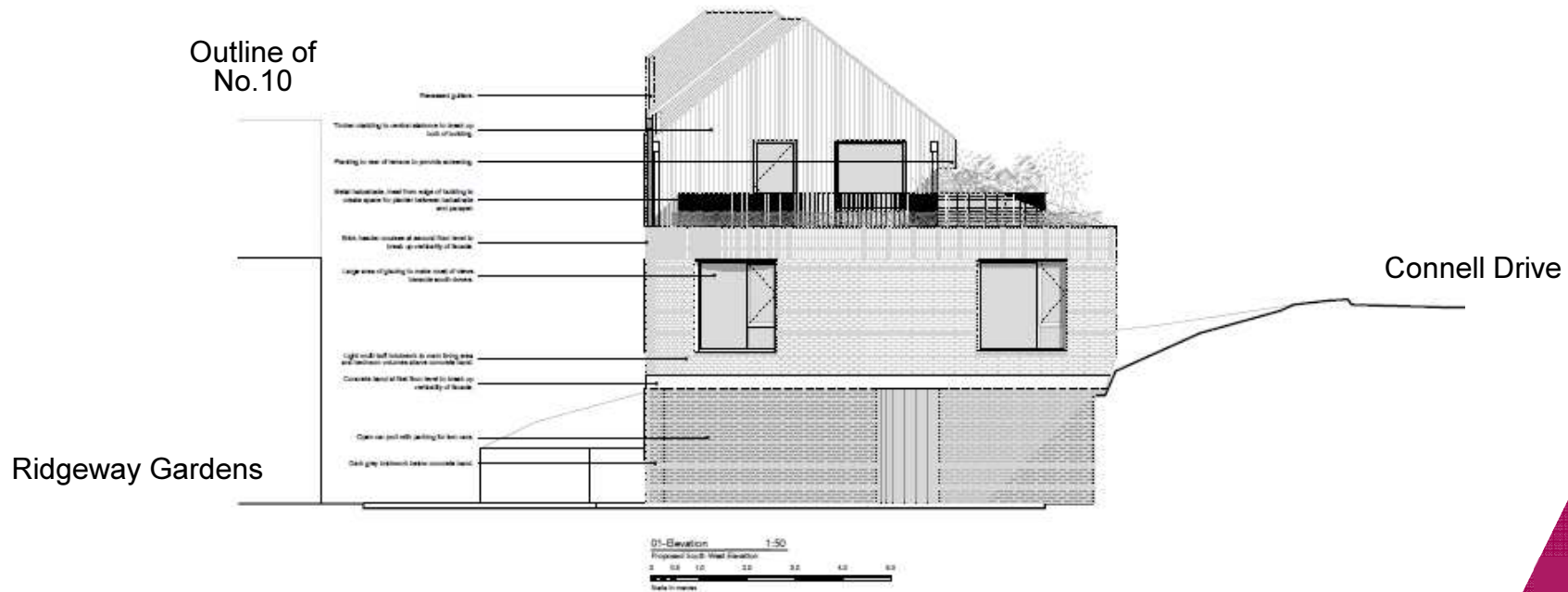
Outline of  
No.10



0002 C

# Proposed Site Section(s)

## Proposed South-West elevation



# Proposed Visual- Ridgeway Gardens



# Proposed Visual- Connell Drive





# Main Considerations

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- Principle of development
- Design and appearance
- Impact on the amenity of neighbouring occupiers
- Standard of accommodation
- Highways considerations
- Sustainability

# Conclusion and Planning Balance

- Is an effective use of vacant land
- Contemporary design considered acceptable
- Good standard of accommodation.
- No significant adverse harm to amenity of neighbouring properties or gardens
- No highway objections

The application is therefore recommended for **approval**



# Fairway Trading Estate, Eastergate Road

**BH2019/02862**



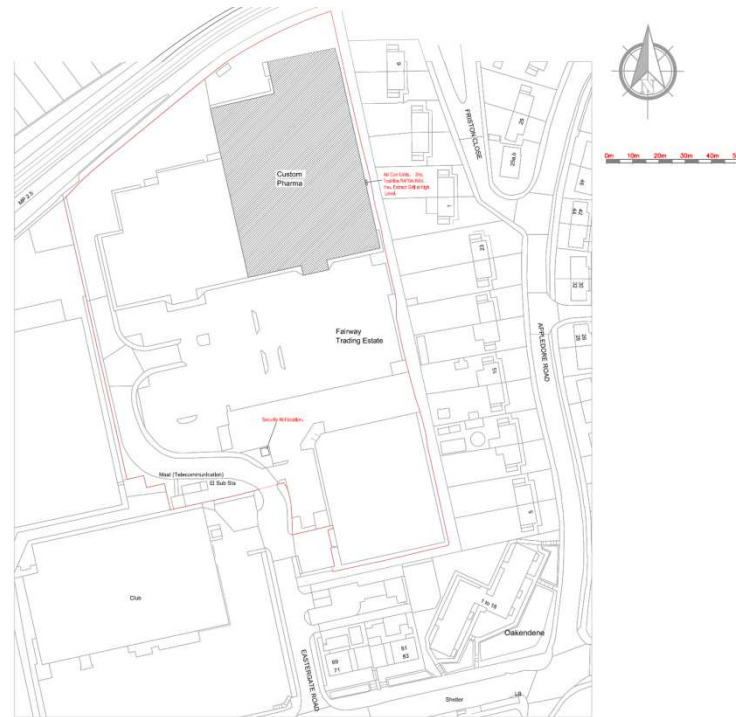
**Brighton & Hove  
City Council**

# **Application Description**

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Planning permission is sought for the:  
Repositioning of existing security hut and  
installation of 2 air conditioning units and  
extraction grille on unit 2.

# Existing Location Plan



Brighton & Hove  
City Council

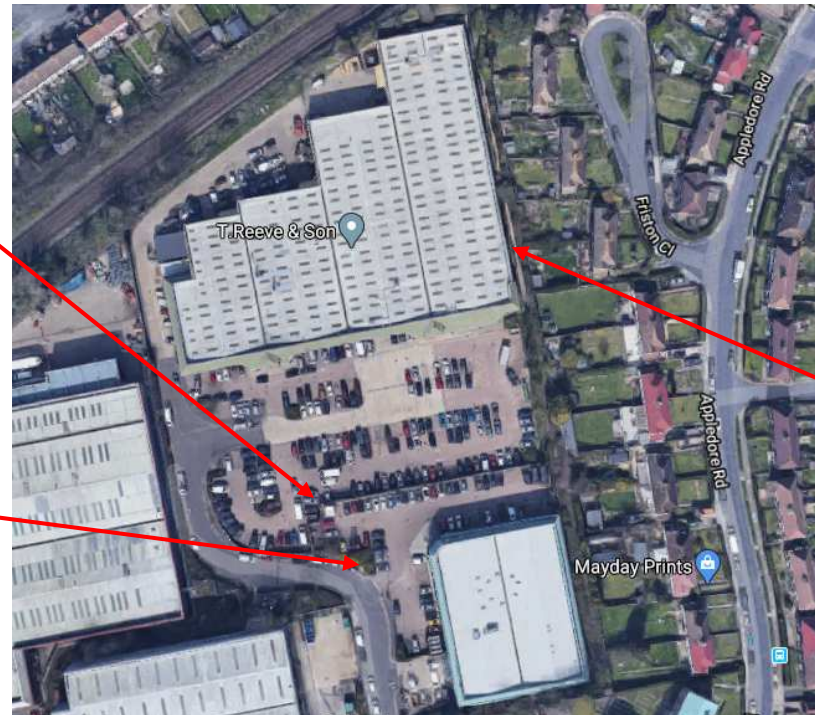
ID



# Aerial photo(s) of site

Location of  
existing security  
hut

Location of new  
security hut



Location of new plant  
and extract grille

# 3D Aerial photo of site

Location of existing security hut

Location of new security hut



Location of new plant and extract grille

# Street photo(s) of site



# **Existing Security Hut (to be removed)**





# New Security Hut (existing hut visible at far left)



# Other photo(s) of site

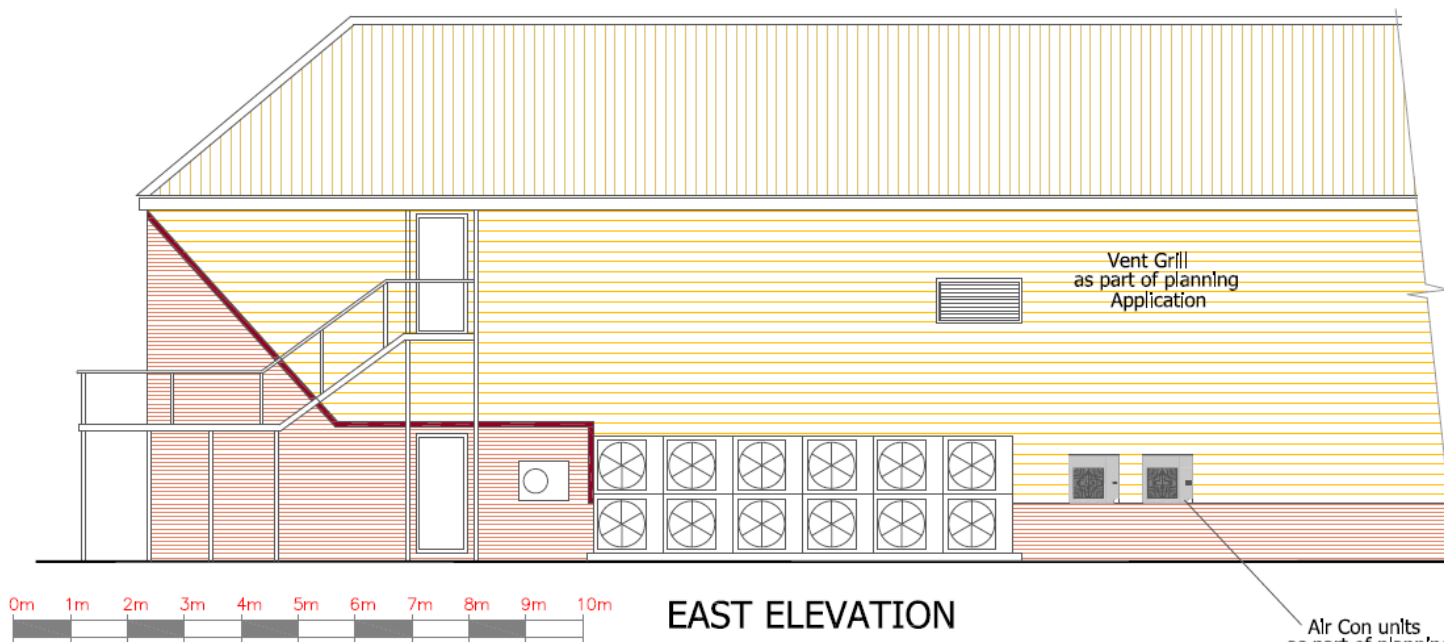


Existing bank of plant

Plant proposed as part of this application

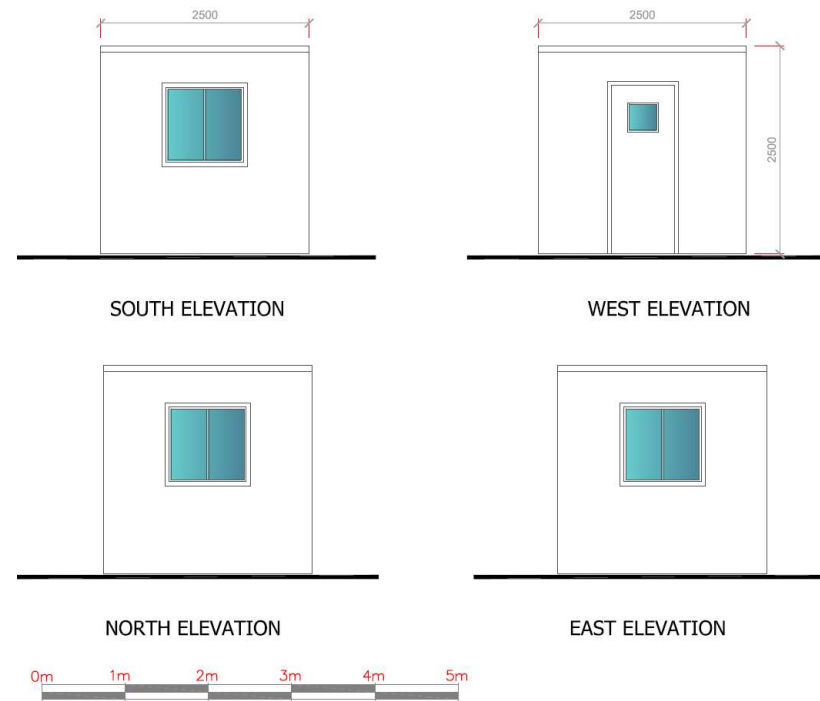


# Proposed Plant (side) Elevation



Brighton & Hove  
City Council

# Proposed Security Hut Elevations



# **Main Considerations**

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- Design & Appearance
- Impact on Amenity
- Transport

# Conclusion and Planning Balance

- Design & Appearance: New security hut similar in appearance to existing hut. Given that the existing hut is to be removed, overall there is considered not to be a harmful impact on the appearance of the site.
- Impact on Amenity: New security hut unlikely to impact on neighbouring amenity. New plant located adjacent to an existing bank of plant, with high retaining wall separating plant from nearest residential properties. Acoustic Report submitted demonstrates that the new plant does not cause a statutory nuisance. Environmental Health team have no objection.
- Transport: New security hut would not impact on the highway.



# Land Rear Of 9 Hayes Close

**BH2020/00538**



**Brighton & Hove  
City Council**



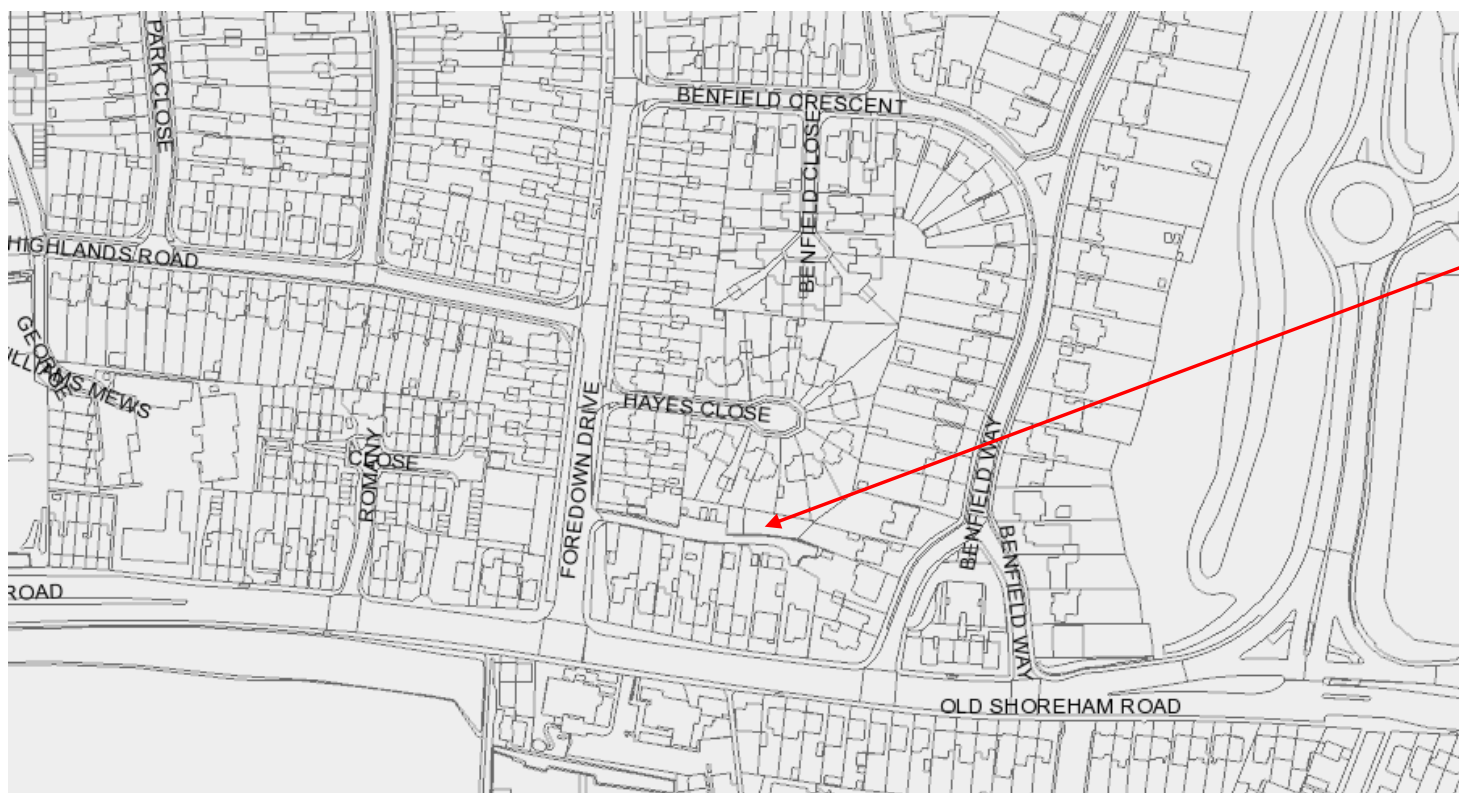
# **Development Description**

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- Planning permission is sought for;

**Erection of 2no two storey detached dwelling houses (C3) including landscaping, car & cycle parking.**

# Wider Location Plan



Site

# Existing Location Plan

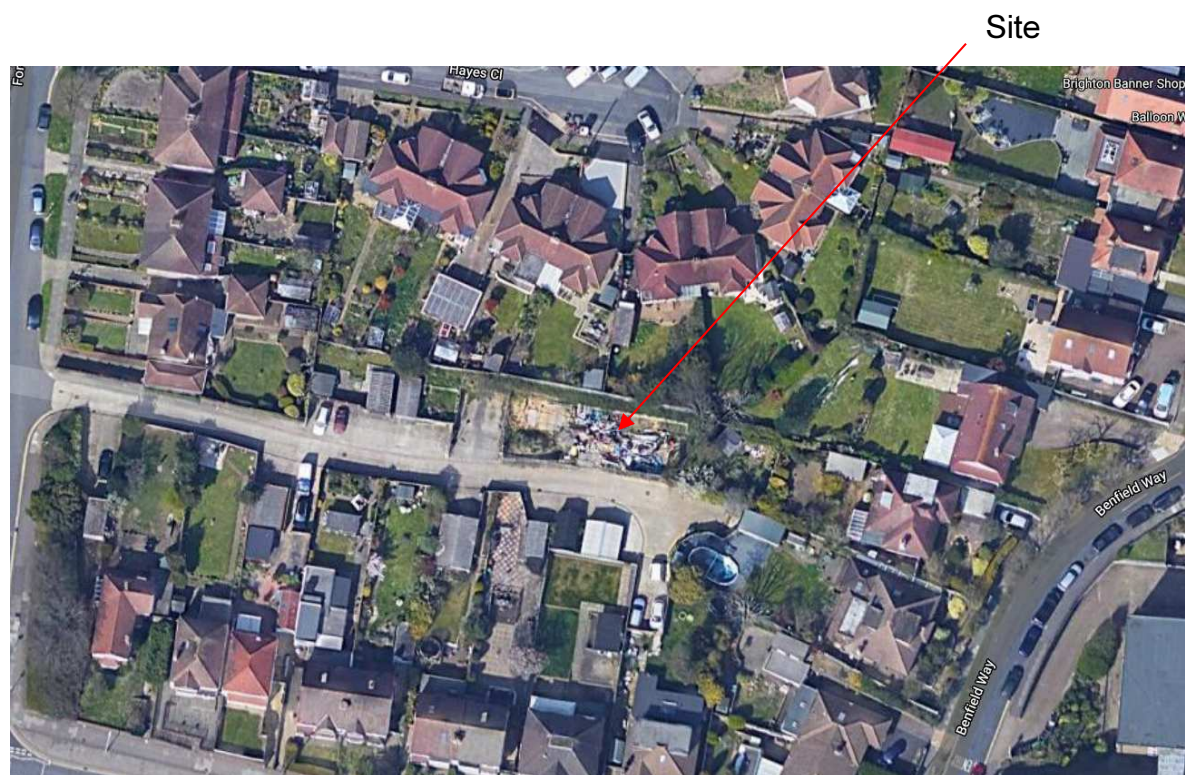


**Existing location plan** Scale 1:1250 @A3



TA1251/01

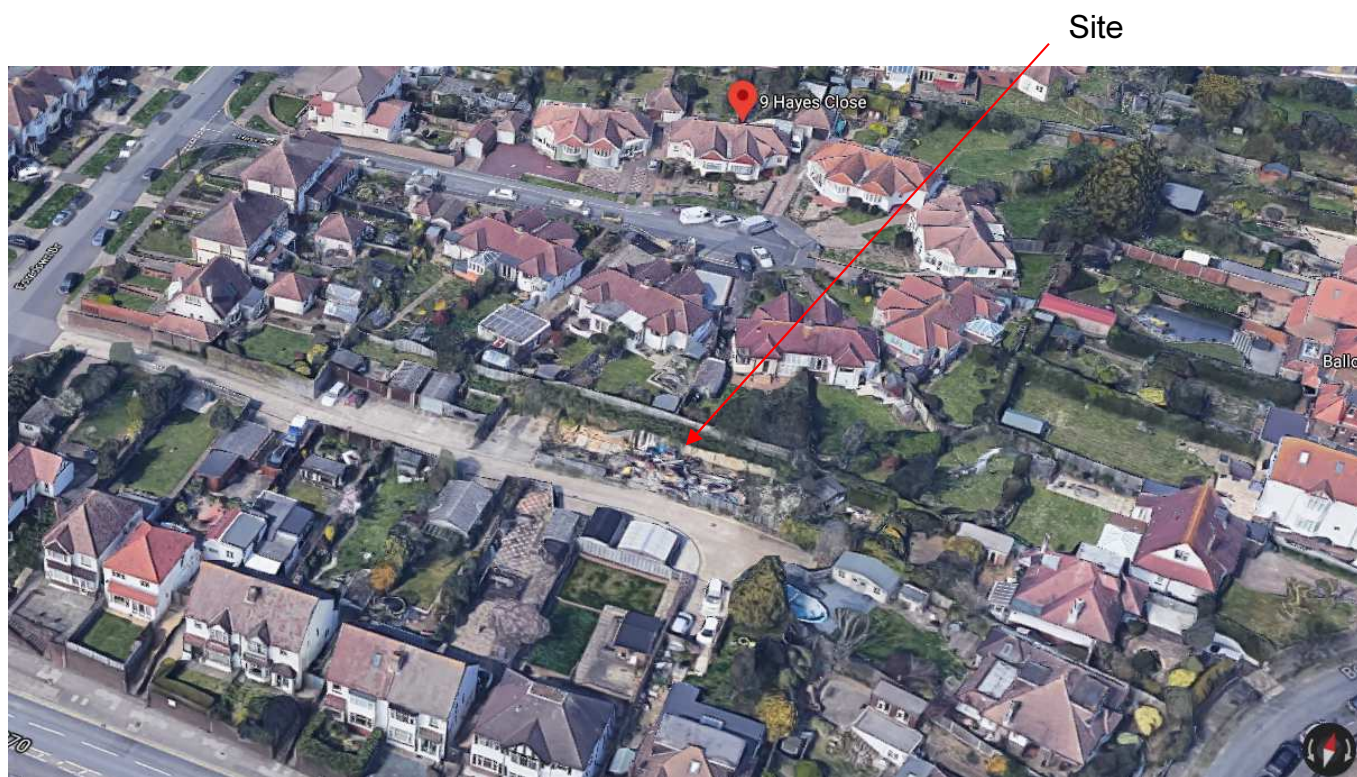
# Aerial photo(s) of site





# 3D Aerial photo of site

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## Street photo(s) of site – view from Foredown Drive

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No. 7  
Foredown  
Drive



**Street photo(s) of site – looking north towards rear  
of 7 and 9 Hayes Close**



## Street photo(s) of site – looking north-east towards Benfield Way

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Site



## Street photo(s) of site – looking north-west towards Foredown Drive

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## Other photo(s) of site – view across site towards Benfield Way

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# Proposed Block Plan



TA1251/01

# Proposed Front Elevation

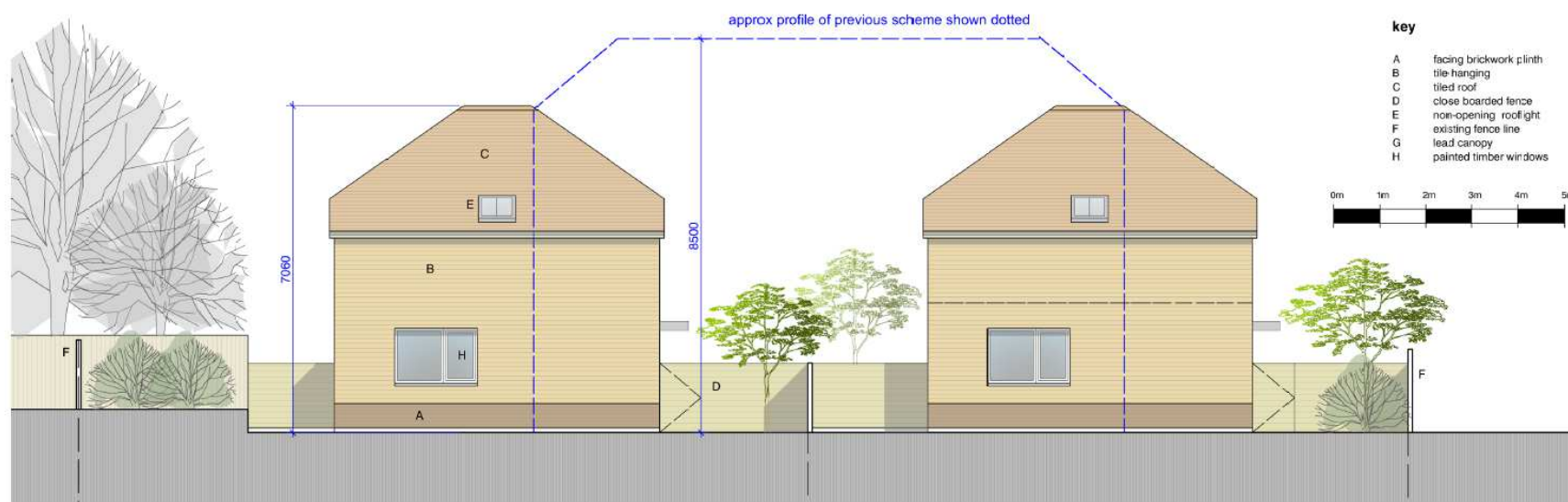


Proposed south elevation to Highlands Close Scale 1:100 @A3

Blue line indicates profile of development  
refused under application BH2018/02626



# Proposed Rear Elevation (adjoining Hayes Close)

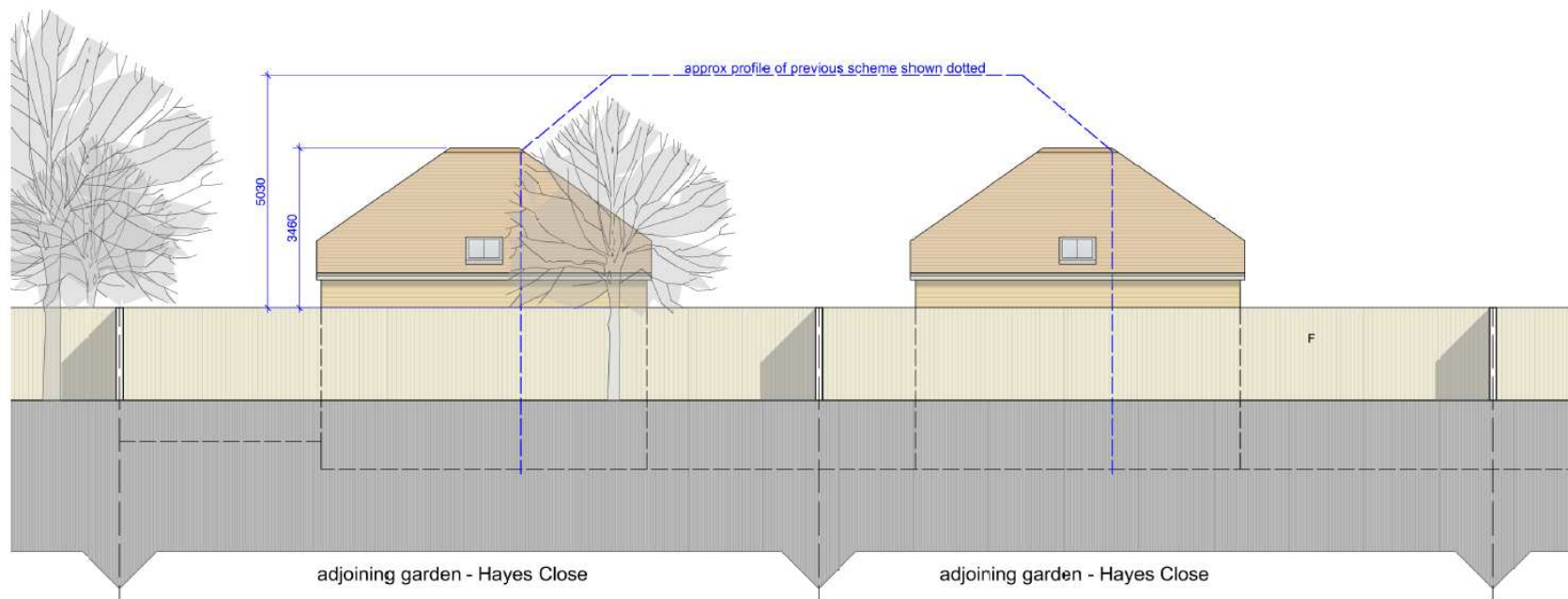


Proposed rear (north) elevation to boundary Scale 1:100 @A3

Blue line indicates profile of development  
refused under application BH2018/02626

TA1251-14-A

# Proposed Rear Elevation



Proposed rear (north) elevation from Hayes Close gardens Scale 1:100 @A3

Blue line indicates profile of development refused under application BH2018/02626

TA1251-14-A

# Conxtextual Front Elevation

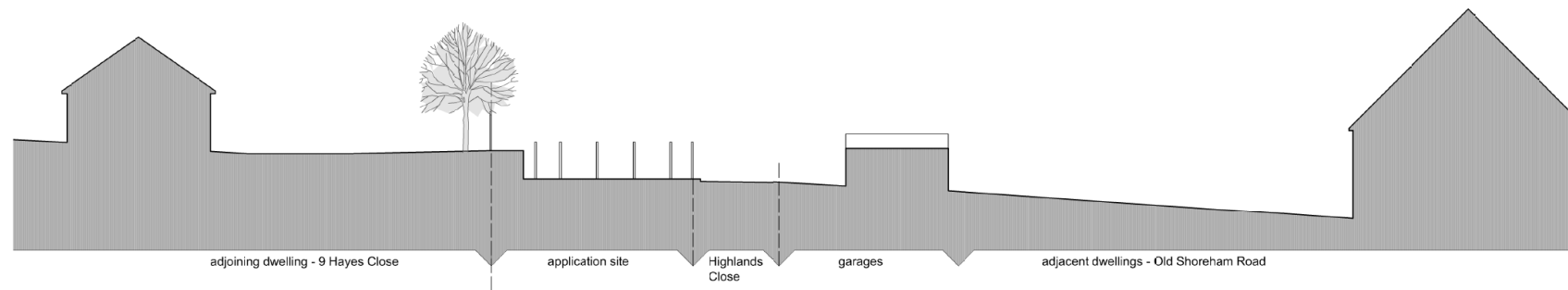


Proposed south elevation to Highlands Close Scale 1:200 @A3

Blue line indicates profile of development  
refused under application BH2018/02626

TA1251-13-A

# Existing Site Section(s)

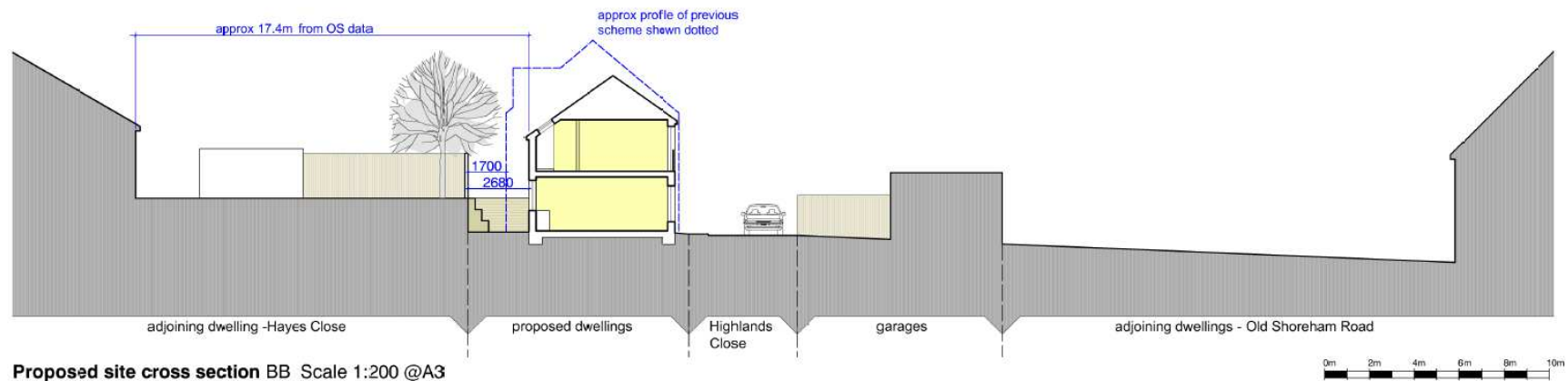


Existing site section AA Scale 1:200 @A3



TA1251/03

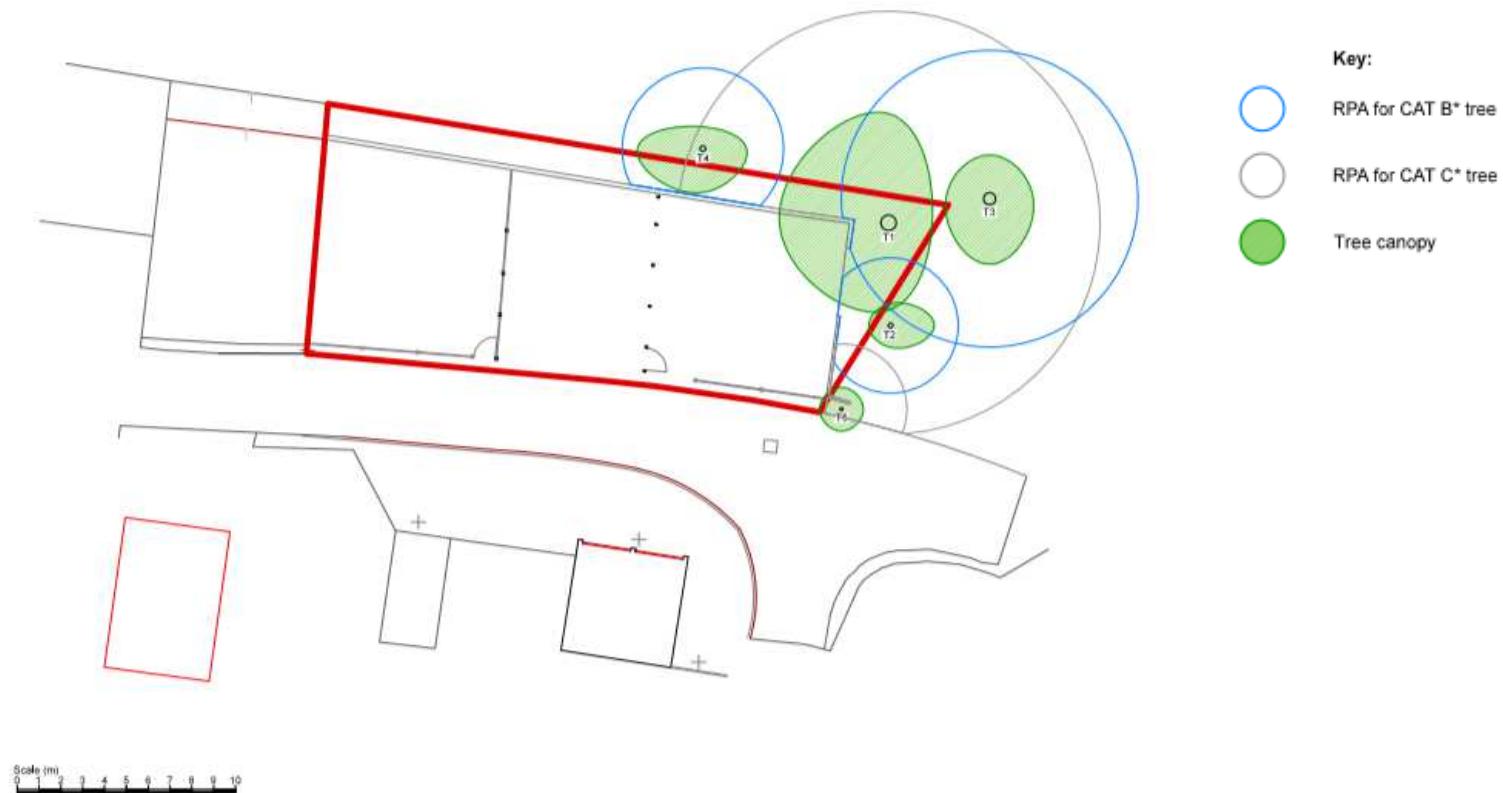
# Proposed Site Section(s)



Blue line indicates profile of development  
refused under application BH2018/02626

TA1251-12-A

# Tree Plan





# Main Considerations

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- Principle of development;
- History of the site, including earlier appeal decision;
- Design and appearance;
- Impact on the amenity of occupants of adjacent properties;
- Highways and transport considerations;
- Standard of accommodation;
- Ecological impact;
- Arboriculture;
- Sustainability.

# Conclusion and Planning Balance

- Development results in the provision of 2 additional family dwellings
- Proposal is an effective use of existing vacant land
- The principle of residential development on this site was considered acceptable in the previous schemes and was not questioned by the Inspector, when the previous appeal was dismissed
- Design considered acceptable
- Good standard of accommodation for future occupiers.
- No significant adverse harm to amenity of neighbouring properties or gardens
- No arboriculture, ecology or highway objections

The application is therefore recommended for **approval**

