





Brighton & Hove  
City Council

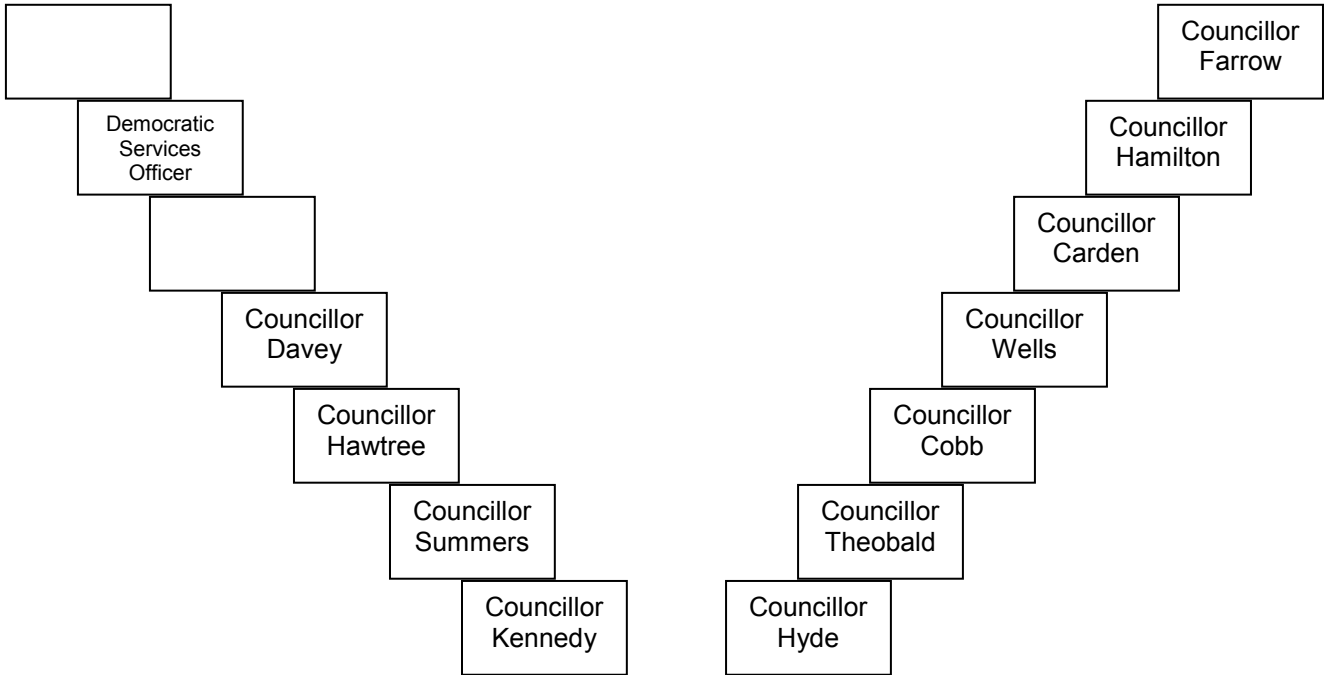
# Planning Committee

Title:	<b>Planning Committee</b>
Date:	<b>25 April 2012</b>
Time:	<b>2.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> MacCafferty (Chair), Hyde (Deputy Chair), Carden (Opposition Spokesperson), Cobb, Davey, Farrow, Hamilton, Hawtree, Kennedy, Summers, C Theobald and Wells  <b>Co-opted Members:</b> Mr Graham Towers (Conservation Advisory Group) and Mr Chris Kift (The FED Centre for Independent Living)
Contact:	<b>Ross Keatley</b> Democratic Services Officer 01273 291064 ross.keatley@brighton-hove.gov.uk

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# Democratic Services: Meeting Layout

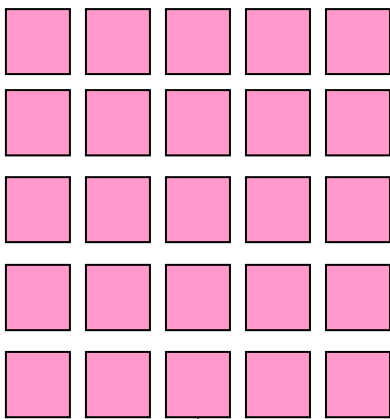
Senior Solicitor      Chairman      Head of Development Control



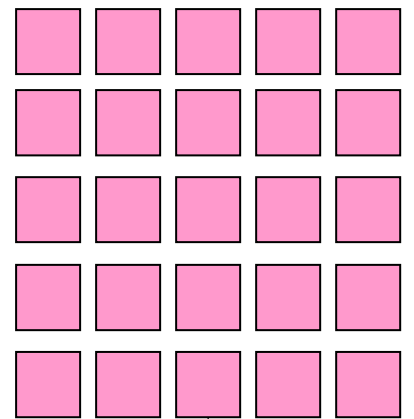
Rep from the FED      Chairman of CAG

Press

Officers      Officers



Public Seating



Public Seating

## AGENDA

### 172. PROCEDURAL BUSINESS

- (a) Declaration of Substitutes - Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.
- (b) Declarations of Interest or Lobbying - All Members present to declare any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct, and to declare any instances of lobbying they have encountered regarding items on the agenda.
- (c) Exclusion of Press and Public - To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*NOTE: Any item appearing in Part 2 of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.*

### 173. MINUTES OF THE PREVIOUS MEETING

1 - 14

Minutes of the meeting held on 4 April 2012 (copy attached).

### 174. CHAIR'S COMMUNICATIONS

### 175. TO AGREE THOSE APPLICATIONS TO BE THE SUBJECT OF SITE VISITS

### 176. TO CONSIDER AND DETERMINE PLANNING APPLICATIONS

#### MAJOR APPLICATIONS

#### A. BH2012/00384 - Former Falmer High School, Lucraft Road

15 - 46

Construction of a temporary car park (4 years) accommodating 684 parking spaces and accessed via the A270 junction and existing tunnel under the railway-line, for use up to 50 times in any 12 month period in connection with events taking place at the American Express Community Stadium, along with erection of a temporary building (4

## PLANNING COMMITTEE

years) to accommodate The Bridge Community Education Centre.

**Recommendation – GRANT**

*Ward Affected: Moulsecoomb & Bevendean*

**B. BH2011/03861 - American Express Community Stadium 47 - 210**

Variation of: conditions 43 of planning permission BH2001/02418 and 38 of planning permission BH2008/02732 to increase the maximum attendance capacity from the existing maximum of 22,500 to a maximum of 30,750 attendees (an increase of 8,250). And;

Conditions 39 of BH2001/02418 and 35 of BH2008/02732 to allow a reduction of the minimum number of car parking spaces required in connection with the stadium within 1.5km of the site from 2,000 down to 1,500 and to increase the maximum number from 2, 200 to 3,000.

**Recommendation – MINDED TO GRANT**

*Ward Affected: Moulsecoomb & Bevendean*

### MINOR APPLICATIONS

**C. BH2011/03956 - 191 Kingsway 211 - 226**

Demolition of existing building and construction of nine residential flats.

**Recommendation – MINDED TO GRANT**

*Ward Affected: Westbourne*

**D. BH2011/03957 - 191 Kingsway 227 - 232**

Conservation Area Consent for the demolition of existing building.

**Recommendation – GRANT**

*Ward Affected: Westbourne*

**E. BH2010/03696 - 6-8 St James St 233 - 244**

Installation of storage containers incorporating sound insulated panelling and removal of Dawson's chiller unit from service yard. Removal of existing palisade fencing and erection of new acoustic fencing and gates to service yard. (Part retrospective).

**Recommendation - GRANT**

*Ward Affected: Queen's Park*

**F. BH2010/03717 - 6-8 St James St 245 - 256**

Variation of condition 5 of permission BN84/0222/F (Erection of supermarket complex comprising of 1no floor of retail space with 1no level of open car parking for 96 cars) for delivery hours to be extended to 07.00 to 20.30 on Monday to Saturday (including Bank Holidays) and

## PLANNING COMMITTEE

09.00 to 16.00 on Sunday. (Part retrospective).

**Recommendation - GRANT**

*Ward Affected: Queen's Park*

**G. BH2011/02401 - Land at 27-31 Church St 257 - 278**

Erection of mixed use development comprising 9no residential dwellings, retail and offices incorporating basement level parking and associated landscaping.

**Recommendation – MINDED TO GRANT**

*Ward Affected: St Peter's & North Laine*

**H. BH2011/03764 - 27-29 Pembroke Crescent 279 - 286**

Application for removal of condition 8 of application BH2011/02434 (Conversion of existing rest home (C2) into 2no six bedroom dwellings incorporating demolition of existing rear extension, removal of roof terrace and external fire escape with associate alterations and erection of new single storey rear extension) which states that the development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.

**Recommendation – REFUSE**

*Ward Affected: Westbourne*

**177. TO CONSIDER ANY FURTHER APPLICATIONS IT HAS BEEN DECIDED SHOULD BE THE SUBJECT OF SITE VISITS FOLLOWING CONSIDERATION AND DISCUSSION OF ITEMS ON THE PLANS LIST**

**INFORMATION ITEMS**

**178. APPEAL DECISIONS 287 - 292**

(copy attached).

**179. LIST OF NEW APPEALS LODGED WITH THE PLANNING INSPECTORATE 293 - 296**

(copy attached).

**180. INFORMATION ON INFORMAL HEARINGS/PUBLIC INQUIRIES 297 - 298**

(copy attached).

**181. INFORMATION ON PRE APPLICATION PRESENTATIONS AND REQUESTS**

## PLANNING COMMITTEE

None for this meeting.

### **182. LIST OF APPLICATION DETERMINED UNDER DELEGATED POWERS 299 - 380 OR IN IMPLEMENTATION OF A PREVIOUS COMMITTEE DECISION (INC. TREES MATTERS)**

(copy attached)

Members are asked to note that plans for any planning application listed on the agenda are now available on the website at:

<http://www.brighton-hove.gov.uk/index.cfm?request=c1199915>

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Date of Publication - Tuesday, 17 April 2012

# PLANNING COMMITTEE





# PLANNING COMMITTEE

## Agenda Item 173

Brighton & Hove City Council

### BRIGHTON & HOVE CITY COUNCIL

#### PLANNING COMMITTEE

2.00pm 4 APRIL 2012

#### COUNCIL CHAMBER, HOVE TOWN HALL

#### MINUTES

**Present:** Councillors MacCafferty (Chair), Hyde (Deputy Chair), Carden (Opposition Spokesperson), Cobb, Davey, Farrow, Hamilton, Hawtree, Summers, C Theobald, Wells and Bowden

**Officers in attendance:** Jeanette Walsh, Head of Development Control; Hilary Woodward, Senior Lawyer; Nicola Hurley, Area Planning Manager (West); Claire Burnett, Area Planning Manager (East); Aidan Thatcher, Senior Planning Officer; Peter Tolson, Sustainable Transport; Ross Keatley, Democratic Services Officer.

#### PART ONE

#### 160. MINUTES OF THE PREVIOUS MEETING

161.1 **RESOLVED** – That the Chairman be authorised to sign the minutes of the meeting held on 14 March 2012 as a correct record.

#### 161. CHAIR'S COMMUNICATIONS

162.1 The Chair explained that applications BH2010/03696 & BH2010/03717 6-8 St James's Street had been deferred to the following meeting to allow Officers to undertake further consultation in relation to recent publication of the National Planning Policy Framework (NPPF).

#### 162. FORMER NURSES ACCOMMODATION, BRIGHTON GENERAL HOSPITAL, PANKHURST ROAD, BRIGHTON : REQUEST FOR A VARIATION OF S106 DATED 9 AUGUST 2010, SIGNED IN ASSOCIATION WITH BH2010/01054

163.1 The Committee considered a report regarding a request for a variation of the Section 106 Agreement signed in association with planning permission reference BH2010/01054: Former Nurses Accommodation, Brighton General Hospital, Pankhurst Road, Brighton.

- 163.2 The Senior Planning Officer, Aidan Thatcher, introduced the item, and highlighted an additional response on the Late List received from the Housing Commissioning Team. The application was seeking consent to vary the S106 Agreement; the site had been cleared in preparation for the commencement of works for a mixed use development of housing, employment and community facilities. The applicant was requesting that the agreed 80% affordable housing be reduced to 40% to ensure the scheme remained financially viable. The original allocation figure had been agreed as a larger application site was expected to come forward, and the 40% was considered acceptable due to the smaller size of the site and the provision of community facilities. The proposed amendments to the agreement would also include the provision of public art within the scheme equating to £55k and agreement that a minimum 20% of the labour force be local. The request to vary the S106 Planning Obligation was recommended for approval.
- 163.3 In response to a query from Councillor Hawtree Officers explained that since revisiting the S106 Agreement with the applicant they had sought to bring the scheme forward without reducing the funding in the agreement; consequently the reduction in the level of affordable housing was considered the appropriate way to achieve this.
- 163.4 Councillor Carden noted his concern in relation to the reduction in the level of affordable and social housing. Councillor Hyde noted that she agreed with Councillor Carden's comment in principle; however, the original 80% figure had been an aspiration and part of a much larger scheme. She was satisfied that the scheme complied with the relevant policies and it was important that work on the site progress. Councillor Farrow also agreed with Councillor Carden's comments and stated his view that the developer should commit to the earlier agreed figure of 80%. The Head of Development Control, Jeanette Walsh, highlighted the comments in support of the variation from the Housing Commissioning Team, and stated the developer and applicant was a registered housing provider.
- 163.5 Councillor Bowden asked if Officers had considered increasing the level of local employment on the site. In response it was explained that the figure proposed was already above the 15% figure that would be considered if this were a new application.
- 163.6 On a vote of 10 to 2 the proposed variation to the S106 Agreement was agreed.
- 163.7 **RESOLVED** – That the Committee resolves to allow the completion of a deed of variation to the S106 Agreement dated 9 August 2010 relating to land at Former Nurses Accommodation, Brighton General Hospital, Pankhurst Road, in accordance with the proposed heads of terms set out in section 8 of the report.

## 163. APPEAL DECISIONS

- 164.1 The Committee noted the content of the letters received from the Planning Inspectorate advising of the results of planning appeals which had been lodged as set out in the agenda.

## 164. LIST OF NEW APPEALS LODGED WITH THE PLANNING INSPECTORATE

165.1 The Committee noted the new appeals that had been lodged as set out in the planning agenda.

**165. INFORMATION ON INFORMAL HEARINGS/PUBLIC INQUIRIES**

166.1 The Committee noted the information regarding informal hearings and public inquiries as set out in the planning agenda.

**166. INFORMATION ON PRE APPLICATION PRESENTATIONS AND REQUESTS**

167.1 The Committee noted the position regarding pre application presentations and requests as set out in the agenda.

**167. TO AGREE THOSE APPLICATIONS TO BE THE SUBJECT OF SITE VISITS**

168.1 **RESOLVED** – That the following site visits be undertaken by the Committee prior to determination of the application:

Application:	Requested by:
BH2012/00384 Former Falmer High School Lucraft Road	Jeanette Walsh; Head of Development Control
BH2011/03861 American Express Community Stadium Vilage Way	Jeanette Walsh; Head of Development Control

**168. TO CONSIDER AND DETERMINE PLANNING APPLICATIONS ON THE PLANS LIST**

**(i) Major Applications**

**A. A - BH2012-00114 Park House Old Shoreham Rd** - Demolition of former residential language school and erection of 5 storey block of 71 flats incorporating basement car park and surface car parking to provide 71 parking spaces, including landscaping and other associated works.

(1) It was noted that this application had formed the subject of a site visit prior to the meeting.

(2) The Area Planning Manager (West), Nicola Hurley, drew Members’ attention to items listed on the late list and gave a presentation detailing the scheme as set out in the report by reference to plans, photographs, elevational drawings and concept images. The site had been the subject of previous applications, in 2008 & 2009, which had both been refused and subsequently dismissed at appeal; the appeal decisions had not raised issue with the footprint or bulk of the building, but stated that the design of the attic storey was in poor relation to the rest of the proposals. Since the dismissal of the

2009 application the Council had adopted a planning brief which was referred to in the report. Planning permission was sought for the demolition of the existing buildings on site, and the construction of a five storey building with 71 units; 30 of which would be affordable housing; the site would also have 71 car parking spaces and 126 cycle parking spaces.

- (3) The design of the proposed development had been deemed acceptable by the Planning Inspector in principle, who had not referred to density in the dismissal of the appeal of the 2009 application, and both the height and setback were in accordance with the planning brief. The scheme proposed a second vehicular access point from Goldstone Crescent; and was committed to meeting code level 4 for sustainable homes. In relation to ecology it was explained that there were badgers on the site; however, the current proposals would not interfere with the habitat, and the demolition would take place outside of the badger breeding season. There were 33 trees to be felled on site, but this would be mitigated by additional planting which was considered acceptable. The application was recommended to be minded to grant subject to the S106 Agreement and for the reasons set out in the report.

### **Public Speakers and Questions**

- (4) Mr D. Barker, a local resident, spoke in objection to the application stating that there was still local opposition to the scheme. The proposals were not significantly different, and only included the provision of an underground car park, and a reduction in the number of units by one. The proposals were not screened and would be highly visible from Hove Park opposite; furthermore the balconies facing out onto Old Shoreham Road would be unusable. Mr Barker also stated his belief that there unresolved right of way issues, and there would be a loss of parking facilities for local residents.
- (5) Councillor Hawtree asked for further information on why Mr Barker felt the balconies would be unusable, and it was explained that residents with front gardens facing Old Shoreham Road were not able to use them due to the traffic noise.
- (6) Councillor Hawtree also asked a further question in relation to the proposed material of the development, and in response Mr Barker said that the yellow brick was not an appropriate choice for the development.
- (7) Councillor Davey and Councillor Bowden asked questions in relation to the loss of parking. It was explained that local residents had been using Hove Park Gardens for parking in excess of 20 years, and it was his opinion that this constituted established use. The Head of Development Control highlighted that the parking arrangements would be private matter for the landowner and local residents, and was not something the Committee should give any weight to in their decision. Officers also clarified that there was a bridleway adjacent to the application site, but the proposals did not affect it.
- (8) Councillor Brown spoke in her capacity as the Local Ward Councillor, and stated that despite improvements to the number of parking spaces there were still a number of local objections to the scheme. The proposals were an over-developed of the site which was in a popular recreational area, and the scheme was too dominating and too close to the road. The proposed density was much higher than the neighbouring flats;

206 dwellings per hectare (dph) compared with 70dph, and there was little room for adequate gardens and tree space. The proposed new entrance on Goldstone Crescent was too close to the busy junction with Old Shoreham Road where traffic often stacked during busier times, and there would be a detrimental effect on local parking and local infrastructure. Reference was also made to comments from Southern Water in relation to the inadequate capacity in the local network.

- (9) Councillor Hawtree asked for clarification on Councillor Brown's objection to traffic around the site, and it was explained that that she felt the entrance on Goldstone Crescent would be too close to the junction with Old Shoreham Road; however, she noted that the lack of parking on previous applications had been addressed in this latest application.
- (10) Councillor Bowden asked what level of density would be appropriate, and in response Councillor Brown stated that she felt something closer to the 70dph of the neighbouring buildings would be more acceptable.
- (11) Mr T. Shaw, the agent for the applicant, spoke in support of the application, and stated that the developers were fully aware of the local strength of feeling in relation to the site and the application, and the proposals had been the subject of extensive discussion, particularly with Natural England and qualified ecologists in relation to the badger habitats; if planning permission was granted a formal licence application would follow to Natural England. The developers wanted to ensure the site could be bought back into use, but were committed to protecting the wildlife. The scheme had been supported by the Southeast Regional Design Panel and Hove Civic Society and been recommended for approval by Planning Officers, and this was a testament to high standard and quality of the design.
- (12) Councillor Carden expressed his concerns in relation to the protection of the badger habitat on the site, and the applicant's ecologist, Mr J Newton, explained that steps would be taken to not disturb the existing habitat, and a sanctuary area would be created. Councillor Farrow also asked for more information on the sanctuary arrangements and it was explained there would be a protected area to the north side to allow the badgers to move between the green spaces. A small amount of work would need to be undertaken to demolish a derelict shed near the badger set, and some work would be carried out to ensure building works did not disturb tunnels.
- (13) Councillor Hawtree asked for more information on how the design had evolved since the previous application and how its relation to the local area had been addressed. It was explained that the design had been through a process of change and consultation and now included additional balconies and gardens; one of the car parks was now below ground and the building was set back further from the road. The materials had been changed to predominantly brickwork, and changes had been made to move the design closer to the planning brief.
- (14) In response to queries from Councillor Bowden it was explained that approximately 60 local residents had attended the public consultation; the developers had taken on some of the views expressed and this was reflected in the predominant use of brick and changes to the roof design. At the public exhibition the levels of density had been highlighted and the developers had explained that the Planning Inspectorate had not

raised objection the bulk and density; the applicant also expressed that the figure of 206dph hectare could be misleading as the proposals made efficient use of the land in a considerate way that did harm the quality of living for the existing neighbours. In terms of the potential impact locally of the development the applicant highlighted the breakdown of the proposed S106 Agreement, and noted that their civil engineer had deemed the potential effect on the local highway network minimal.

- (15) Councillor Hyde asked how the proposed development reflected the planning brief in relation to the bulk and mass. In response it was explained that the brief talked about a generalised height line, and it would still be possible to see buildings behind the development from across Hove Park, and the proposal was only one storey difference in height to the neighbouring flats.
- (16) Councillor Summers and Councillor Bowden asked questions in relation to the rationale behind a development of five storeys, and if this related specifically to the viability of the scheme. In response it was explained that the applicant had discussed the height with Officers and it was considered that five storeys was acceptable in principle and would not harm the street scene. The applicant went on to state that it was felt the design stood on its own merits and did not need to be justified on the basis of viability; furthermore, the parking needs and the impact on the local infrastructure would be addressed through the S106 Agreement.
- (17) Councillor Davey asked for further information on how the applicant had sought to address the inspector's decision to uphold the previous refusal of the scheme. It was explained that work had been undertaken to address the design of the roof. Following a further question from Councillor Davey it was explained that a code level 4 for sustainability would be achieved on the site.

### **Questions for Officers, Debate and Decision Making Process**

- (18) Councillor Farrow asked for further information in relation to the badger sets on the site, and it was explained that there was no objection from the Ecologist, as set out in the report, and the recommendation included a condition in relation to the badger set. The Senior Lawyer, Hilary Woodward, also explained that it was a legal requirement for the developers to have a licence from Natural England before commencement of works.
- (19) Councillor Cobb asked questions in relation to the funding for open spaces, and the current capacity of both Hove Park and Hove Recreational Ground. It was explained that £180k would be allocated for use in both these sites, and there were no objections from the Policy Team.
- (20) Councillor Carol Theobald asked for confirmation on the distance from the site entrance on Goldstone Crescent to the junction with Old Shoreham Road, it was clarified that this distance was 25 metres.
- (21) Councillor Hawtree asked for more information on why the site proposed such a high number of parking and cycle spaces. In response Officers explained that the planning brief had been prepared after a public inquiry, and comments had been incorporated in

the context of local and national policy; it was also confirmed that Officers did not set levels of parking, but rather tried to ensure they were in line with national guidance.

- (22) In response to a query from Councillor Hyde it was explained that 33 trees were to be felled on the site and 12 new ones were to be planted; however, it was expected that the new trees would be mature and of better quality than the existing ones.
- (23) Councillor Davey enquired about the parking arrangements on the site and it was explained that there was mixture of lower-ground and ground floor spaces with secure cycle parking, and all parking spaces would have an electric charging point.
- (24) Councillor Hawtree felt that more could work could have been done at the design stage to produce a sensitive modern design and something of 'architectural interest', but he did not object to the number of units on the site.
- (25) Councillor Carol Theobald stated that the proposals were an improvement from the last scheme, but noted she still had concerns in relation to the loss of the existing villa on the site and the height, bulk and density. She went on to state that she was pleased with the level of car parking on the site, but felt that that the level of contribution through the S106 Agreement was excessive.
- (26) Councillor Farrow expressed his concern that similar applications had already been refused twice on the site, and he was still not satisfied with the proposed design; however, he would support the scheme due the number of housing units it would provide.
- (27) Councillor Davey noted that the design was much improved from the previous schemes and the principles of the scheme had already been deemed acceptable by the inspector; and he would support the Officer's recommendation as he felt that there was little justification for refusal.
- (28) Councillor Hyde agreed with the comments made by Councillor Davey, and suggested that there should be more trees proposed at the front of the development.
- (29) Councillor Carden noted his general support for the scheme, but stressed that it was important the badgers on site were protected.
- (30) On a vote of 6 to 4 with 2 abstentions planning permission was granted.

169.1 **RESOLVED** – That the Committee has taken into consideration and agrees with the reasons for the recommendation and the policies and guidance set out in the report and resolves it is **MINDED TO GRANT** planning permission subject to the completion of a S106 Agreement and the conditions and informatives set out in the report.

**B. B - BH2011/03743 Woodingdean Business Park** - Application for a variation of condition 25 of application BH2011/00362 to allow HGVs (with the exception of articulated vehicles) to enter the site and service the units.

- (1) The Senior Planner, Aidan Thatcher, gave a presentation detailing the proposals by reference to plans and photographs. The application related to phase 4 of the business

park which formed the southern boundary of the site, and it sought to vary condition 25 to allow HGVs to service the units, with the exception of articulated HGVs which would still be restricted as it was felt they would have trouble entering and exiting the site. There were no objections from the Sustainable Transport Team and the applicant had provided trucking plans. The site shared a boundary with residential units, but there was already a high level acoustic fence in situ and it was felt there would not be any additional noise or amenity impact. The application was recommended for approval.

### Questions for Officers, Debate and Decision Making Process

- (2) Councillor Hawtree asked if there was an estimate on the number of additional HGVs that would enter the site. It was explained that Officers did not have this information, but as the units were small it was unlikely they would be serviced by HGVs.
- (3) Councillor Farrow raised concerns in relation to the potential danger to nearby residents of additional HGVs using the site. In response it was highlighted that the variation was for a very modest change, and HGVs were already able to enter the wider site. Councillor Wells stated that as a local Ward Councillor he had received no objections or concerns from residents in relation to the scheme, and he would support it. Councillor Farrow reiterated his earlier concerns and stated he would not support the application.
- (4) Councillor Hyde stated that she welcomed the potential for additional job opportunities in the city, and she would support the application.
- (5) On a vote of 10 in favour with 2 abstentions the variation to the condition was granted.

169.2 **RESOLVED** – That the Committee has taken into consideration and agrees with the reasons for the recommendation and the policies and guidance set out in the report and resolves to **GRANT** planning permission subject to the conditions and informatives set out in the report.

### (ii) Minor Comments

**C. C - BH2011/03509 7 Elm Close** - Erection of 1no five bedroom house. (part-retrospective)

- (1) It was noted that this application had formed the subject of a site visit prior to the meeting.
- (2) The Area Planning Manager (West), Nicola Hurley, drew Members attention to additional comments in the Late List and gave a report detailing the scheme by reference to plans, elevational drawings and photographs. The original application had been granted in June 2008, and the works had been completed with changes to the original permission; the application sought to retain these changes with the exception of the first floor window. There were also changes to materials and the timber details and chimney had not been included in the build. The window at the rear would be changed and replaced with a smaller one, and the application included a condition that it be obscurely glazed. The Juliet balcony on the ground floor level had been deemed



acceptable, but would also be obscurely glazed. The application was recommended for approval.

### **Public Speakers and Questions**

- (3) Mr A Jeffers, a local resident, spoke in objection to the application and explained that what had been built was a significant deviation from the original planning permission; the doors on the rear of the property would create a loss of privacy to neighbours, and the proposals did not prevent the doors and windows on the rear of the property from being opened. The failure to install the timber detailing and the chimney made the property 'unsightly' and not in-keeping with neighbouring properties.
- (4) Councillor Brown spoke in her capacity as the Local Ward Councillor and stated that both she and Councillor Bennett were dissatisfied with the application and the Officer's recommendation. She went on to say that it was her belief the rear windows were originally conditioned to be fixed shut, and the windows that had been installed were too large. Elm Close was situated on higher ground than neighbouring properties, and, as such, this increased the problems in relation to over-looking. She noted that the tiled detailing and chimney had not been included, and asked that the application be refused.
- (5) Councillor Hawtree asked for more information on the installation of the chimney, and in response Councillor Brown said that it was to make the property more in-keeping with neighbouring properties.
- (6) Mr A Dodd, the agent for the applicant, spoke in support of the application and said that the changes to the patio doors on the lower ground would not affect neighbours as they could not create issues in relation to overlooking. The proposed changes to the first floor window were highlighted and it was noted that the application did not contravene policy as it was recommended for approval.
- (7) Councillor Hawtree asked why the changes had been made to the windows on the rear of the property, and it was explained that this was a decision of the developer who had since sought to rectify this deviation from the original approved planning permission. It was also conformed that the detailing and chimney were not included in the planning application.

### **Questions for Officers, Debate and Decision Making Process**

- (8) The Area Planning Manager (West) highlighted that there was no condition in the original application that the windows at the rear of the property be fixed shut.
- (9) Councillor Farrow asked for clarification in relation to retrospective planning applications. It was explained that it was not an offence to start work without the necessary amendments to a planning permission, but this was undertaken at the developers own risk; it was the role of the Enforcement Team to take any action where it was deemed necessary. Further questions were asked by Councillor Hawtree in relation to the status of the development if the application were refused, and it was explained that the development would then be unauthorised and the Council could consider enforcement if necessary, although it was open to the applicant to appeal.

- (10) Councillor Davey asked if the retrospective status of the application affected the Officer's recommendation, and it was explained that was not the case, and the recommendation would remain the same if it were a new application. It was also clarified that the distance from the first floor window to the boundary of the nearest property was 16 metres, and to the nearest property it was 45 metres.
- (11) Councillor Bowden noted the distance to the nearest property, and stated that there were also trees which broke up the line of sight. Councillor Carol Theobald stated her disagreement and said that the line of sight was not broken up by existing trees.
- (12) On a vote of 10 to 1 with 1 abstention planning permission was granted.
- 169.3 **RESOLVED** – That the Committee has taken into consideration and agrees with the reasons for the recommendation and the policies and guidance set out in the report and resolves to **GRANT** planning permission subject to the conditions and informatives set out in the report.
- D. D - BH2010/03696 6-8 St James St** – Installation of storage containers incorporating sound insulated panelling and removal of Dawson's chiller unit from service yard. Removal of existing palisade fencing and erection of new acoustic fencing and gates to service yard.
- 169.4 **RESOLVED** – That consideration of the above application be deferred to allow Officers to undertake further consultation.
- E. E - BH2010/03717 6-8 St James St** – Variation of condition 5 of permission BN87/0222/F for delivery hours to be extended to 0700 to 2030 on Monday to Saturday (including Bank Holidays) and 0900 to 1600 on Sunday.
- 169.5 **RESOLVED** – That consideration of the above application be deferred to allow Officers to undertake further consultation.
- F. F - BH2011/03705 23 Lowther Road** - Erection of a single storey side and rear extension.
- (1) It was noted that this application had formed the subject of a site visit prior to the meeting.
- (2) The Area Planning Manager (East), Claire Burnett, drew Members to the Late List, and gave a presentation detailing the scheme by reference to plans, elevational drawings and photographs. The property was a mid-terrace, and the two rooms on the ground floor were higher than the kitchen to the rear; the road was also on a gradient and nos 21 & 23 were at a lower level than no 25. The application sought permission for a side infill extension to wrap around and create an enlarged kitchen area which would fill in the side recess; an amendment during the course of the application now proposed that the extension be set away from the retained boundary with no 25 by 100mm. The roof would be pitched with ridges, and at the rear there would be 4 fully glazed sliding doors. It was noted that a similar application had been upheld at appeal locally as the inspector had concluded it was modest in scale and would have minimal impact on the

neighbouring properties. Officer's felt there would be no significant loss of privacy to either neighbouring property. The application was recommended for approval.

### Public Speakers

- (3) Mr A Goldfinch, a local resident, spoke in objection to the application, and stated that the drawings on the Council's website had not demonstrated the full impact of the extension, and local residents had undertaken their own research to better understand this; there would a loss of light to the neighbouring property at no 25.
- (4) Councillor Hawtree asked a question in relation to access for maintenance works, and it was explained that if granted the owners of no 23 would need access through no 25 for such works.
- (5) Mr B Haworth, the agent for the applicant, spoke in support of the application and stated that the proposed extension was at ground floor level, and impacted less on no 25 due the difference in ground floor levels, and the eaves of the proposed extension would only be marginally higher than the existing fence. In relation to the loss of daylight it was highlighted that the proposed scheme was below the 45 degree line set out in national guidance.
- (6) The Head of Development Control and the Senior Lawyer highlighted that issues in relation to party walls and private maintenance arrangements were not material planning considerations, and the Committee could give them no weight in its decision.
- (7) In response to a query from Councillor Davey it was explained that the eaves of the proposed extension would sit at approximately sill level of the windows at no 25.
- (8) Councillor Cobb noted her concern in relation to the loss of light and building up to the boundary, and stated that she would be voting against the Officer's recommendation.
- (9) Councillor Hyde noted her objections to the application and highlighted her concern in relation to the protection of amenity. She and stated that the development was un-neighbourly and contravened policies QD14 & QD27. Councillor Hawtree agreed with Councillor Hyde's comments, and stated that the original Victorian design of these terraces was well thought out. Councillor Carol Theobald also noted her objection to the application, and agreement with the comments already made.
- (10) A vote was taken and of the eleven Members present planning permission was refused on a vote of 7 to 4. Councillor Hyde proposed reasons that planning permission be refused and these were seconded by Councillor Hawtree; a short recess was then held to allow the Chair, Councillor Hyde and Councillor Hawtree to agree the reasons for refusal in full in consultation with the Head of Development Control and the Senior Lawyer. A recorded vote was then taken. Councillors Carden, Davey, Hamilton and Wells voted that planning permission be granted. Councillors Hyde, Cobb, Farrow, Hawtree, Summers, Carol Theobald and MacCafferty voted that planning permission be refused. Therefore on a vote of 7 to 4 planning permission was refused.

169.6 **RESOLVED** – That the Committee has taken into consideration the recommendation but resolves to **REFUSE** planning permission for the reasons set out below.

1. The proposed development by reason of its close proximity to the kitchen window of number 25 Lowther Road results in an increased sense of enclosure and reduction in outlook and would therefore have an unacceptably adverse impact on the amenity of the occupiers of 25 Lowther Road contrary to policies QD14 and QD27 of the Brighton and Hove Local Plan 2005
2. The proposed development by reason of its orientation by not allowing sufficient space between numbers 23 and number 25 Lowther Road has a detrimental visual impact on the character of the terrace contrary to policy QD14 of the Brighton and Hove Local Plan 2005.

**Note:** Councillor Bowden was not present during the consideration or the vote on this application.

**G. G - BH2011/03785 11 Dyke Road** - Change of use from nightclub Sui Generis to indoor recreation maze (D2) for a 5 year temporary permission and incorporating revised side entrance, external lanterns and associated works.

- (1) The Area Planning Manager (West) gave a presentation detailing the proposals for planning permission (BH2011/03785) and listed building consent (BH2011/03786) by reference to plans and photographs. The proposals were for the creation of an indoor recreational maze on the ground and first floors of the property through a temporary change of use for five years to assess the viability of the business. Letters of objection related to the potential impact of noise which could now be during the daytime as well as night. The listed building consent related solely to the historic character of the building; there were proposed changes to the front of the building, and although the interior had little merit the original staircase would remain unchanged. Both applications were recommended for approval.

### Questions for Officers, Debate and Decision Making Process

- (2) Councillor Hawtree noted that the site was located in a commercially difficult position.
- (3) Councillor Hyde welcomed the vacant premises being bought back into use.
- (4) Of the eleven Members present it was agreed unanimously that planning permission be granted.

169.7 **RESOLVED** – That the Committee has taken into consideration and agrees with the reasons for the recommendation and the policies and guidance in section 7 of the report and is **MINDED TO GRANT** planning permission subject to a revised elevation of the proposed courtyard roof to be formed below the eaves of the existing roof detail and subject to the conditions and informatives set out in the report.

**Note:** Councillor Bowden was not present during the consideration or the vote on this application.

H. **H - BH2011/03786 11 Dyke Road** - Internal and external alterations to enable use as indoor recreational maze incorporating revised side entrance, external lanterns, fascia sign and associated works.

(1) Of the eleven Members present it was agreed unanimously that listed building consent be granted.

169.8 **RESOLVED** – That the Committee has taken into consideration and agrees with the reasons for the recommendation and the policies and guidance in section 7 of the report and is **MINDED TO GRANT** listed building consent subject to a revised elevation of the proposed courtyard roof to be formed below the eaves of the existing roof detail and subject to the conditions and informatives set out in the report.

**Note:** Councillor Bowden was not present during the consideration or the vote on this application.

**169. TO CONSIDER AND NOTE THE CONTENT OF THE REPORTS DETAILING DECISIONS DETERMINED BY OFFICERS UNDER DELEGATED AUTHORITY**

170.1 **RESOLVED** – That those details of applications determined by the Strategic Director of Place under delegated powers be noted.

[Note 1: All decisions recorded in this list are subject to certain conditions and reasons recorded in the planning register maintained by the Strategic Director of Place. The register complies with legislative requirements.]

[Note 2: A list of representations received by the Council after the Plans List reports had been submitted for printing was circulated to Members on the Friday preceding the meeting. Where representations are received after that time they should be reported to the Chairman and Deputy Chairman and it would be at their discretion whether they should in exceptional circumstances be reported to the Committee. This is in accordance with Resolution 147.2 of the then Sub Committee on 23 February 2006.]

**170. TO CONSIDER ANY FURTHER APPLICATIONS IT HAS BEEN DECIDED SHOULD BE THE SUBJECT OF SITE VISITS FOLLOWING CONSIDERATION AND DISCUSSION OF ITEMS ON THE PLANS LIST**

171.1 **RESOLVED** – That the following site visits be undertaken by the Committee prior to determination of the application:

Application:	Requested by:
BH2012/00384 Former Falmer High School Lucraft Road	Jeanette Walsh; Head of Development Control
BH2011/03861 American Express Community Stadium Vilage Way	Jeanette Walsh; Head of Development Control

The meeting concluded at 17.46

Signed

Chair

Dated this

day of

**LIST OF MAJOR APPLICATIONS**

<b><u>No:</u></b>	<b>BH2012/00384</b>	<b><u>Ward:</u></b>	<b>Moulsecoomb &amp; Bevendean</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>Former Falmer High School, Lucraft Road, Brighton</b>		
<b><u>Proposal:</u></b>	<b>Construction of a temporary car park (4 years) accommodating 680 parking spaces and accessed via the A270 junction and existing tunnel under the railway-line, for use up to 50 times in any 12 month period in connection with events taking place at the American Express Community Stadium, along with erection of a temporary building (4 years) to accommodate The Bridge Community Education Centre.</b>		
<b><u>Officer:</u></b>	<b>Kathryn Boggiano</b>	<b><u>Valid Date:</u></b>	<b>21/02/2012</b>
<b><u>Con Area:</u></b>	<b>N/A</b>	<b><u>Expiry Date:</u></b>	<b>22 May 2012</b>
<b><u>Listed Building Grade:</u></b>			
<b><u>Agent:</u></b>	<b>DMH Stallard, Gainsborough House, Pegler Way, Crawley</b>		
<b><u>Applicant:</u></b>	<b>The Community Stadium Limited, The American Express Community Stadium, Village Way, Brighton</b>		

**1 RECOMMENDATION**

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves to **GRANT** planning permission subject to the following Conditions and Informatives.

1. The development hereby permitted shall be discontinued by the 31 May 2016, and the land restored in accordance with a restoration scheme to be submitted to and approved in writing by the Local Planning Authority. The restoration scheme shall include details of the timeframe for the restoration works.  
**Reason:** As the structure hereby approved is not considered suitable as a permanent form of development, permission is granted for a temporary period only and in accordance with policies QD1, QD2, QD4 and QD27 of the Brighton & Hove Local Plan.
2. The development hereby permitted shall be carried out in accordance with the approved drawings no. 11598 001, 11598 002, 11598 101, 11598 201, 11598 301, 22082 110, 22082 111 received on 10 February 2012, ED120/24 and ED120/258 received on 15 February 2012, 22082 110B and 22082 222 A received on 4 April 2012.  
**Reason:** For the avoidance of doubt and in the interests of proper planning.
3. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a method statement to identify, risk assess and address the unidentified contaminants.

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- Reason:** To safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.
4. Unless otherwise agreed in writing with the Local Planning Authority, the building hereby approved shall be constructed entirely in accordance with the material details shown on plan ref: 11598 301 which was received on the 10 February 2012.
- Reason:** To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD2 of the Brighton & Hove Local Plan.
5. No works shall take place within 15 metres of the south western and south eastern boundaries until details of a protection fence on the south western and south eastern boundary have been submitted to and approved in writing by the Local Planning Authority. The fence shall be implemented in accordance with the approved details.
- Reason:** In order to protect the ancient woodland and Site of Nature Conservation Importance during construction works and to comply with policy NC4 of the Brighton & Hove Local Plan.
6. No works shall take place until a scheme for the disposal of surface water has been submitted and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details.
- Reason:** The site is located within the groundwater source protection zone 1 for the Falmer Public Water Supply. The discharge of surface water needs to be of a high quality so as not to cause a detrimental impact through pollution and to comply with policies SU3, SU4 and SU5 of the Brighton & Hove Local Plan.
7. The car park hereby approved shall not be brought into use for the American Express Community Stadium until the building hereby approved has been constructed and made available e for use for The Bridge Community Education Centre. The building shall be permanently retained for use by The Bridge Community Centre until the 31<sup>st</sup> of May 2016.
- Reason:** In order to ensure that accommodation is provided for The Bridge Community Education Centre and that there is no loss of community facilities and to comply with Policy HO20 of the Brighton & Hove Local Plan.
8. The number of times the car park hereby approved shall be used in connection with the American Express Community Stadium shall not exceed 50 times in any 12 month period. At all other times, the car park shall not be used for any other purpose apart from parking in connection with The Bridge Community Education Centre, and parking for The Bridge Community Education Centre shall not exceed the use of 10 of the standard car parking spaces at any one time, and 3 disabled parking spaces.
- Reason:** The application has been assessed on the basis of the maximum number of times it could be used as being 50 times in any 12 month period. Any increased frequency of use has not been considered in terms of its impact on the local highway network and highway safety and neighbouring amenity, and in relation to policies TR1, TR7, TR19 and QD27 of the Brighton & Hove Local Plan.
9. The car park hereby approved shall not be used for private or taxi drop off in connection with events at the American Express Community Stadium.
- Reason:** In order to limit the number of vehicles within the car park and using the tunnel under the railway-line from the A270, to those vehicles which are which are parking within the car park hereby approved and to



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- comply with policies TR1 and TR7 of the Brighton & Hove Local Plan.
10. The number of vehicles parked within the car park at any one time shall not exceed 680.  
**Reason:** In order to prevent block parking on the site and to ensure that a fire appliance would be able to access the site in a safe manner if needed in an emergency and to comply with policies TR7 and TR18 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note 4 'Parking Standards'.
  11. Three disabled parking spaces shall be made permanently available to users of The Bridge Community Education Centre. The car park hereby approved shall not be brought into use for the American Express Community Stadium until the aforementioned disabled car parking spaces have been laid out in accordance with the approved plans and retained as such thereafter until the 31 May 2016.  
**Reason:** In order to ensure that there disabled parking spaces are provided for The Bridge Community Education Centre and to comply with policies TR1, TR18 and TR19 of the Brighton & Hove Local Plan.
  12. When the car park is used in connection with the American Express Community Stadium, the only vehicular access and egress shall only be via the A270 and tunnel under the railway-line and shall not be via Lucraft Road.  
**Reason:** In order to prevent the use of Lucraft Road by vehicles and to prevent noise and disturbance to nearby residents as a result of vehicles using Lucraft Road plus other residential roads within Moulsecoomb and to comply with policies TR1, TR7 and QD27 of the Brighton & Hove Local Plan.
  13. The car park hereby approved shall not be brought into use for the American Express Community Stadium until a Stewarding Plan has been submitted to and approved in writing by the Local Planning Authority. The Stewarding Plan will include details of the stewarding for match days and non-match days. The use and management of the car park shall be implemented fully in accordance with the approved details.  
**Reason:** To ensure the safe access and egress of vehicles to the site and to reduce conflict with pedestrians and cyclists and to protect the residential amenity of surrounding residents and to comply with policies TR1, TR7 and QD27 of the Brighton & Hove Local Plan.
  14. On match days, the car park hereby approved shall only be made available to spectators attending a match at the American Express Community Stadium, who have purchased a pre-paid ticket to park in the car park.  
**Reason:** In order to restrict vehicular trips to the car park and surrounding area and to comply with policies TR1, TR2, TR7 and QD27 of the Brighton & Hove Local Plan.
  15. The car park hereby approved shall not be brought into use for the American Express Community Stadium until a minimum of 24 disabled spaces have been marked out and made available for use for spectators/visitors of the Stadium.  
**Reason:** In order to ensure that there disabled parking spaces are provided for American Express Community Stadium and to comply with policies TR1, TR18 and TR19 of the Brighton & Hove Local Plan.
  16. The car park hereby approved shall not be brought into use for the American

Express Community Stadium until a scheme detailing the interim methods of transportation and the routes from the car park at the former Falmer High School (ref: BH2012/00384) to the Stadium, for people with limited mobility, has been agreed in writing with the Local Planning Authority. The details shall include a timeframe for implementation and specification for the temporary ramp and access route along with the temporary access route which will be in place while the permanent ramp is under construction. The scheme shall be implemented fully in accordance with the approved details.

**Reason:** In order to provide an accessible route between the car park and the American Express Community Stadium and to comply with policy TR1 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note No.4 'Parking Standards'.

17. Unless otherwise agreed in writing with the Local Planning Authority, the car park hereby approved shall only be in use between the hours of 7am and 11.30pm.

**Reason:** In order to protect the amenity of nearby residents and to minimise noise pollution in compliance with policies SU10 and QD27 of the Brighton & Hove Local Plan.

18. The development shall be carried out fully in accordance with the Tree Protection Measures contained within The Method Statement for the Alteration of Levels submitted on the 16 March 2012.

**Reason:** In order to protect the tree during the development and to comply with policy QD16 of the Local Plan.

19. No lighting shall be installed until the final details including the location, height, technical specification, LUX levels and lighting diagrams, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out fully in accordance with the approved details and retained as such thereafter until the 31<sup>st</sup> of May 2012.

**Reason:** In the interests of residential amenity and the visual amenity of the South Downs National Park and to ensure that the lighting does not negatively impact on bats, and to comply with policies SU9, QD2, QD8, QD18, QD26, QD27, and NC8 of the Brighton & Hove Local Plan.

20. The car park hereby approved shall not be brought into use in connection with the American Express Community Stadium, until the publicity material (including details of the distribution/advertising of such material), advising users of the car park that the most appropriate route when travelling from the west on the A27 will be via the Hollingbury junction rather than the B2123 junction, has been submitted to and approved in writing by the Local Planning Authority.

**Reason:** In order to reduce the use of the A27/B2123 junction and to comply with policies TR1 and TR7 of the Brighton & Hove Local Plan.

21. Apart from the 9 lighting columns on the perimeter of the car park, and the one floodlight within the car park which is directly to the north west of the temporary building, no other floodlights within the car park shall be illuminated except for the times when the car park is in use by the American Express Community Stadium.

**Reason:** In the interests of visual amenity of the South Downs National Park and to ensure that the lighting does not negatively impact on bats, and to comply with policies QD8 and NC8 of the Brighton & Hove Local Plan.

22. Unless otherwise agreed in writing by the Local Planning Authority, all

lighting columns within the site shall only be illuminated between the hours of 7am to 11.30pm.

**Reason:** In the interests of visual amenity of the South Downs National Park and to ensure that the lighting does not negatively impact on bats, and to comply with policies QD8 and NC8 of the Brighton & Hove Local Plan.

23. No fencing, bollards or rails shall be installed on the site until details of such fencing, bollards and rails have been submitted to and approved in writing by the Local Planning Authority, and the scheme shall be implemented fully in accordance with the approved details prior to the car park being first brought into use.

**Reason:** In order to protect the visual appearance of the area and to comply with policies QD2 and NC8 of the Brighton & Hove Local Plan.

24. The car park hereby approved, shall not be brought into use by the American Express Community Stadium until details of how the 3 Sheffield cycle stands for the Bridge Community Education Centre will be covered, has been submitted to and approved in writing by the Local Planning Authority. The 3 Sheffield stands shall be implemented fully in accordance with the approved details prior to the car park first being used by the American Express Community Stadium and made available thereafter until 31 May 2012.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

25. The use of this car park hereby approved plus the use of the adjacent Brighton Aldridge Community Academy site, for parking to serve the American Express Community Stadium, shall not exceed 1,000 car parking spaces at any one time.

**Reason:** The application has been assessed on the basis of no more than 1,000 cars being parked on the two sites and no more than 1,000 cars accessing the site from the A270 via the railway-bridge, and an increased number of trips has not been considered in terms of the impact on the local highway network and highway safety and neighbouring amenity, and in relation to policies TR1, TR7, TR19 and QD27 of the Brighton & Hove Local Plan.

Informatives:

1. This decision to grant Planning Permission has been taken:
  - (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-

It is considered that there is a need for the proposed parking in relation to the existing situation at the stadium with a capacity of 22,500 and also to support the travel demand as a result of the additional spectators which would arise if the permission to increase the capacity were to be approved (BH2011/03861). The community facility will be retained on the site, and it is not considered that the proposals would jeopardise the longer term

development aspirations for the site. The proposal would not harm the setting of the National Park, and subject to conditions would not have an adverse impact on the local highway network, neighbouring amenity, ecology or water quality.

## 2 THE SITE

The site comprises the 'southern building' of the Former Falmer High School which is two storey. The majority of the existing building is vacant apart from a northern wing which is in use by the Bridge Community Educational Centre. As well as the existing building (4,650 sqm), the site contains hard-surfaced playing court areas, grassed amenity areas and car parking areas. The site is to the north east of Egginton Close, to the south east of the A270 and the railway-line and to the west of the new Brighton Aldridge Community Academy School. Vehicular access to the site is via Lucraft Road and via a tunnel under the railway-line from the A270.

The south eastern boundary of the site adjoins the South Downs National Park. The Westlain Plantation Site of Nature Conservation Importance and ancient woodland adjoins the south western boundary of the site and is near to the south eastern boundary. Located just beyond the south eastern boundary is an Archaeologically Sensitive Area.

There is one beech tree on the site which is protected by an area wide Tree Preservation Order for the site. All other trees on site have been felled (as approved under TPO application BH2012/00518).

## 3 RELEVANT HISTORY

### Falmer High School Site

**BH2012/00455:** Prior approval for the demolition of Former Falmer High School Buildings. Approved 10/04/2012.

**BH2010/03231:** Non Material Amendment to BH2009/01729 to amend transoms on glazing at first floor level on North West elevation, bricks adjacent to entrance steps and energy centre changed to 100% FLB selected dark facings. Amendment to white brick specification from Heylan Blanco to Vandersanden 38 creme, both by Hoskins. Approved 08/04/2011.

**BH2009/01729:** Application for partial demolition of Falmer High School (including the North Block, Canteen, Kitchen and Caretaker's flat) and construction of new Academy complex (Class D1), including sports hall, dining hall, performance areas, adaptable teaching spaces, caretaker's flat and communal space, along with a floodlit Multi Use Games Area (MUGA) and full size all weather playing pitch, and associated car and cycle parking, educational wind turbine, energy centre incorporating renewable technologies, landscaping and temporary construction access. Approved 16/10/2009.

**BH2008/00980:** Outline Application for partial demolition of existing school (locally known as North Block) and construction of a new academy complex (Class D1) with associated car parking and landscaping. Approved 18/06/2008.

### Tree Applications

**BH2012/00518:** Fell TPO trees: 6no Silver Birch (T1, T2, T3, T4, T6, T9), 1no Cherry (T5), 2no Maple (T7, T8), 4no Lawson Cypress (T10, T11, T12, T13),

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1no Cotoneaster (T14), 1no Yew (T15), 1no Sycamore (T17), 2no Ash (T18, T20), 1no Leyland Cypress (T19) and 1no Apple (T21). Approved 30 March 2012.

**BH2012/00562:** Fell TPO tree - 1no Beech (T16). Refused 27/02/2012.

AMEX Community Stadium site

**BH2011/01906:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 05/01/2012.

**BH2010/03838:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 16/05/2011.

**BH2010/03905:** Change of use of part of ground floor of East stand from educational space to medical centre. Approved 15/02/2011.

**BH2010/03817:** Reduction in height to the landscape bund adjacent to the east stand. (Part retrospective). Approved 11/03/2010.

**BH2010/02808:** Non material amendment to BH2008/02732 for external elevational changes to the north, east and west stands. Approved 22/09/2010.

**BH2010/02013:** Non material amendment for the reduction in chalk spoil levels and amendment to profile of contours on land south of Village Way. Amendment to scheme approved under BH2008/02732 for community stadium. Approved 28/07/2010.

**BH2010/01976:** Proposed revision to the North stand approved under planning application BH2008/02732 to include increased floor area for the club shop, new staff restaurant, new floor area for club offices, new museum, new floor area for storage and minor revisions to the North stand elevations. Approved 05/05/2011.

**BH2008/02732:** Revision to stadium permitted under 2001/02418/FP including change in roof design and elevational treatment, increase in useable floor area and amendments to use of internal floorspace. Proposed re-contouring of land south of Village Way with chalk and soil arising from excavations required to construct community stadium. Approved 22/04/2009.

**BH2001/02418FP:** A Community Stadium with accommodation for Class B1 business, educational, conference, club shop merchandise, entertainment and food and road works, pedestrian and cycle links, coach/bus park and set down area, shared use of existing car parking space at the University of Sussex and shared use of land for recreation and parking at Falmer High School. Approved 23/07/2007.

Land East Of American Express Community Stadium Village Way, Falmer (Bennett's Field)

**(Lewes District Council)**

**LW/11/0466:** Planning Application for Temporary change of use of land for car parking (up to 650 spaces) for outdoor events at the American Express Community Stadium (to be used no more than 50 times per year). Approved for 3 years until 30 June 2014.



#### 4 THE APPLICATION

Planning permission is sought for a temporary car park (4 years) for 680 spaces which would be used in connection with the AMEX Community Stadium, up to 50 times per year. Of these 50 times per year, the car park would be used in connection with Outdoor Events including football matches and concerts, along with some non Outdoor Events (wedding fairs/conferences etc).

A temporary building (4 years) is also proposed which would accommodate The Bridge Community Education Centre who currently occupy a part of the existing building.

Ground works are proposed to create the surface of the car park which would include some excavation and levelling work in order to create a surface which slopes up in a more even manner from north west to the south east. There would be a difference of approximately 10 metres in levels within the car park.

Of the 680 spaces, there would be 24 disabled spaces proposed for spectators/users of the Stadium and 3 disabled spaces for users of The Bridge. The access to the car park would be controlled with a barrier. Access to the car park would be via the A270 and the tunnel under the railway-line not via Lucraft Road. Three cycle stands are proposed adjacent to the Bridge building.

The proposed building is single storey and would be located in the eastern section of the site where there is currently a basketball court. The building would be pre-fabricated in nature and would consist of grey natural marble ship panels on the lower part of the building with white aluminium weather-lap cladding on the upper part. The roof would consist of grey Torflex panels. Double glazed aluminium windows are also proposed.

The application has been amended in order to retain a protected beech tree within the site which has reduced the number of car parking spaces from 684 to 680.

#### 5 CONSULTATIONS

##### External

**Neighbours: Seven (7)** letters of representation have been received from **11, 22 Egginton Road, 60, 76 Ashurst Road, 27 Barcombe Road, 23 Hartington Terrace and 53 Bolney Road**, which object to the application for the following reasons:

- Roads in Moulsecoomb are jammed with traffic on match days. This car park will make this worse.
- Significant parking problems exist in Moulsecoomb on match days and as there are more cars currently parking in Coldean and Moulsecoomb on match days than the number proposed in this car park application, this problem will get worse if the additional 8,000 seats is granted.
- Parking problems will become worse when the new car park is advertised as more people will bring their cars to the area trying to park at the car park, then end up parking in surrounding area when the car park is full.
- Totally unsuitable to have additional traffic using the current infrastructure

from the A270 and under the railway bridge. This is a narrow road without footpath and can't accommodate 2 way traffic simultaneously.

- The current un-wardened signs advertise that these areas in Moulsecoomb are near to the stadium.
- The stadium has had a dramatic negative impact on the community with cars parked everywhere, children can't play safely, buses can't get through due to parked cars and fans have been abusive to residents.
- Need resident and visitor parking passes for Moulsecoomb and enforcement with fines for non residents.
- Residents of Moulsecoomb should be afforded the same protection as Falmer residents and those of Withdean, and fans should not be able to park in the residential areas.
- The Stadium should not be able to increase its capacity until such a time as the infrastructure can cope with the people already attending. At this present time, events at the Stadium have a very negative impact on the surrounding communities due to the fact there are not good enough bus and train services and parking facilities.
- The Stadium should pay to build sustainable transport to its events, such as putting in a tram. Ticket holders should be required to provide they have travelled to the Stadium on the train/bus/park and ride, by showing valid tickets to gain entry. This would stop them parking in the nearby estates.
- It is unsatisfactory to build a temporary Bridge facility. The local community does not want this centre knocked down and does not want a temporary structure put in the middle of a car park as a replacement.

One letter of representation has been received from **70 Ashurst Road** which supports the application. The grounds are on the basis that this application will hopefully stop some of the appalling parking in Lucraft, Eggington, Ashurst and all other surrounding roads.

**Brighton Aldridge Community Academy (BACA), Lucraft Road:** Comment – Street lighting along the former Falmer High School site should be provided. Support is given for the provision of a Pupil Referral Unit for the BACA students. It is hoped that the site will be landscaped and that traffic mitigation measures will not impact adversely on the Academy or any of the activities.

**Brighton & Hove Archaeological Society:** The development encompasses a large area, and archaeological investigations prior to the construction of 'The Keep' building close-by produced some evidence for Bronze Age activity in this location. Therefore, suggest that the recommendations of the County Archaeologist are sought prior to any decision being made on this application.

**County Archaeologist:** No objections. The proposed development is of archaeological interest due to the scale of the development within an area of prehistoric activity focused on the South Downs. However the applicant's desk based assessment clearly demonstrates that this site has been subject to considerable past disturbance and landscaping, which is likely to have destroyed any archaeological remains that may have existed. Archaeological investigation on the adjacent site, has also shown that the potential for deeper buried deposits relating to early prehistoric activity is low. The below ground archaeological

potential of this site can therefore be classified as low and will not require mitigation. For this reason, have no further recommendations to make in this instance.

**Environment Agency:** Our approach to groundwater protection is set out in our revised policy 'Groundwater Protection: Policy and Practice' (2008). In implementing our policy we will oppose development proposals that may pollute groundwater especially where the risks of pollution is high and the groundwater asset is of high value. We also seek to ensure that applicants provide adequate information to demonstrate that the risks posed by development to such groundwater assets can be satisfactorily managed. In this instance the applicant has failed to provide sufficient information.

The site is located within the groundwater source protection zone 1 for the Falmer Public Water Supply, with the abstraction boreholes being located in close proximity to the application site. Drinking water supplies are at risk from any pollutants entering the ground from the proposed development.

Details of the proposed surface water drainage system are provided in the Flood Risk Assessment (FRA) which was submitted in support of the planning application. The proposal is to discharge surface water from the car parking area to soakaway via a petrol interceptor. Because of the risks to groundwater we are concerned that the use of this basic pollution prevention system is not adequate at this site and that it could potentially cause pollution of drinking water supplies. An interceptor will only capture floating oil and fuels, not dissolved fuels.

Given the sensitivity of groundwater underlying the site, surface water from the car parking areas should be discharged to a mains system. It is not clear from the application that this option has been explored or discussed with the utilities provider.

If it is not feasible to connect to mains drainage, we would expect the applicant to demonstrate that risks can be mitigated through the installation of a more sophisticated system such as a "Treatment Train" process that incorporates several pollution prevention devices and potentially a reed bed system prior to the discharge to a soakaway so that the quality of water discharging to the soakaway is of high quality.

A satisfactory scheme needs to be designed and forwarded for comment and approval prior to commencement of any development. We expect to receive a satisfactory risk assessment and detailed design that demonstrates that the risks to groundwater posed by this development can be satisfactorily managed.

We would like to refer the applicant to our groundwater policies in our Groundwater Protection: Policy & Practice (GP3) document, available from our website. This sets out our position for a wide range of activities and developments, including land contamination and drainage. In addition to this, the applicant is advised to refer to the CIRIA SUDs Manual C697 for further advice on drainage systems and groundwater risk management.



Recommend the below condition:

*“Prior to the commencement of the development a scheme for the disposal of surface water shall be submitted and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details.”*

**East Sussex Fire & Rescue:** Fire appliances should be able to negotiate around the car park and the 4 metre aisle width should be maintained as a minimum.

**Highways Agency:** No objection. As this site was originally approved following a public inquiry, the Highways Agency has no objections in principle to this application. However since the inquiry the Highways Agency has become aware of traffic issues with the A27/B2123 junction. As a result do not wish to see users of this car park who approach from the west travel along to the A27/B2123 junction to turn and then to enter the car park which is the subject of this application.

The Highways Agency preferred option would be for users to be informed before hand to use the Hollingbury junction and then route via local roads, which have just been upgraded to access the Falmer Academy site. Discussions with the applicants indicate there may be a mechanism to enable this to happen. We do of course accept that this would be subject to negotiation with Brighton & Hove City Council Highways to ensure they are content with such an arrangement.

Recommend that you consider a condition which requires the applicants to take steps to promote the best route options to purchasers of parking spaces at the ticket purchase or transport purchase stage.

The Highways Agency will continue to discuss with the applicants the best options for securing advance signage if that turns out to be a practical and viable option. We are not requesting that this be a condition of this application.

**Lewes District Council:** Support the application. Note that the former Falmer High School land (known as the ‘Retained Land’) is proposed for 684 car parking spaces, as the original land designated for 1000 car parking spaces at Falmer High School has not come forward. As this land and access are entirely within the Brighton & Hove City Council administrative boundary, the proposal has minimal impact on the Lewes District. Pleased to note that the temporary car park has a reduced highway impact on the wider highway network. Lewes District Council therefore support the proposal and welcome the additional parking provision to meet the additional needs of an increased capacity stadium, as currently proposed. It is understood that appropriate conditions may be attached to any consent and the City Council are considered best placed to consider and impose these conditions accordingly.

**Natural England:** Ecology Report carried out by Ramboll recommends surveys to confirm the status of reptiles are carried out, as sub-optimal habitat suitable for reptiles and amphibians are also present within the development site. Agree with the recommendation that additional surveys should be carried out for

reptiles.

**Network Rail:** No comments to make.

**South Downs National Park:** Awaiting comments.

**Southern Gas Networks:** There is a gas main in the proximity of the site. No mechanical excavations are to take place or within 0.5 metres of the low pressure and medium pressure systems and within 3 metres of the high pressure system. Where required the position of mains should be confirmed using hand dug trial holes.

Safe digging practices in accordance with HSE publication HSG47 “Avoiding Danger from Underground Services”, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used.

**Sussex Police:** The crime at this location is average when compared to the rest of England and Wales. Recommend that the temporary Bridge building consist of PAS 024 external doors with windows conforming to BS7950. All ground floor and easily accessible glazing to be laminated. Any opening windows to have restrictors fitted and any outward opening doors would benefit from hinge pins. Fire doors are to be devoid of any external furniture. A monitored intruder alarm is recommended to be fitted within the building.

Have concerns that the car park may be misused out of hours if prevention measures are not considered at this stage. The remoteness of the location may encourage youths in cars to loiter about the area and commit acts of anti-social behaviour. In order to remove the possibility of this occurring ask that the gates to the west of this development are controlled when not in use and that anti-vehicle bollards or an acceptable compromise are used to restrict vehicular movement through the tunnel at the north west of the development during non-match days.

Signage erected at the entrances would also be beneficial.

**UK Power Networks:** No objection.

**University of Brighton:** Raise concerns regarding the potential impact of increased congestion in the area as a result of the increased parking capacity as a result of this proposal. Clearly the Stadium has undertaken additional traffic modelling to inform the transport assessment and planning statement supporting this application. Whilst the University remains sceptical about some of these assumptions, it is confident that the Council will, through its own analysis and consultation with the Highways Agency, establish the justification behind them and therefore their material impact on existing traffic patterns.

Also have concerns regarding the potential impact of the development of the fire brigade’s ability to get to the University and the Stadium during match days. The Council’s Security Advisory Group should assess the impact of this application

on the ability of the emergency services to respond to any incidents at both the University Campus and the Stadium.

The University supports the provision of the new facilities for the Bridge and recognises the importance of the contribution the Bridge makes to the local community.

**Internal**

**Arboriculturist:**

Comments made on 27 March 2012:

Do not consider that the current proposal is the optimum solution for this sole remaining tree on site and would ask to see no soil level changes in the root protection zone of the tree.

The car park could be constructed around the tree on the Root Protection Zone as long as it was done in accordance with BS 5837 (2005) ie, no machinery, hand dig, semi-permeable top surface etc. The gradient down to the RPZ could be gradual, allowing any surface water to drain into this area and thus boost the tree's supply.

Comments made on 6 March 2012:

There are many trees on this site covered by Tree Preservation Order (No 20) 1974. This is an Area Order.

The applicant's Arboricultural Report submitted to remove all trees on site is comprehensive. The majority of trees have defects that do not merit them worthy of retention, with the exception of one Beech tree.

If the Tree Preservation Order were upgraded to name individual trees, this Beech would most certainly be included on any new Order, and for this reason the Arboricultural Section asks that it is given consideration during the course of the development in order to ensure its retention.

Overall, the Arboricultural Section has no objection to this proposal, subject to suitable conditions being attached to any consent granted.

**Ecology:**

More information is required to determine the affects of the proposed lighting on bats. Appropriate nature conservation enhancement measures should be secured via condition, as should further details of the temporary protection fence proposed for the woodland.

This application involves three areas of concern for ecology:

1. Affects of the development on the adjacent Westlain / Hog Plantation Site of Nature Conservation Importance. Policy NC4 of the Local Plan, 2005 includes a presumption against development within the setting of an SNCI which is likely to have an adverse impact on the nature conservation features of the site. Westlain / Hog Plantation is also included in the revised Brighton & Hove Ancient Woodland Inventory (2010) and as such is protected under and as such is protected under paragraph 118 of the NPPF which states that

local authorities should not grant planning permission for any development that would result in its loss or deterioration unless the need for, and benefits of, the development in that location outweigh the loss of the woodland habitat.

2. Affects on bats. A previous, recent planning application relating to this site has shown that the woodland edge may be important for a local Serotine bat population. Bats are also likely to be resident in the former Falmer High School building, proposed to be demolished under application BH2012/00455. Bats are European Protected Species under the Habitats Regulations 2010 and are therefore protected by Local Plan policy QD18. It is illegal to kill, injure, or recklessly disturb bats, or to recklessly damage, disturb or obstruct access to bat roosts. Licences can be obtained to derogate from the legal protection otherwise afforded to them, but only if it can be demonstrated that the certain tests can be met.
3. Nature conservation enhancement. The NPPF paragraph 118 requires local authorities to encourage opportunities to incorporate biodiversity in and around new developments. This requirement is interpreted locally via policy QD 17 and Annex 6 of SPD 11. The area of the car park is 1.82 hectares, equivalent to 18,200 'naturepoints' under Annex 6 of SPD 11. To meet policy requirements, these must be accounted for through the provision of new nature conservation features.

With regards to issue 1, a comparison of the drawings showing the existing site and the proposed development shows that the proposed car parking spaces closest to the edge of the ancient woodland / SNCI are closer than the existing building in places. Nevertheless the south-western side of the car park is at least 15 metres away from the recognised ancient woodland boundary (although because of scrub encroachment, this may not appear to be the case from aerial photography) and this is in accordance with national planning guidance (including Natural England Standing Advice) and planning case law. On the southern side, there are parking spaces within 15 metres of the recognised ancient woodland boundary. However I agree with the ecological report submitted in support of the application, that the presence of a retaining wall and the nature of the vegetation in this area suggest that the ancient woodland boundary is erroneous at this point.

Although the location of the proposed car park is acceptable in planning terms with regards to its proximity to ancient woodland, the application should also address Local Plan policy NC4. The policy includes a presumption against development in vicinity of an SNCI where it is likely to have an adverse impact on the nature conservation features of the site.

To ensure the requirements of Local Plan policy NC4 are met, it would be essential to ensure the woodland is robustly protected throughout the construction phase through a durable temporary fence of the type described in the submitted arboricultural report. Mitigation of chronic disturbance in accordance with the measures described in paragraph 6.1.3. of the ecological report would also be appropriate.

With regards to issue 2, setting aside the likely presence of a bat roost in the

former Falmer School building (which is addressed in my comments for BH2012/00455), the main affect on bats is likely to be disturbance of their feeding and possibly roosting behaviour during both the construction and operational phases. There appears to be some confusion within the application regarding the degree of potential disturbance which would be caused. Paragraph 5.3.5 of the ecology report implies that the car park would be used for typically 6 or 7 nights a year from August to May. However elsewhere the application states that the car park would be used up to 50 times per year (e.g. the Planning Statement, para 1.1). It does not appear to be clear what type of floodlighting would be used and how often it would be used during the times of the year when bats would be attempting to use the area. Nor is the strategic importance of the area as a flight corridor for bats clear from this application. This is essential information in order to be able to assess the effect of the application on bats, in accordance with paragraph 99 of ODPM Circular 06/2005.

With regards to issue 3, no attempt appears to have been made to enhance the nature conservation value of the site (as opposed to mitigating for the potentially damaging effects of the proposal on the existing nature conservation interest). Space appears to be lacking for new habitat creation in the vicinity of the car park, but other land under the control of the applicant could be used.

**Environmental Health:** No objections. Recommend conditions to secure details of external lighting and for a discovery strategy to deal with any unexpected findings during the construction phase.

Part of the former School is currently used as a community centre and it is proposed to provide temporary accommodation on the Southern part of the site with a modular style building. This particular application is in tandem with a prior notification to demolish the building and more specific comments on construction site practices and measures to protect the residential neighbourhood have been added for that particular application (BH2012/00455)

The end use is a car park which is likely to be restricted to being used up to 50 times in any 12 month period. It is important to note from the outset that one of the proposals is to have car park users access the site from a specific junction and use the tunnel under the railway. If this is not done, would envisage a large increase in vehicular traffic and disturbance and unfortunately the department do not have any legislative powers to be able to deal with road traffic noise.

Another potential concern is lighting and its potential spill to residential properties. The submitted lighting document indicates that 8 new streetlights are proposed and temporary hooded lighting columns within the new car park. No details have been provided regarding hours of illumination, specific locations or types and lighting levels and therefore request a condition for external lighting.

Also recommend a discovery strategy to deal with any unexpected findings during the construction phase which would ensure that these would be appropriately dealt with.



**Sustainable Transport:**

General

This application contains little material on sustainable transport but is only to be implemented as parking for the stadium and the wider approvals attached to the stadium will ensure that sustainable transport considerations are addressed. The access arrangements to the retained land have been agreed as part of the main existing stadium consent.

Parking

The number of general parking spaces is acceptable as it is carried forward from the original stadium consent. The TA refers to the opportunity to increase the number of spaces that are provided through the implementation of a block parking arrangement, but this may cause a fire hazard and should be prevented by condition unless agreed in writing by ESFRS.

In order to provide disabled parking for the stadium expansion in proportion to that approved with the original consent, there should be an increase of 35 spaces, from 122 to 167, provided with the stadium expansion. The retained land which is the subject of this application is the only site at which extra disabled parking is proposed and the intention is to provide only 24 stadium related spaces. This under provision should be resolved by a condition requiring the implementation of approved plans providing an increase to 35 spaces. The arrangements for travel by mobility impaired people to the stadium are not clear in the submission and a condition should also be attached requiring the submission of details for approval on this. This should include provision of a disabled access ramp if required.

A draft management plan for operation of the parking and access arrangements on matchdays has been submitted with the application and the agreement of a complete plan should be required prior to use of the car park by condition. SPG4 indicates that the Bridge facility needs at least 3 cycle and 3 disabled spaces and the provision proposed is at or above these requirements. The management plan referred to above should set out how these spaces will be reserved if required on matchdays. Also a condition should be attached to any consent requiring the implementation of revised and approved plans providing for the cycle stands to be covered.

Highways impact

It has been successfully demonstrated with reference to current matchday counts and the trip generation estimates accepted as part of the original stadium application that the amount of traffic at the Lewes Road/ Stonymere Way/ BACA access road junction will not exceed that expected at the time of the original stadium consent.

**6 MATERIAL CONSIDERATIONS**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

### National Planning Policy Framework

1. Building a strong, competitive economy
4. Promoting sustainable transport
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment

### Brighton & Hove Local Plan:

- |      |  |
|------|--|
| TR1  | Development and the demand for travel  |
| TR2  | Public transport accessibility and parking   |
| TR4  | Travel plans   |
| TR7  | Safe development   |
| TR8  | Pedestrian routes  |
| TR11 | Safe routes to school and school safety zones  |
| TR14 | Cycle access and parking   |
| TR18 | Parking for people with a mobility related disability  |
| TR19 | Parking standards  |
| SU2  | Efficiency of development in the use of energy, water and materials                              |
| SU3  | Water resources and their quality  |
| SU4  | Surface water run-off and flood risk   |
| SU5  | Surface water and foul sewage disposal infrastructure  |
| SU9  | Pollution and nuisance control   |
| SU13 | Minimisation and re-use of construction industry waste   |
| SU14 | Waste management   |
| QD1  | Design – quality of development and design statements  |
| QD2  | Design – key principles for neighbourhoods   |
| QD3  | Design – efficient and effective use of sites  |
| QD4  | Design – strategic impact  |
| QD15 | Landscape design   |
| QD16 | Trees and hedgerows  |
| QD17 | Protection and integration of nature conservation features                                       |
| QD18 | Species protection   |
| QD26 | Floodlighting  |
| QD27 | Protection of Amenity  |
| HO20 | Retention of community facilities  |
| NC4  | Sites of Nature Conservation Importance (SNCIs) and Regionally Important Geological Sites (RIGs) |
| NC8  | Setting of Sussex Downs Area of Outstanding Natural Beauty                                       |
| HE12 | Scheduled ancient monuments and other important archaeological sites                             |

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste

SPD06 Trees & Development Sites

SPD07 Advertisements

SPD11 Nature Conservation & Development

Planning Brief: Falmer Released Land

## 8 CONSIDERATIONS

Matters relating to the demolition of the building cannot be considered as part of this planning application. The demolition of the building was considered as part of the prior approval of details application (BH2012/00455), which was approved under the Council's scheme of delegation on the 4 April 2012.

The main considerations in the determination of this planning application are the background and need, principle of the uses, visual impact including the impact on the setting of the National Park, impact on neighbouring amenity, impact on local highway network, ecological impacts impact on water quality and archaeology.

A screening opinion was issued by the Local Planning Authority on the 7<sup>th</sup> of March 2012, which stated that an Environmental Impact Assessment (EIA) was not required for the proposed development, along with the demolition of the existing building (please note that demolition is not part of this planning application).

### **Background & Need**

When the original planning permission was granted for the American Express Community Stadium (BH2001/03861/FP), a playing field to the north east of the application site, was included within the application boundary and it was considered at the time that the playing field would operate in a joint use between parking for 1000 spaces for the Football Club and sports for Falmer School. However, ownership of this area has passed to the Academy and the option of a shared space for parking and sport is no longer considered to be a viable option. This parking area would have been accessed via the A270 junction and the railway tunnel. The fact that consent does exist for 1,000 spaces on the BACA site is a material consideration in the determination of this planning application.

Conditions relating to the Stadium consent require that a minimum of 2,000 and a maximum of 2,200 car parking spaces are provided within 1.5 km of the Stadium (condition 39 of BH2001/02418/FP and condition 35 of BH2008/02732).

In order to address the shortfall in parking spaces that has arisen as a result of the playing field no longer being available for use, the Club secured a temporary permission for a car park at land to the north of the Stadium's Bus and Coach Park at land known as 'Bennett's Field'. 650 car parking spaces are accommodated within this car park, which was granted consent by Lewes District Council for a three year period (expiring 30 June 2014).



The car park currently proposed under this application, if approved, would be in place for a further two football seasons beyond the temporary car park at Bennett's Field.

Car parks at the University of Sussex provide the majority of the remaining parking. On weekends 1,100 spaces can be provided at the University, however, on weekdays only 900 can be provided. Other parking is provided within the car park at the Stadium known as Park Wall Farm (119 spaces) Falmer Academy Road site (111 spaces) and Copse Car Park at the University of Brighton (35 spaces). The car parking at the Falmer Academy Road site has never been brought into use. If this currently proposed car park was brought into use, it is unlikely that parking on the road side should be encouraged as this could conflict with the movement of vehicles to and from the car park and stewarding.

The current overall weekend parking provision equates to 2015 spaces, where the weekday provision equates to 1815 spaces. Therefore, there is a shortfall of 185 spaces in the minimum number of spaces the Club can provide for weekday games. When the Bennett's Field permission expires, without this car park currently proposed, the shortfall would be significant with a total of 1,165 spaces provided on a weekday (shortfall of 835 spaces) and 1,365 spaces on a weekend (shortfall of 635 spaces).

Conditions relating to the Stadium consent also restrict the number of spectators at any outdoor event to a maximum 22,500 (condition 43 of BH2001/02418/FP and condition 38 of BH2008/02732). Conditions also restrict the number of Outdoor Events at the Stadium which can be held to 50 in any 12 month period (of which not more than 2 can be music concerts) (condition 26 of BH2001/02418/FP and 22 of BH2008/02732).

An application to vary the above conditions and the car parking provision conditions, to allow an increase in the maximum spectator capacity from 22,500 to 30,750 and to allow for a minimum of 1,500 car parking spaces and a maximum of 3,000 car parking spaces within 1.5 km, is currently under consideration by the Local Planning Authority (BH2011/03861), and is the subject to a separate report to Planning Committee.

Even if the minimum number of parking spaces to be provided were to be lowered to 1,500 spaces, when the permission for Bennett's Field expires, without the currently proposed Falmer High School car park, there would still be a shortfall in the minimum number of parking spaces. (Total car parking for a weekday would be 1,165 - shortfall of 335 spaces and weekend total would be 1,365 - shortfall would be 135 spaces).

The predicted modal split for the application to allow an increase in capacity of up to 30,750 (BH2011/03861) takes account of the contribution that this currently proposed car park would make. Based on an average of 2.7 fans sharing a car, the 680 spaces could provide parking for 1,836 spectators.

The Transport Assessment which has been submitted in support of this planning application stated that the remaining 316 spaces (now 320 spaces as a result of

retaining the beech tree) of the 1,000 which were originally granted permission, could be provided somewhere on the new Brighton Academy site. If this is the case, then the two sites (BACA and this application site) could accommodate an additional 2,700 spectators.

This could therefore account for 2,700 of the additional 8,250 spectators this Club is seeking permission for. When the permission for Bennett's Field expires, there would again be a shortfall in parking provision. The Club proposed to address this through the provision of a Park and Ride site (location of site not yet known). This is discussed further in the committee report for the increase in capacity proposal (BH2011/03861).

The Stadium Transport Management Group is the forum for raising and resolving issues and to identify any appropriate research or surveys to identify problems and to mitigate adverse traffic impacts. The Group issued a study brief in late December 2011 to Peter Brett Associates (PBA) Transport Consultants who were commissioned to undertake an independent assessment of the transport arrangements adopted by the Stadium. The study brief sought an independent analysis of available data and report to assess the robustness of the Club's Transport Strategy and to assist the Council in its consideration of this application and that of the increase in capacity application (BH2011/03861). Within this independent assessment, the consultants state that *'in principle we think that the case for up to 800 additional car parking spaces on site can be made and therefore we support the use of the Falmer Released Land, as part of a package of measures and based on the Club's success to date in encouraging sustainable travel.'*

It is therefore considered that there is a need for the proposed parking in relation to the existing situation at the stadium with a capacity of 22,500, especially when the planning permission for the 650 spaces at Bennett's Field expires, and also to support the travel demand as a result of the additional spectators which would arise if the permission to increase the capacity were to be approved (BH2011/03861).

### **Principle of the uses**

The former use of the building was a school (non-residential educational D1 Use Class). Part of the building is also occupied by the Bridge Community Educational Centre.

Policy HO20 states that planning permission will not be granted for development proposals, including changes of use, that involve the loss of community facilities, Exceptions may apply when:

- a. the community use is incorporated, or replaced within a new development; or
- b. the community use is relocated to a location which improves its accessibility to its users; or
- c. existing nearby facilities are to be improved to accommodate the loss; or
- d. it can be demonstrated that the site is not needed, not only for its existing use but also for other types of community use.

The Brighton Aldridge Community Academy (BACA) was granted permission in

2009 (BH2009/01729). The scheme involved the enhancement of educational facilities on the site and increased facilities for the benefit of the local community, including the use of the new sporting and leisure facilities. BACA opened in September 2011. With the exception of that part of the building which is used by the Bridge Community Education Facility ('The Bridge'), the existing school buildings are now redundant and have been replaced by a much improved facility at BACA. Therefore, there is not considered to be an issue regarding the loss of educational facilities on site and this has already been considered as part of the BACA planning application (BH2009/01729). However, the community facility (The Bridge) is still protected by policy HO20 of the Local Plan.

Accommodation currently in use by the Bridge is over two floors and includes a reception, art room, café, a number of small offices, green room (used for different activities such as sewing classes etc), IT suite, therapy rooms, reading and language rooms and multi-function rooms (used for yoga classes etc). Outdoor space is also available which is accessed via the café. The floor area for these uses is approximately 520 sqm, which excludes any circulation space (corridors and steps etc) and W.C.s. Accessibility to the building is poor. Steps provide the main access to the front door, and there is a poor quality external lift from the car park which then provides access to the main entrance via a ramp.

The proposed building would provide 710 sq m of accommodation, of which 550sq m is usable accommodation. This is slightly more than the 520 sq m currently within the existing building. The accommodation would be provided within one floor of accommodation. Small ramps would be provided at the entrances. Therefore, with regard to accessibility it is considered that the proposed building would be an improvement over the existing situation.

The applicant has submitted an amended plan which shows a larger area of green space for The Bridge, and would compensate in terms of area and usable space, for the current outdoor space which will be lost.

It is considered that the existing facilities and activities on offer at The Bridge would be retained within the new building. Therefore, it is considered that criterion a) of policy HO20, which requires that the community use is incorporated, or replaced within a new development, is met.

A Planning Brief has been published for the site which identifies that the future use of the site should incorporate 800 car parking spaces for Event Days at the Stadium in a tiered arrangement below a mixed use development. Possible other uses are identified as those which would be associated with either of the Universities' growth aspirations and the area's Academic Corridor status. These include student accommodation, teaching and learning space, business enterprise and start-up business units. Other educational uses complementary to or in association with the adjacent Academy would also be acceptable in principle.

The Planning Brief has limited weight in the decision making process, as it has not been the subject of public consultation. However, as this proposal is for a

temporary car park (four years), it is not considered that it would prejudice the longer term aspirations for the site, as identified in the Planning Brief. The Bridge could also be permanently re-housed within any future redevelopment plans.

As discussed earlier in this report, it is considered that the principle of car parking on the BACA site was established as part of the earlier planning permissions for the site. As this car parking now cannot be delivered, it is considered that there is the need for parking to be provided on this adjacent site.

It is therefore considered that the principle of the uses are acceptable and are not contrary to the Local Plan.

### **Visual Impact**

Policy NC8 of the Local Plan will not permit development within the setting of the National Park, if it would be unduly prominent in, or detract from views out of the National Park. Policies QD1 and QD2 of the Local Plan seek to ensure that proposals for new buildings demonstrate high standard of design and emphasise and enhance the positive qualities of the local neighbourhood.

As previously mentioned the South Downs National Park adjoins the site on the south eastern boundary. The site is within a 'dip' in the landscape, is screened by adjoining trees and is not considered to be overly prominent in views from the National Park to the south and south east, or views from Stamner Park. The existing building would be demolished and the proposed building is much smaller in scale. Large areas of hard surfacing are proposed, however, in terms of its visual impact on the adjoining National Park, due to the difference in ground levels and the screening of adjacent woodland, the proposal is not considered to have a greater visual impact than development on the existing site and would not have an adverse impact on views from and to the National Park.

Lighting columns are proposed. Five are within the main section of the car park and nine are within the car park but would illuminate the access road which runs from Lucraft Road to BACA. These would need to be illuminated when the car park is not in use. However, the times would still be restricted to between 7am and 11.30pm. There are five lighting columns to illuminate the car park itself, one of these would illuminate the Bridge building. However, the remaining four would only be illuminated when the car park is in use by the Stadium (no more than 50 times in any 12 months).

The lighting, and its potential impact on bats is discussed later in this report. The final details of the lighting has yet to be agreed. However, the applicant has indicated that the lighting columns would be 8 metres high and the illumination shall be in a downwards direction with no light emitted above the horizontal. The applicant has also indicated that light spill would be designed to be in accordance with that defined within the Guidance Notes for the Reduction of Obtrusive Lights by the Institute of Lighting Engineers, for Environmental Zone E2, which is for low district lightness areas in rural, small villages or dark urban areas. Given the site's location near to the National Park it is considered that this is appropriate. A condition is proposed to secure the final details of the

lighting in terms of their height, technical specification and LUX levels.

The site is a previously developed site, next to the illuminated A27, near to both University Campuses and the residential area of Moulsecocomb. Light spill already exists from these areas. Four of the lighting columns would only be in use 50 times in any 12 months, and none of the lighting columns would be in use between the hours of 11.30pm and 7am. As previously mentioned the site is within a 'dip' and is well screened. It is therefore considered that the lighting would not have an adverse impact on the setting of the National Park.

The modular building is single storey and would be located in the south eastern corner of the site. Although it would be sited in the most elevated section of the site which is 10 metres higher than the proposed car park on the north eastern corner, it is not considered that the proposed building would cause visual harm. It would be sited on approximately 2 metres lower than the level of the existing basketball court. The building would be screened substantially as a result of the ancient woodland from views from the south from the National Park.

The proposed building is a temporary pre-fabricated modular build. Given that it should be in place for four years only it is considered that a lower quality design standard is acceptable than a permanent structure.

The visual impact of both the car park and the temporary building, is therefore considered to be acceptable and would not harm the visual amenities of the area nor would it cause harm to the setting of the National Park.

### **Impact on Amenity**

Policy QD27 will not permit development where it would cause material nuisance and loss of amenity to existing residents/occupiers where it is liable to be detrimental to human health. Policy SU10 of the Local Plan requires development to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Developments which are likely to generate significant levels of noise will only be permitted where appropriate noise attenuation measures are incorporated.

The amenity impacts which could arise from the use of the proposal include noise, dust and air pollution from the 680 vehicles accessing the car park. Impacts could also arise from the proposed lighting. The nearest residential properties are those on Lucraft and Eggington Road which are a minimum distance of 42 metres away.

The proposed car park, would be used for events taking place at the Stadium, and would therefore mainly be for weekend and weekday evening football games. The car park could also be used for other events at the stadium such as conferences and weddings fairs. However, the non football use of the car park is anticipated to be limited in terms of frequency within any 12 month period. The maximum number the car park could be used for all events would be limited to 50 times in any 12 month period.

When in use by the Stadium, the car park would be accessed via the A270



under the railway bridge and would not be via the residential roads of Moulsecomb. There would be vehicle trips associated with The Bridge Community Education Centre, via Lucraft Road, however, these are considered to be small in number, and not materially different to those trips to the Bridge which currently exist. Therefore, the impacts of the vehicle movements in terms of noise and pollution on nearby residents to the car park (Lucraft Road and Egginton Road) are considered to be limited in terms of number and frequency of vehicles.

As well as noise generated from the vehicle trips to the car park, there would be noise generated from vehicles manoeuvring on the car park itself. However, there is a strip of ancient woodland between the residential properties and the car park which would act as a buffer, and given this and as the car park would only be in use 50 times in any 12 months, it is considered that the impact on neighbour would be acceptable. There would be some evening games and concerts, for which the car park would be in use. However, these would only equate to a proportion of the 50 times the car park could be use per year, and a condition is proposed to require that the car park cannot be used after 11.30pm.

The ancient woodland would also provide a buffer between light spill and the residential properties, and given conditions are recommended to control the use and times of the lighting, it is considered that there would not be an adverse impact light pollution impact on neighbours.

Therefore, for the reasons set out above, it is considered that the proposal would not have a significant adverse impact on the amenity of nearby residents.

#### **Impact on local highway network**

Policy TR7 of the Local Plan is concerned with the safe development of sites and will not permit development which would increase the danger to users of adjacent pavements, cycle routes and roads. Policy TR1 of the Local Plan requires that developments provide for the travel demand which they create.

The use of the car park would be in connection with the Stadium and its frequency of use limited to no more than 50 times in 12 months. The main use of the car park would be in connection with outdoor events taking place at the Stadium, and would therefore mainly be for weekend and weekday evening football games and music concerts (music concerts are limited to two a year). However, the applicant has requested that the car park be used for non outdoor events such as conferences and weddings fairs. As long as the overall use of the car park is still restricted to 50 times in any 12 month period, it is considered that the use of the car park for both outdoor and non outdoor events would be acceptable.

The car park would be accessed via the A270 under the railway bridge and would not be via the residential roads of Moulsecomb (Lucraft Road). There would be vehicle trips associated with The Bridge Community Education Centre which may use Lucraft Road, however, these would be small in number, and this arrangement would be no different to the existing situation.

Proposed vehicular access to the car park is via the A270 and the tunnel under the railway line. This tunnel is narrow in width and does not permit two way traffic. However, an important material consideration when assessing this application, is the original permission for the stadium. As part of this original permission, 1,000 spaces on the adjacent BACA site were also approved (BH2001/03861/FP). The access and egress to this 1,000 space car park would have also been via the A270 and the tunnel. Paragraph 3.16 of the 2003 Inspector's Report stated that *'.....there would be a further 1,000 spaces available at Falmer High School where it is proposed to strengthen the surface of an existing playing field to enable its continued use for recreation as well as, when required, for parking purposes (Docs CD1.05C and 107); the proposed junction associated with the new A270 flyover would provide access to this facility.'* Therefore, the principle of using the tunnel for access and egress to a 1,000 space car park has already been established.

The Council's Transport Team has commented that the application *"has successfully demonstrated with reference to current matchday counts and the trip generation estimates accepted as part of the original stadium application that the amount of traffic at the Lewes Road/ Stonymere Way/ BACA access road junction will not exceeded that expected at the time of the original stadium consent."* Therefore, it is considered that the impact of the proposal and the additional vehicular trips would not be greater than that which was predicted when the original Stadium application was approved (BH2001/03861/FP), and would not cause an adverse impact on the local highway network.

Stewarding was a mitigation measure identified in the original application, and will be vital for the access and egress to work effectively and for the conflict with pedestrians and cyclists to be minimised. A draft Stewarding Plan has been submitted as an appendix to the Transport Statement.

Parking spaces would be pre-sold to season ticket holders, as are the spaces at Sussex University and Bennett's Field. This should eliminate trips from any drivers who do not have a pre-paid ticket for the car park. The route which must be used to access the car park (A270 not Lucraft Road) would also be promoted to purchasers of tickets. Stewards would prevent access to the site from Lucraft Road.

Tidal systems are proposed to operate at the tunnel allowing alternate access for vehicles and pedestrians, and at the end of the footpath/cycleway. The draft stewarding plan states that priority would be given to pedestrians and cyclists over vehicles. Pedestrians would also be using the tunnel to access the westbound bus stop adjacent to the signalised junction on the A270.

The Club have been successful in offering pre-match and post-match refreshments, and this has spread the profiles of arrival and departures times. As such it is predicted that vehicles will begin to arrive 2 hours prior to any game and depart up to 1 ½ hours after. This would help in reducing the conflict between vehicles and pedestrians/cyclists.

The Club are also used to providing stewarding in areas where there is potential

conflict such as within the ‘tear drops’ of the bus and coach park of the Stadium, where there are buses, pedestrians, taxi-drop off and vehicles accessing Bennett’s Field.

Access to the school site and the Bridge would be maintained via Lucraft Road. The stewarding plan does not provide details of the numbers of stewards, how access will be maintained for users of the Bridge or how it will be stewarded for non outdoor event use. A condition is recommended in order to secure a final stewarding plan which will address these details.

The Transport Statement has stated that the remaining 320 spaces out of the 1000 could be provided at BACA. It would be undesirable if the 680 spaces were implemented at this site, and the 1,000 spaces were also implemented on the BACA site. This due to the narrowness of the tunnel, and as it is only the impact of 1,000 vehicles on the local highway network, not the impact of 1680 spaces, which has been assessed both as part of this application and the original Stadium application. Therefore, the use of the combined two sites (BACA and Falmer High School) for no more than 1,000 spaces, needs to be controlled. A condition to this effect is proposed.

The cumulative impacts of the combined vehicle trips with the Academy and the Keep also need to be assessed, mainly in terms of the impact on the local highway network and amenity. The peak of the Academy trips would be related to school opening and closing times, and therefore would be mainly outside the times when the proposed car park would be in use.

The times that the approved car park at The Keep can be used is controlled by planning condition from 9am to 10pm. Therefore, there may be times when there is an overlap between the use of the two car parks. Both are accessed via the A270, however, it is only the proposed car park which is accessed via the tunnel under the railway-line. However, the approved car park at The Keep would accommodate only 59 spaces. Therefore, even if the car parks are in operation at the same time, the cumulative impacts on the highway network are not considered to be significant.

Subject to the condition to require stewarding, it is considered that the proposal would not be of detriment to the local highway network nor would it jeopardise highway safety. The highway impact would not be materially different to that which could arise as a result of the approved scheme for 1,000 parking spaces on the adjacent BACA site.

#### **Disabled parking and access**

24 disabled spaces are to be provided within the car park for users of the Stadium. Mobility impaired spectators and visitors to the stadium will be transferred to the stadium on a ‘shuttle service’. This is similar to the situation which exists at the disabled parking at the University of Sussex.

The shuttle service would run along the pedestrian/cycleway which runs parallel with the railway-line. As a result of the delays in the construction of part of the sporting facilities at the BACA site, it has not been possible to construct the



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approved permanent access ramp to the south of the railway underpass adjacent to the pedestrian/cycle access to the stadium. As such details of interim measures have been sought from the Club which are as follows:

- Route 1 – which will be used whilst the Kier temporary access is in use to construct the multi-games pitch at BACA (which is due to be completed in August 2012) will involve using the existing construction vehicles access on the BACA site which runs parallel and is adjacent to the cycle/pedestrian access, and then where the levels are equal a section of the fencing is to be removed to allow access onto the path and up to the stadium.
- Route 2 – which will be used whilst the permanent ramp is constructed, will use the existing emergency access which runs along the north side of the BACA building and through the University of Brighton up to the stadium. Construction of the permanent ramp will take place some time between August 2012 and be completed before the end of December 2012.
- Route 3 – is the permanent route, which will be used following construction of the permanent approved ramp from December 2012 onwards.

Some information is lacking from the above, such as the exact location where the route 1 would join the pedestrian/cycle way. Therefore, a condition is proposed to require the final details for these interim measures to be agreed.

The Sustainable Transport Team has commented that 35 disabled parking spaces should be provided at this site. The total number of disabled parking spaces proposed to be provided by the Club as part of their increase in capacity is discussed as part of the report to Planning Committee (BH2011/03861). Additional disabled parking spaces are being provided at Sussex University.

It is recognised that once the permission for the car park at Bennett's Field expires, as this contains 24 disabled spaces, there may be the requirement to locate more disabled spaces either at this car park or at the University of Sussex. However, this would be addressed through the Travel Management Plan.

### Parking provision for The Bridge

Three disabled parking spaces and 3 cycle Sheffield stands are to be provided adjacent to the proposed Bridge building. The number of disabled and cycle parking is in line with the requirement of SPG4 'Parking Standards' and is therefore considered to be acceptable.

As there is existing car parking available for the Bridge, a condition is recommended to require that 10 standard spaces are provided for the Bridge (although these would not be available when the car park is in use by the Stadium).

### **Ecology/Nature Conservation**

#### Site of Nature Conservation Importance/Ancient Woodland

Policy NC4 will not permit development within, or within the setting of a Site of

Nature Conservation Importance where it is likely to have an adverse impact on the nature conservation importance of the site. The boundary of the SNCI adjoins the site with the south west boundary and is in close proximity to the south east boundary (2 – 16 metres). A 15 metre buffer would be present between the car parking and the south west boundary which is considered to be acceptable in order to prevent any damaging impacts on the SNCI and the ancient woodland

On the south eastern boundary a 15 metre buffer does not exist in certain areas between the proposed car park and temporary building south eastern boundary and the SNCI. However, the existing building, basketball court and retaining wall are located near to the boundary, so it not considered that the proposed development would have a significantly greater impact than that which currently exists. The Council's Ecologist has no objection to this subject to a condition to require that a robust protective fence be installed throughout construction in order to protect the SNCI and ancient woodland.

The Council's Ecologist has commented that no attempts have been made to enhance the nature conservation value of the site. The exiting site has limited value given that the majority of the site is covered by a building or hard-standing. Given that this is a temporary proposal for 4 years, it is considered that the lack of new habitat creation is acceptable in this instance and should be incorporated into any longer term development plans for the site.

Policy QD18 of the Local Plan will not permit development that would be liable to cause demonstrable harm to protected species or their habitats. Bats are European Protected Species under the Habitats Regulations 2010 and are therefore protected by Local Plan policy QD18. The proposed lighting has the potential to cause interference with the activities of bats including their foraging. As previously mentioned in this report, additional details regarding the lighting have been supplied by the applicant, although the final specification is proposed to be secured by condition.

The key time that lighting can cause interference with bats is when they are active during the months of April to October and does not include the winter months. The football season is normally August to May. Therefore, the number of times in a year the lighting as a result of evening games, could cause interference with bats is considered to be limited. Based on this football season this equates to 9 evening games, plus the 2 concerts in June. The view of the Council's Ecologist with regard to the additional lighting details, will be reported via the latelist for planning committee. However, it is considered that the proposed condition will provide adequate control over the lighting as to not cause a significant adverse impact on the activities of bats.

Natural England has commented that additional surveys should be carried out for reptiles, however, given the site's conditions, the Council's Ecologist does not consider that this is warranted.

#### Beech Tree

Policy QD16 of the Local Plan seeks to retain existing trees and that works to a

tree covered by a Tree Preservation Order will only be permitted where the works do not damage the amenity value or health of the tree.

Trees on the site were covered by an area wide Tree Preservation Order (TPO) which dated from 1974. A TPO application to fell 19 trees was recently approved (BH2012/00518). All of these trees were considered by the Council to be of low amenity value and low quality. If the Council's Arboricultural Section were to resurvey the site and update the 1974 TPO, none of these trees would have been included in an updated Order. In addition to their low amenity value, several of the trees have defects such as die-back in the crown, fungal fruiting bodies indicating deadwood or partially collapsed canopies. Conditions attached to this permission require replacement trees in the vicinity of the site, in locations which would have public benefits. There is limited scope for additional planting on site, given the large area of hard-standing, and as the longer term development scheme for the site is un-known at this stage.

An application to fell a beech tree (T16) was refused. This tree was considered to be of some stature and moderate quality. If the Council's Arboricultural Section were to resurvey the site and update the TPO, this tree would most certainly be included in an updated Order. This tree does not have any visible structure defects that would warrant its removal. Therefore, the applicant was asked to submit amended plans as part of this current application which showed the retention of the tree.

The applicant submitted details which showed that this tree could be retained. The area of the root protection zone would be built up around the tree by using a permeable geotextile layer. However, the build up in levels would be significant (up to 1 metre including the top soil layer). An alternative solution is currently being negotiated with the applicant which will involve grading the levels of the car park up in the area near to the tree which would result in a smaller depth of geotextile layer needing to be installed. This would involve the loss of 4 parking spaces around the tree. Some parking spaces could still be located under tree and they will be surfaced in a permeable layer instead of tarmac in order to allow water to gain access to the roots. The final details will be reported via the latelist for planning committee, along with the views of the Council's Arboriculturist and the Environment Agency. It is considered that an acceptable situation can be found which will secure the long term health of the tree.

### **Water Resources**

Policy SU3 of the Local Plan will not permit development which would result in an unacceptable risk of pollution of water resources. The site is located within the groundwater source protection zone 1 for the Falmer Public Water Supply, with the abstraction boreholes being located in close proximity to the application site. Drinking water supplies are at risk from any pollutants entering the ground from the proposed development.

Details of the proposed surface water drainage system were provided in the Flood Risk Assessment (FRA) which was submitted in support of the planning application. The proposal is to discharge surface water from the car parking area to soakaway via a petrol interceptor. The Environment Agency have raised

concerns that this basic pollution prevention system is not adequate at this site and that it could potentially cause pollution of drinking water supplies. This is as the interceptor will only capture floating oil and fuels, not dissolved fuels.

Given the sensitivity of groundwater underlying the site, surface water from the car parking areas should be discharged to a mains system. The applicant has been asked to investigate this possibility.

If it is not feasible to connect to mains drainage, The Environment Agency expect the applicant to demonstrate that risks can be mitigated through the installation of a more sophisticated system such as a "Treatment Train" process that incorporates several pollution prevention devices and potentially a reed bed system prior to the discharge to a soakaway so that the quality of water discharging to the soakaway is of high quality. However, it is considered that there is limited space available for a reed bed system.

A condition is recommended to require details of the disposal of surface water to be agreed prior to commencement of development.

### **Archaeology**

The site has been subject to considerable past disturbance and landscaping, and the County Archaeologist considers that this is likely to have destroyed any archaeological remains that may have existed. Therefore, there are not considered to be any adverse impacts on archaeology.

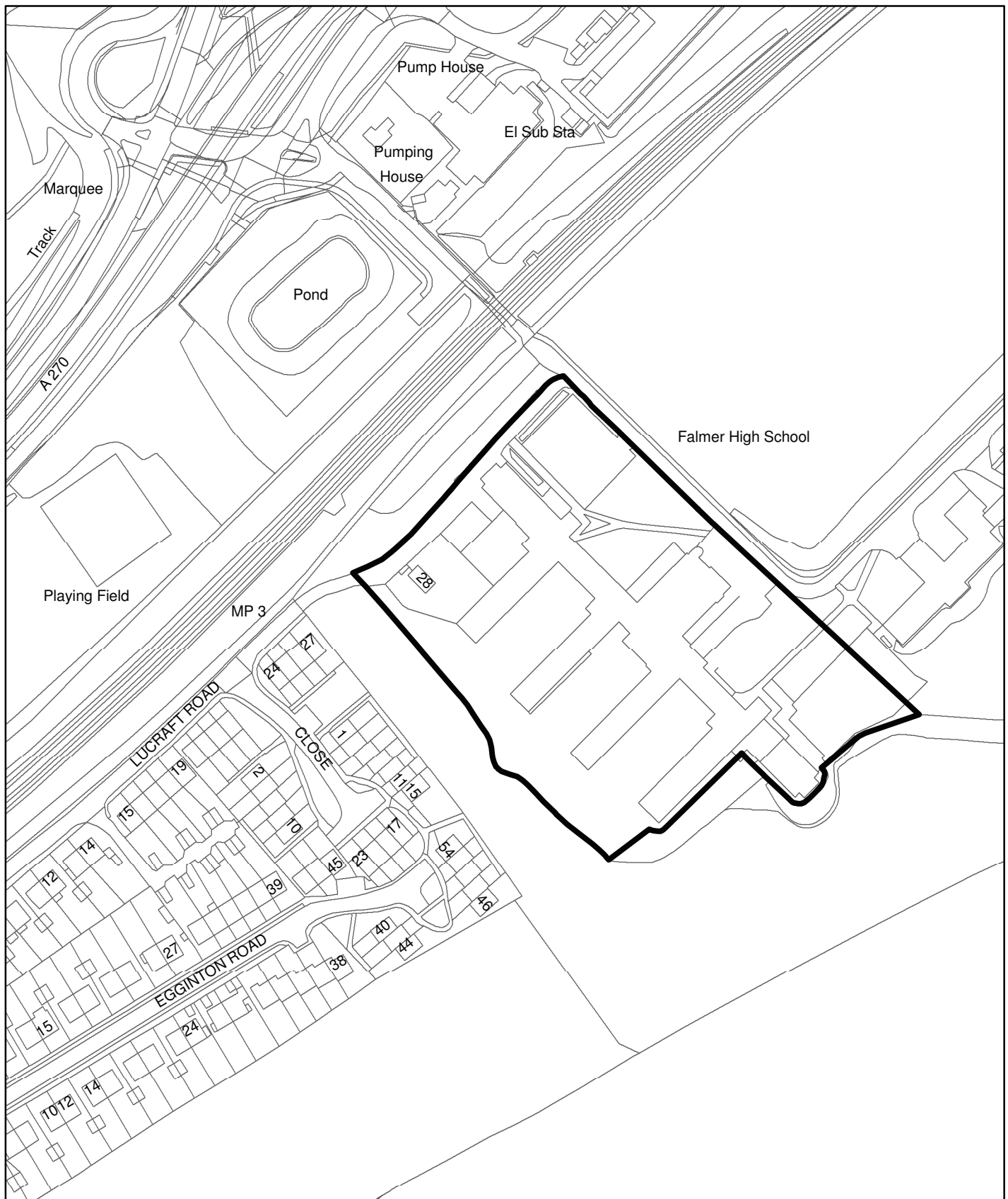
## **9 CONCLUSION**

It is considered that there is a need for the proposed parking in relation to the existing situation at the stadium with a capacity of 22,500 and also to support the travel demand as a result of the additional spectators which would arise if the permission to increase the capacity were to be approved (BH2011/03861). The community facility will be retained on the site, and it is not considered that the proposals would jeopardise the longer term development aspirations for the site. The proposal would not harm the setting of the National Park, and subject to conditions would not have an adverse impact on the local highway network, neighbouring amenity, ecology or water quality.

## **10 EQUALITIES IMPLICATIONS**

24 disabled parking spaces are proposed for use by the Stadium and 3 disabled parking spaces are proposed for use by the Bridge Community Education Centre. Accessibility to the section of the building which is currently use by 'The Bridge' is poor, and it is considered that the proposed building would be an improvement in terms of accessibility.

# BH2012/00384 Former Falmer High School, Lucraft Road.



**Brighton & Hove  
City Council**



**Scale: 1:2,000**





<b><u>No:</u></b>	BH2011/03861	<b><u>Ward:</u></b>	MOULSECOOMB & BEVENDEAN
<b><u>App Type:</u></b>	Removal or Variation of Condition		
<b><u>Address:</u></b>	American Express Community Stadium, Village Way, Brighton		
<b><u>Proposal:</u></b>	<p>Application for variation of conditions 39 and 43 of approved planning application BH2001/02418 and variation of conditions 35 and 38 of approved planning application BH2008/02732. Condition 39 of application BH2001/02418 and condition 35 of application BH2008/02732 seek to reduce the minimum number of car parking spaces from 2000 to 1500 and increase the maximum number from 2200 to 3000 and to read as follows - “Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.” Condition 43 of application BH2001/02418 and condition 38 of application BH2008/02732 seek to increase the maximum number of people in attendance from 22,500 to 30,750 (additional 8,250) and to read as follows – “No event shall take place at the Community Stadium with an attendance in excess of 30,750 people”.</p>		
<b><u>Officer:</u></b>	Kate Brocklebank	<b><u>Valid Date:</u></b>	09/01/2012
<b><u>Con Area:</u></b>	N/A	<b><u>Expiry Date:</u></b>	30 April 2012
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	DMH Stallard, Gainsborough House, Pegler Way, Crawley		
<b><u>Applicant:</u></b>	Brighton & Hove Albion Football Club Ltd, Mr Martin Perry, American Express Community Stadium, Village Way, Brighton		

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and in section 7 of this report and resolves it is **MINDED TO GRANT** planning permission subject to:

- the Highways Agency withdrawing the holding direction dated 23 March 2012 under the Town and Country Planning (Development Management Procedure) (England) Order 2010,
- the applicant entering into a s106 Planning Obligation,
- deed of variation to the s106 Brighton 1 Agreement dated 23 October 2003,

## PLANS LIST – 25 APRIL 2012

- confirmation from Lewes District Council that variations to Lewes Unilateral Obligation dated 22 April 2009 have been agreed in accordance with the terms set out in this report, and;
- to the following Conditions and Informatives:

### Section 106 Heads of Terms:

#### **New Planning Obligation**

Signatories: Brighton & Hove City Council (as Local Planning Authority) Network Rail, Brighton & Hove Albion Football Club and The Community Stadium PLC (Company).

The following improvements at Falmer Station to be implemented;

- Creating a second exit from Platform 1 at the Brighton end
- Upgrade of palisade fencing to stretch beyond the Brighton end of Platform 1 and other minor fencing improvements
- Increasing the width of the operable platform at the Lewes end of Platform 1 through clearance and stabilisation works.

The above improvements to be funded by the Company (up to the value of £200,000).

Stewarding Plan to be submitted and agreed prior to the Proposed Development being brought into use for the Interim Period (prior to the station works being implemented).

#### **Deed of variation to Brighton Agreement 1 (23 October 2003)**

Signatories: Brighton & Hove City Council (as Local Planning Authority and landlord); University of Brighton, Brighton & Hove Albion Football Club and The Community Stadium PLC (Company).

#### Variation: Clause 1 Schedule 2 and Schedule 4 - Green Transport Plan

Replace with requirement for Staff Travel Plan for Event Days and Non-Event Days to be agreed by the Council and the University prior to the Proposed Development being first brought into use.

a to f paragraph 2 of Schedule 4 to be replaced with:

- (a) promote and enable increased use of walking, cycling, public transport use, and car sharing as alternatives to sole car use
- (b) increase awareness of and improve road safety and personal security
- (c) undertake dialogue and consultation with adjacent/neighbouring tenants/businesses
- (d) identify targets focussed on reductions in sole car use on Event Days and non-Events Days
- (e) identify a monitoring framework, based on annual surveys taken on both Event Days and Non-Event Days for at least five years, or until such time as the targets identified in section (d) above are met, to enable the Travel Plan to be reviewed and updated as appropriate
- (f) following the annual staff surveys, an annual review will be submitted to the Local Planning Authority to update on progress towards meeting the targets identified



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- (g) identify a nominated member of staff or post to act as a Travel Plan Co-ordinator.

### Variation: Clause 13 Schedule 2 - Artistic Component

Within 6 months after the First Phase of the Proposed Development being brought into use to provide the Artistic Component.

Artistic Component to the value of £12,000.

### Variation: Clause 6 Schedule 2 and Schedule 6 - Stewarding Plan

The following provisions to be added to matters to be addressed by the Stewarding Plan:

- Stewarding of and access to the proposed car park at the Former Falmer High School BH2012/00384.

Updated Stewarding Plan to be agreed in writing by the Council and Brighton University prior to the Proposed Development being brought into use.

### Variation: Clause 9 Schedule 2 - Liaison Group

Requirement for the contractors for the Proposed Development and the contractors for the proposed car park at the former Falmer High School (BH2012/00384) to attend the Resident Liaison Group during the construction of the Proposed Development and the Proposed Car Park.

### Variation: Clause 10 Schedule 2 - Monitoring of Spectator Traffic (Moulsecoomb)

#### Replace with new schedule requiring match/event day CPZ

- Replace with the requirement for the Company to fund the implementation costs for a Match Day Residents Only Parking Scheme for Moulsecoomb and Coldean (estimated to be £153,000 to be paid prior to the Proposed Development first being brought into use).
- Council to pay back unused implementation costs if either of the Match Day Resident Only Parking Schemes are not implemented within 3 years, or if such Scheme is implemented and there are monies left over.
- Company to fund the ongoing annual maintenance and permit costs (estimated to be £25,000 for maintenance, enforcement and labour and £32,000 for permit administrative costs). Any revenue profit would be deducted from the annual costs.
- Company to submit a Parking Management Strategy for Moulsecoomb and Coldean (increased signage and stewarding) for the time period prior to any Match Day Residents Only Parking Scheme being brought into use; and if after 3 years, the Council decides not to bring in such a Scheme for either area, for the time period after such decision.
- Monitoring of Spectator Traffic for both Coldean and Moulsecoomb to be undertaken prior to any Match Day Resident Only Parking Scheme being implemented; and if the Council decides not to bring in a Match Day Resident Only Parking Scheme for either area, the Monitoring of Spectator Traffic will continue and the original penalty charges based on percentage increases in parking, will apply to either area, starting the next football season after any such decision by the Council.

Variation: Clause 2 Schedule 2 and Schedule 3 - Travel Management Plan (TMP)

The following provisions to be added to matters to be addressed by the TMP:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional motorcycle parking provision if necessary
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

Amended TMP to be agreed by the Council prior to the Proposed Development being first brought into use.

New Schedule – A27 Permanent Traffic Regulation Order (TRO) Clearway

- Within 3 months of signing this agreement, the Company to enter an agreement with the Highways Agency for the provision of works to implement a permanent TRO to impose a clearway along the A27 (A27 between points 200m west of the road leading to the A270 at Coldean and 200m east of Housedean Farm over-bridge east of Falmer, including slip roads leading to and from the B2123).
- Company to fund the cost (estimated to be £50,000)

New Schedule – Controlling the use of parking in Bennett's Field

- 70 of the 680 approved car parking spaces at Bennett's Field shall be occupied no later than 3 hours before the start of any outdoor event at the stadium.

New Schedule – maximum 1,000 parking spaces - former Falmer High School and Brighton Aldridge Community Academy sites

Conditions:

1. Of the additional 8,250 capacity hereby approved, only 6,005 seats of the additional capacity shall be brought into use for the 2012/2013 football season.  
**Reason:** As a phased approach to the increase in capacity is proposed, and in order to ensure that transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.
2. The Transport Interchange as approved by the application to Lewes District Council ref: LW/02/1595, the development proposed in Applications C & D (ref: BH2003/02499 & LW/03/1618) and other means of access and parking for vehicles and cyclists and pedestrian facilities which form part of this permission which have been laid out, constructed and provided, including the Transport Interchange, access, parking and

other facilities shall be retained as such at all times.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in compliance with policies TR1, TR2, TR4, TR6, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

3. Any trees or plants which within 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** To enhance the appearance of the development in the interests of the amenity of the area in compliance with policies QD1 and QD15 of the Brighton & Hove Local Plan.

4. Notwithstanding the submitted details, the additional capacity hereby approved shall not be brought into use until a scheme for the integrated provision of suitable secure covered bicycle parking facilities has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been fully implemented and retained as such thereafter.

**Reason:** To ensure that satisfactory facilities are provided for the parking of bicycles and to encourage travel by means other than private motor vehicle in compliance with policy TR14 of the Brighton & Hove Local Plan.

5. The external lighting, pitch floodlighting, security fencing and CCTV cameras as set out in the approved scheme - NG Bailey titled 'The Community Stadium – Brighton – Pitch Lighting' ref: 68708/DOC/026 Rev P01 and 'The Community Stadium – Brighton - CCTV Technical Submittal' ref: 68708/DOC/028 Rev C and security fencing shall be retained as such.

**Reason:** In order to ensure that the stadium operates in a safe manner and that crime prevention measures are incorporated in compliance with policy QD7 of the Brighton & Hove Local Plan.

6. The pitch floodlighting shall not be used other than for an Outdoor Event and shall be turned off after each Outdoor Event no later than 11.00 pm.

**Reason:** In order to minimise light pollution and avoid any harmful impact on the amenity of occupiers of adjoining properties in compliance with policies QD26 and QD27 of the Brighton & Hove Local Plan.

7. No events involving motor vehicles (including static vehicles) shall take place within the Stadium.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in the countryside in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

8. There shall be no laser and/or firework displays at the Stadium.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in the countryside in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

9. All external lighting, including pitch floodlighting and lighting for the Falmer High School car park, shall be of a nature and design having a zero upward lighting requirement so as to eliminate upward glare.

**Reason:** In order to minimise light pollution and avoid any harmful

amenity impact on occupiers of adjoining properties in compliance with policies QD26 and QD27 of the Brighton & Hove Local Plan.

10. Notwithstanding the provisions of the Town and Country Planning (General Development) Order 1995 (as amended) (or amendments or re-enactment thereof) the elevations of the building(s) hereby permitted shall not be painted other than in such colours as shall be agreed in writing by the Local Planning Authority.

**Reason:** The Local Planning Authority considers that any changes in the colours of the materials hereby approved could cause harm to the character and amenity of the area and would wish to control future changes in compliance with policies QD1, QD27 and NC6 of the Brighton & Hove Local Plan.

11. Amplified sound from outdoor concerts within the Stadium shall be controlled in accordance with the guidance provided by the Code of Practice on Environmental Noise Control at Concerts, The Noise Council 1995, such that noise levels do not exceed 75 dB LAeq 15 min, 1 metre from the façade of any noise sensitive premises, which for the avoidance of doubt shall include all the University of Brighton's Falmer Campus, residential dwellings at Falmer Village and the University of Sussex's academic and residential buildings.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.

12. At least 28 days prior to any outdoor music concert a detailed feasibility study examining the likely propagation of music noise from the proposed event shall be submitted in writing for the approval of the Local Planning Authority. The study shall have reference to the guidance of The Noise Council's Code of Practice on Environmental Noise Control at Concerts (1995) or any subsequent alternative guidance and shall include, though not necessarily be restricted to, information on timing, programme and duration of the music entertainment and sound checks the proposed maximum music noise levels within the Stadium bowl audience area and at any front of house mixing desks; the likely music noise levels at LAeq and Leq, 15 min at the 63 Hz and 125 Hz octave bands, 1 metre from the façade of the nearest noise sensitive property, which for the avoidance of doubt shall include all the University of Brighton's academic and residential buildings at the University of Brighton's Falmer Campus, residential dwellings at Falmer Village and the University of Sussex's academic and residential buildings; the location, type and directionality of all sound systems associated with the event; the measures and steps that will be in place to manage music noise levels to ensure that the music noise level criterion of 75 dB L Aeq, 15 min is unlikely to be exceeded 1 metre from the façade of the nearest noise sensitive property.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.

13. All Outdoor Events within the Stadium shall only take place between 9.00 am and 11.00 pm Monday to Saturday, and between 9.00 am and 10.30 pm on Sundays and Bank Holidays.

- Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
14. The total number of Outdoor Events within the Stadium shall not exceed in any period of 12 months 50 of which not more than two shall be music concerts. Any proposed events in addition to these shall be subject to the prior written approval of the Local Planning Authority.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution and disturbance in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
15. All events within indoor bars and indoor function areas shall only take place between 8am and midnight Monday to Saturday and 8am and 11pm on Sundays, unless otherwise agreed in writing by the Local Planning Authority.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
16. The Public Address (PA) system (both internally and externally) shall be operated such that its Rating Level, measured or calculated at 1m from the façade of the nearest noise sensitive premises, shall not exceed a value 5 dB(A) above the existing  $L_{A90}$  background noise level. The Rating level of the PA noise and existing background noise levels shall be determined as per the guidance provided in BS4142:1997.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
17. The use of the PA system shall be limited to between 9.00am and 11.00pm Monday to Saturday and 9.00am and 10.30pm Sundays and Bank Holidays, and the use of the external PA system (outside the stadium) shall be restricted to public safety announcements and shall not be used for general crowd entertainment.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
18. No car park to the west of the stadium shall be used for events finishing after 11.00 pm.  
**Reason:** In order to protect the amenity of nearby residents and to minimise noise pollution in compliance with policy QD27 of the Brighton & Hove Local Plan.
19. Noise associated with plant and machinery used at the development shall be controlled such that the Rating Level, measured or calculated at 1m from the façade of the nearest existing noise sensitive premises, shall not exceed 5 dB (A) below the existing  $LA_{90}$  background noise level. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS4142: 1997.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
20. Refuse collection and deliveries shall only take place between the approved specified hours except at those parts of the application site



forming part of the campus of the University of Sussex and Falmer School.

**Reason:** In order to protect the amenity of adjoining occupiers and to avoid vehicle congestion at peak hours in compliance with policies NC6 and QD27 and TR7 of the Brighton & Hove Local Plan.

21. a. The Link Road between Stanmer Park Road and the University of Sussex as shown on Plan No. HED/307. VWN.PP.002.REV B shall continue to be made available at all times to provide vehicular access and egress to the University of Sussex;
- b. The previous access to the University of Sussex from the A27 to Falmer House Road shall continue to be closed to all vehicular traffic.
- c. Vehicular access to the Stadium and the University of Brighton from the westbound A27 on slip shall be restricted to emergency vehicles by a locked gate or demountable bollards.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4 and TR6 of the Brighton & Hove Local Plan.

22. The new pedestrian footway/cycleway from Falmer High School (from the new junction on the A270) to the Stadium shall continue to be made available for use by the public at all times.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR11, TR12, TR14 and TR15 of the Brighton & Hove Local Plan.

23. The approved access ramp located at the western end of the footway/cycleway from the former Falmer High School to Stadium and the transportation method for people with limited mobility, shall be fully constructed and carried out in accordance with the details previously approved (by letter on 14 October 2010) and as shown on drawing nos. N71041 – FL (01) revision D, N71041 – FL (01) revision G submitted on 8 October 2010, and drawing ref: 220 submitted on 29 March 2012 by the 31 December 2012 and retained as such thereafter.

**Reason:** In order to provide an accessible route between the car park and the American Express Community Stadium and to comply with policy TR1 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note No.4 'Parking Standards'.

24. The additional capacity hereby approved shall not be brought into use until a scheme detailing the interim methods of transportation and the routes from the car park at the former Falmer High School (ref: BH2012/00384) to the Stadium, for people with limited mobility has been agreed in writing with the Local Planning Authority. The details shall include a timeframe for implementation and specification for the temporary ramp and access route along with the temporary access route which will be in place while the permanent ramp detailed in condition 21 is under construction. The scheme shall be implemented fully in accordance with the approved details.

**Reason:** In order to provide an accessible route between the car park

and the American Express Community Stadium and to comply with policy TR1 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note No.4 'Parking Standards'.

25. No use of the Stadium for Outdoor Events shall occur unless Park & Ride facilities within a total minimum capacity of 1,300 car parking spaces are available for use by persons attending Outdoor Events at the Stadium and such spaces shall be maintained for use in accordance with the Travel Management Plan.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.

26. Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.

27. No event shall take place at the Stadium with an attendance in excess of 30,750 people.

**Reason:** In the interests of public safety and to avoid excessive noise and disturbance in accordance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

28. No indoor or outdoor event(s) (which for the avoidance of doubt will include conferences and banquets) with an anticipated individual or cumulative attendance at any time of 250 or more shall take place at the Stadium other than in accordance with the Travel Management Plan or such separate Travel Management Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

29. The Stadium shall operate at all times in accordance with the approved Stewarding Plan. No event with an anticipated attendance of 500 or more shall take place at the Stadium other than in accordance with the Stewarding Plan or such separate Stewarding Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

30. The car parking within the stadium itself shall only be available for use by occupiers and users of the stadium.

**Reason:** In order to prevent increasing the general availability of car parking spaces in the area and to meet sustainable transport objectives in compliance with policies TR1, TR2, TR19 of the Brighton & Hove Local Plan.

31. No use of the Stadium for Outdoor Events shall take place unless in accordance with the approved Outdoor Event day Controlled Parking Zone which shall be brought into operation for the duration of each Outdoor Event and for three hours either side of the start and finish times of each Outdoor Event. The area covered by the Controlled Parking Zone is identified in Application No BH2001/02418/FP inquiry documents BHA 251/253 and 252 at Plans 3 and 2 respectively, but for the avoidance of doubt shall include the village of Falmer, The Controlled Parking Zone will in every case operate to prevent visitors to the Outdoor Event from parking their vehicles within the area controlled by the Controlled Parking Zone.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

32. The Stadium shall continue to make the following accommodation available within the Stadium building:

1. A study support centre to be operated jointly with the Learning and Skills Council or with any such other agency or agencies as may be agreed in writing with the Local Planning Authority of not less than 81 square metres.
2. A Skills Training Centre which may be operated in conjunction with such commercial or educational agencies as may wish to participate to provide such range of courses as may be agreed in writing with the Local Planning Authority of not less than 1224 square metres.
3. Such internal space as may be reasonably required and subject to the prior needs of the Company's football and other commercial activities to be provided on a not for profit basis for the agreed periods of use by the local residents and other groups to be agreed in writing by the Local Planning Authority.

**Reason:** In order to ensure the delivery of the community educational benefits by the club which partly enabled the tests to be met for allowing an exception to policy to be made under policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

33. Unless otherwise agreed in writing by the Local Planning Authority, the chalk re-profiling aftercare measures shall be carried out in accordance with the Soil Handling and Agricultural Land Restoration Method Statement set out in Appendix 7.3 of the Environmental Statement on



BH2008/2732.

**Reason:** In order to ensure the satisfactory handling of soils and restoration of agricultural land in accordance with policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

34. Unless otherwise agreed in writing by the Local Planning Authority, the chalk re-profiling and soil restoration 5 year aftercare programme shall be carried out in strict accordance with the details set out in the Agricultural Method Statement.

**Reason:** In order to ensure the satisfactory handling of soils and restoration of agricultural land in accordance with policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

35. The additional capacity hereby approved shall not be brought into use until details of a minimum provision of 80 motorcycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The motorcycle parking shall be implemented fully in accordance with the approved details prior to the additional capacity being first brought into use and retained as such thereafter.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

36. When the 650 space temporary car park on land to the east of the Stadium (planning application reference LW/11/0466) ceases to be in use, of the additional 8,250 capacity hereby approved, only 6,005 seats of the additional capacity shall continue to be in use. None of the remaining capacity of 2,245 seats shall be brought into use unless details of a permanent park and ride solution to replace the 650 space temporary car park, has been agreed in writing by the Local Planning Authority and until the permanent park and ride solution has been implemented.

**Reason:** As the capacity of the Stadium will need to be restricted unless a permanent Park and Ride solution to replace the 650 space temporary car park and to ensure that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

37. The development hereby permitted shall be carried out in accordance with the approved drawings referenced 05099 201 Rev C, 11566 300 Rev B, 11566 301 Rev C, 11566 302 Rev B, 11566 303 Rev B received on 19 December 2012 and 11566 150 Rev E received on 09 January 2012, 11566 001 Rev D, 11566 003 Rev A (Phase 1), 11566 003 Rev A (Phase 2), 11566 004 Rev A, 22082 220, 'taxi drop off and collection point plan' received 29 March 2012, 'disabled parking plan' received on 5 April 2012.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

Informatives:

1. This decision to grant Planning Permission has been taken:
  - (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-

The application is accompanied by an Environmental Statement, which addresses impact. It is considered to be complete and has been used as part of the overall assessment of this application. Impacts on the surrounding road junctions will be within the levels predicted in the TA for the original application with the exception of B2123/Village Way junction where an increase of 60 vehicles will occur, which is considered acceptable. With an increased financial sum secured through an amended legal agreement with Lewes District Council, concerns regarding the impacts on the heavily used A27/B2123 junction are considered acceptable. The improvements to increase rail, cycle, bus, car parking capacity, coupled with maximising the existing capacity at the racecourse park & ride and implementing the temporary parking at the former Falmer High School will adequately meet the increased demand created by the additional 8,250 seats. The introduction of a match day/event day Controlled Parking Zone will mitigate the harm caused to neighbouring amenity by displaced parking. The increased crowd capacity, use of the associated PA system to serve a capacity crowd of 30,750, or noise arising from transport would result in significantly greater noise levels and would not have an adverse impact on nearby occupiers and residents. There will be no adverse impact on air quality and with the imposition of conditions and recommended legal agreements the impact of the proposal is acceptable and adequately accords with Development Plan Policies.

**2 THE SITE**

The application site as defined by the red line boundary comprises agricultural land to the south of Village Way extending east to the City boundary with Lewes District Council. The western boundary of the site abuts the University of Brighton campus and the Westlain Plantation, an area of woodland which borders the field south of Village Way. The northern boundary of the site is formed by the north edge of the field adjacent to the Brighton – Lewes railway line on its northern edge. The A27 Trunk Road runs parallel on the north side of the railway. Village Way is the access road divides the site and runs east-west into the University of Brighton from the B2173 (The Drove). The land immediately east of the application site is known as Bennett's Field and contains car parking used in connection with the stadium, approved on a temporary basis until 2014. South of Bennett's Field on the north side of Village Way is within Lewes District and has consent for a Transport Interchange to serve the Stadium – this area is contained within the blue edge as it does not form part of the application site but is within the Club's control. The main stadium building is situated to the north of Village Way and south of

the railway line which runs east to west. There is a car park known as Park Wall Farm to the north of the railway line and the south of the A27 which is predominantly used by match officials and players, it also contains some disabled and cycle parking.

Further to the west of the main site is the remainder of the Brighton University campus, the Brighton Health and Racket Club and Falmer High School. Beyond the B2123 to the east is the village of Falmer, a designated Conservation Area; and to the south is open downland which falls within the South Downs National Park. The land north of Village Way has been excluded from the National Park. To the north of the A27 is the Sussex University campus, containing one Grade I and eleven Grade II\* listed buildings.

Stanmer Park, to the west of Sussex University, itself is a Historic Park of Grade II listed status. It contains the Grade I listed Stanmer House and several other listed (Grade II\* and II) listed buildings, including the Grade II Lower Lodges at the entrance to the Park, and is within the Stanmer Conservation Area and proposed Local Nature Reserve.

Beyond the immediate surroundings of the stadium building the red edge includes the footbridge and ramps at Falmer Station which were improved as part of the original permission. The site then continues west adjacent to the railway line to include a footpath/cycle path which leads to the Brighton Aldridge Community Academy (BACA) and land at the former Falmer High School. The site area includes an area of the BACA planning field where 1,000 parking spaces were intended to be provided under the original planning permission. The site then extends north under the railway bridge where it meets A270/A27 junction improvements. Beyond A27 the site includes the link road to Sussex University and a number of areas which are utilised for parking in connection with the stadium.

The stadium has been in operation at full capacity (22,500) since August 2011.

### **3 RELEVANT HISTORY**

#### **Overview of main stadium development**

Full planning permission was granted in July 2007 by the Secretary of State for Communities and Local Government for a Community Stadium together with junction alterations to the A27/A270, a link road between Stanmer Park and the University of Sussex, parking at Falmer School and improvements to Falmer Station (Application A; Ref: BH2001/02418/FP)). Planning permission was also granted for a transport interchange on the land south of Village Way which falls under Lewes District Council (Application B Ref: LW/02/1595). Two further approvals (Applications C & D) were granted for the widening of Village Way itself and junction improvements with the A270 Droveaway (Ref: BH2003/02449/FP & LW/03/1618). These two applications straddled both authorities.

**History of applications**

**BH2011/01906:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 5/01/2012.

**BH2010/03905:** Change of use of part of ground floor of East stand from educational space to medical centre. Approved 15/2/2011.

**BH2010/03838:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 06/05/2011.

**BH2010/03817:** Reduction in height to the landscape bund adjacent to the east stand. (Part retrospective). Approved 11/03/2010.

**BH2010/02808:** Non material amendment to BH2008/02732 for external elevational changes to the north, east and west stands. Approved 22/09/2010.

**BH2010/02013:** Non material amendment for the reduction in chalk spoil levels and amendment to profile of contours on land south of Village Way. Amendment to scheme approved under BH2008/02732 for community stadium. Approved 28/07/2010.

**BH2010/01976:** Proposed revision to the North stand approved under planning application BH2008/02732 to include increased floor area for the club shop, new staff restaurant, new floor area for club offices, new museum, new floor area for storage and minor revisions to the North stand elevations. Approved 5/05/2011.

**BH2008/02732:** Revision to stadium permitted under 2001/02418/FP including change in roof design and elevational treatment, increase in useable floor area and amendments to use of internal floorspace. Proposed re-contouring of land south of Village Way with chalk and soil arising from excavations required to construct community stadium. Granted 22 April 2009.

**BH2001/02418FP:** A Community Stadium with accommodation for Class B1 business, educational, conference, club shop merchandise, entertainment and food and road works, pedestrian and cycle links, coach/bus park and set down area, shared use of existing car parking space at the University of Sussex and shared use of land for recreation and parking at Falmer High School. Granted 23 July 2007.

Associated applications:

Land East Of American Express Community Stadium Village Way, Falmer (Bennett's Field)

**(Lewes District Council)**

**LW/11/0466:** Planning Application for Temporary change of use of land for car parking (up to 650 spaces) for outdoor events at the American Express Community Stadium (to be used no more than 50 times per year). Approved for 3 years until 30 June 2014.

Brighton Racecourse, Race Hill

**BH2011/01152:** Proposed use of land for park and ride facilities for up to 700

cars in conjunction with outdoor events (no more than 50 per year) at the American Express Community Stadium Falmer. Approved 8/07/2011 for a temporary period of two years expiring on 30 June 2013.

**Concurrent applications**

**BH2012/00384:** Construction of a temporary car park (4 years) accommodating 680 parking spaces and accessed via the A270 junction and existing tunnel under the railway-line, for use up to 50 times in any 12 month period in connection with events taking place at the American Express Community Stadium, along with erection of a temporary building (4 years) to accommodate The Bridge Community Education Centre. Under consideration.

**BH2012/00455:** Prior approval for demolition of Former Falmer High School Buildings. Under consideration at the time of writing this report. Prior approval granted 11 April 2012.

**4 THE APPLICATION**

Planning permission is sought for the variation of two conditions on both implemented permissions for the stadium; the original permission BH2001/02418 and the subsequent 'housekeeping' permission BH2008/02732. If this application were to be approved and in accordance with best practice, a new permission for the stadium would be issued which would combine all relevant conditions under a single permission.

An Environmental Statement has been submitted with the application as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

It is proposed to vary conditions 43 of planning permission BH2001/02418 and 38 of planning permission BH2008/02732 to increase the maximum attendance capacity from the existing maximum of 22,500 to a maximum of 30,750 attendees (an increase of 8,250). It should be noted that the wording to these conditions are identical.

The amended condition would read as follows:

*"No event shall take place at the Community Stadium with an attendance in excess of 30,750 people".*

The physical alterations proposed to which include alterations to some of the external openings, the installation of the seating to facilitate the increased capacity and the internal hospitality areas within the stadium do not require planning permission; bringing the seats into use to accommodate the additional capacity does.

It is also proposed to vary conditions 39 of BH2001/02418 and 35 of BH2008/02732 to allow a reduction of the minimum number of car parking spaces required in connection with the stadium within 1.5km of the site from 2,000 down to 1,500 and to increase the maximum number from 2,200 to 3,000. It should be noted that the wording to these conditions are identical.



The amended condition would read as follows:

*“Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.”*

Linked to this current application is an application for temporary planning permission for a car park for 680 car parking spaces at the former Falmer High School site to be used in connection with the stadium a maximum of 50 times a year and a temporary building for use by The Bridge Community Education Centre for a temporary period of 4 years – BH2012/00384.

## 5 CONSULTATIONS

### External

**Neighbours: Two thousand nine hundred and eight (2908)** letters of representation have been received supporting the application for the following reasons:

The majority of representations of support and comments referred to demand for match tickets, the difficulties of obtaining match tickets, the season ticket waiting list and the need for a larger capacity if the club reached the Premier League. Many responses also referred to the economic benefits and status for the City. The general themes of the messages are summarised as follows and a full list of the addresses are appended to this report:

- Good for the City’s economy and business
- Need to build upon the success of the stadium for the benefit of the whole City and its inhabitants
- Needed to meet demand for tickets by spectators
- Good for the City
- Stadium has given such a boost and pride to the City that this must be built upon
- Will further increase the numbers of tourists and visitors to the City
- Stadium has already hugely transformed the Falmer and Moulsecomb areas for the better
- Car parking and train provision must continue to be fully considered
- Will enable the club to fund further work in the community
- Will bring money and prosperity to Moulsecomb
- BHAFC is a vibrant essential community venture providing great social value
- Club have proved that they can cope with transportation of fans in a quick and efficient way
- Ensure this volume of crowd can be served and dispersed safely in reasonable time.

## PLANS LIST – 25 APRIL 2012

- Should use extra parking at Southern Water and Universities
- Park and Ride facilities function superbly
- Withdean never had any problems when the club played there so any gripes will be far outweighed by the benefit to the space.
- Proud that BHA takes its travel plan seriously and am happy to pay compulsory travel levy.
- The club have great facilities for disabled spectators and their helpers
- Extra capacity won't cause any problems
- Good for business. Other local firms, such as 'Harveys' and 'Piglets Pantry' are profiting from the success of Brighton & Hove Albion
- This should only happen if work is done on Falmer Station which is too small.

**Thirty three (33)** letters of representation have been received objecting to the application. Objections raised referred to difficulties travelling to matches, traffic congestion and problems for local residents on match days from on street parking. The general themes of the messages are summarised as follows and the full list of addresses are appended to this report:

- Getting to and from stadium is a nightmare. Wait ages for special bus, missed start of games and one game altogether. (Long time season ticket holder)
- Supported new stadium but congestion on match days particularly weekdays for commuters is unacceptable.
- No consultation with North Moulsecoomb. Residents ignored.
- Parking in Moulsecoomb and Coldean is unacceptable and dangerous club seem to be unsympathetic
- Providing more parking will encourage more people to drive and park on street.
- No alternative routes planned if A27 closed for an accident
- Train services need to be improved.
- 2 years ago some crowds were less than 5000. After the excitement has worn off expanded stadium will be 5 times bigger than needed.
- The minimum parking level should not be reduced – there are too few already.
- The stadium should not be permitted to expand until the transport infrastructure can cope – the impacts are substantial from the existing attendance.
- Objection to parking at Court Farm in Falmer Village.
- Traffic congestion is severe already and will be exacerbated by any expansion.
- Existing measures are inadequate.
- Public transport is hindered by inappropriate displaced parking.
- The road network is already at capacity.
- Match tickets should include the cost of travel on sustainable modes.
- Park & Ride should be maximised.
- There have been increased incidences of crime since the stadium opened.
- The area is already experiencing problems with displaced parking from Varley Halls.



## PLANS LIST – 25 APRIL 2012

- Concern is raised regarding the proposed increase in capacity and the likelihood that crowd numbers will drop once the initial excitement has worn off.

**One hundred and fifty six (156)** letters of representation have been received commenting on the application for the following reasons and a full list of addresses are appended to this report:

- Hope the club bring pleasure to fans and work in the community.
- More chance of getting a ticket
- More revenue and more employment
- Helps continued success of the club
- Needed to help facilitate the progress of the club
- Will help to create more noise
- Need bigger stadium to match fan base.
- One of the best grounds visited and impressive environmentally friendly travel arrangements.
- Need more seats.
- Lack of sports facilities in Brighton makes this an opportunity to have one of the best grounds in the country.
- Need to be prepared for Premier League
- New stadium has been a success so far and increased capacity will add to its reputation.
- Feel sure that the club will work closely with the community to make this possible with the minimum of disruption
- Extra revenue for pubs, clubs, restaurants and hotels
- BHA have kept all their promises in terms of encouraging fans to utilise public transport to gain access to the ground. This is continuing in 2012
- 30,000 attended the Goldstone in 1979 with no car park, no coach park, just one station.
- More innovative proposals from the club and the city / county councils, for example a combined, lit cycle path / pedestrian footpath from Woodingdean are needed.
- The transport especially the rail after some initial teething problems works like a dream and the supporters respect the neighbourhood the environment and the club.
- More signage in Coldean.
- Stewarding and enforcing restrictions in Coldean.
- Regular reports on the scheme and appropriate changes deemed necessary should be taken.

**Cllr Meadows & Cllr Marsh for Moulsecomb & Bevendean and Cllr Lepper for Hollingdean & Stanmer** wrote to comment on the application, their joint letter is appended to this report.

**Coldean Residents Association:** Object – A zero figure was entered for Coldean Lane in the displaced parking counts for the area. Coldean Lane is residential with a slip road running adjacent to Coldean Lane and is classified as Coldean Lane – this cannot be accurate, the issue is worse than reflected in the surveys. The figures are further alerted by the displaced parking from

Varley Halls of Residence making the increase in parking numbers on match days appear lower than they would be without the building contractors and student cars parking in Coldean. The dates of the survey and the numbers returned do not reflect the usual daily count of Residents.

**Sussex Enterprise: Support** – The stadium has had a positive impact on the city both in sporting and employment terms, the proposed expansion will further enhance its beneficial economic and social impact.

**University of Brighton: Object** – The Club are in breach of Clause 7.1 of the s106 agreement as the University have not given its agreement to the submission of this application required by the Clause. The Club need to address the unauthorised access to the University campus, ensure that authorised University persons/users/occupiers access, operation, amenity and enjoyment is not hampered by the operations at the stadium. Concern is raised regarding the potential for existing disruption to be exacerbated by any expansion. The expansion is premature. The potential impacts need to be properly assessed, noise impacts fully assessed and appropriate mitigation measures sought to ensure no increased disturbance and the legal agreements need to be varied to ensure the Universities objectives are preserved.

**Falmer Parish Council: Comment** – Concern is raised regarding the impact on the surrounding road network and the capacity to cope with more vehicles. A condition should be placed on the parking at Bennett's Field to ensure that all vehicles parking there arrive 1 hour before kick off to ensure the neighbouring junctions are not overloaded and stay within the limits expressed in the TA. Queues on the A27 eastbound slip are of a significant hazard to road safety. Additional funds should be sought to pay for studies and funding of potential improvements to the worst affect junctions. Displaced parking in Coldean and Moulsecoomb needs to be addressed. Planning permission should not be granted until a new park and ride is identified and brought into use on the A23/A27 junctions. The post code data should be assessed to ascertain the most appropriate type of transportation provision. Pick up and drop off in the Falmer Village entrances is of major concern and needs addressing thought increased signage and stewarding. Official drop off points should also be provided. There is a lack of up to date data statistics in the TA. The stadium causes a significant amount of noise disturbance, traffic congestion and the light pollution from the grass growing lights.

**Brighton Aldridge Community Academy (BACA), Lucraft Road: Comment** – Street lighting along the former Falmer High School site should be provided. Support is given for the provision of a Pupil Referral Unit for the BACA students. It is hoped that the site will be landscaped and that traffic mitigation measures will not impact adversely on the Academy or any of the activities.

**Bricycles: Comment** – It is disappointing that the parking provision is being increased. Better signage and advertising of cycle routes to/from the stadium should be explored as well as better maintenance. The existing facility should be upgraded and increased in numbers – Sheffield stand and covered. The

park and ride buses block the cycle lane when waiting and should be instructed not to. Concern is raised regarding the impact of the proposed parking at Falmer High School on air quality which is already poor along Lewes Road.

**County Archaeology:** No objection - Although this application is situated within an Archaeological Notification Area, it is not considered that any archaeological remains are likely to be affected by these proposals.

**UK Power Networks:** No objection.

**Southern Gas Networks:** No objection – A Low/Medium/Intermediate Pressure gas main is present in the proximity of the site. No mechanical excavations are to take place above or within 0.5m of the Low pressure and medium pressure system and 3m of the intermediate pressure system. The position should be confirmed using hand dug trial holes.

**Natural England:** No objection – This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils. The proposed amendments to the original application relate largely to design, and are unlikely to have significantly different impacts on the natural environment than the original proposal.

**East Sussex Fire & Rescue:** No objection – the Fire Service no longer need the emergency access route for the Sussex University.

**Southern Water:** No objection

**Environment Agency:** No objection

**Highway Agency:** Objection – *Initial comment received 3/2/12 -*

In relation to this particular development our major concern is with the level of traffic using the eastbound off-slip from the A27 and taking the right hand lane, in order to route south along the B2123. Traffic making this movement in the peak hours is queuing back onto the A27 and is a potential safety issue for the eastbound traffic on the main carriageway. The safety issue is exacerbated by the proximity of the A27/A270 junction. When queuing extends back towards the section where the A270 traffic enters onto the A27, the merging of traffic is disrupted. Under the current traffic conditions we would have concerns over any proposed development, which after mitigation, would risk exacerbating the existing problems by attracting additional traffic to make this movement at peak times.

#### *Queuing on the A27*

We have analysed the queue length survey data that is provided in Appendix 3 and 4. It is evident that there is a problem with the queuing back on the A27 eastbound off-slip at the B2123 junction on the evenings of fixtures at the Amex Stadium. Whilst the queuing is at its greatest in the 1730hrs-1800hrs time period on both the evenings that were surveyed, we note that the level of queuing in the right hand lane of the off-slip does remain substantial right up

to kick off time.

*Bennett's Field Car Park*

The TA proposes that the 70-100 car parking spaces that are currently unoccupied at Bennett's Field would be able to cater for between 190–270 of the additional spectators. It is estimated that approximately one third of these vehicles would arrive in the hour before kick-off and that this would result in 30 additional vehicles joining the A27 eastbound off-slip queuing in the right hand lane during this time period. Table 8.2 in the TA shows that at least a third of the arrivals to Bennett's Field car park arrive in the previous hour (1745-1845hrs); this would add at least 30 vehicles to the A27 off-slip queue in this peak period. Therefore, the proposed development would add approximately 60 trips to the queuing in the right hand lane of the A27 eastbound off-slip during the 2 hour pre-match period. Given the current level of queuing in the right-hand lane of the off-slip, this quantum of additional trips is considered material and, as such, we would require the applicant to demonstrate efforts in mitigating these trips down to 'nil detriment'.

The TA considers that the full stadium capacity increase would be dependent upon either retaining the Bennett's Field car park on a permanent basis or delivering a replacement facility/park and ride. In our letter dated 18th May 2011 we accepted the planning application for 650 spaces at Bennett's Field on the condition that "*The proposed temporary car park shall only be used for the life of the temporary planning permission*". Due to our concerns regarding the current level of queuing experienced in the right-hand lane of the A27 off-slip at the B2123 junction, we would oppose extending the permission for use of Bennett's Field car park beyond its current lifespan, which we understand will come to and end in June 2014.

*Park and Ride*

The TA proposes an additional Park and Ride site as a potential alternative solution to the Bennett's Field car park. Whilst we agree that a Park and Ride site is a possible transport solution, we would like to emphasise that such a development would require a TA that considers the impact of the site on the SRN, as well as any mitigation measures required to accommodate it. Park and Ride sites must be considered carefully so that they do not have a detrimental impact on the operation of the SRN.

Due to our concerns outlined within this letter we will issue a holding direction to ensure planning permission is not granted until after 29 March 2012 on the planning application to allow time to resolve the highlighted issues.

*Additional comment received 9/3/12* – Following discussions with the Club is it recommended that 70 of the spaces in Bennett's Field car park are limited to staff parking which shall be in place 3 hours before kick off to keep the traffic in peak time at the current level and deal with concerns over the existing problems at the junction. A permanent Traffic Regulation Order for a clearway and signage along the A27 is also sought.

*Amended comment received 29/3/12* – Holding direction extended to ensure

planning permission is not granted until after 23 April 2012.

**Sussex Police:** No objection – *initial comment date 6/2/12* - Sussex Police have concerns that the increase in capacity at the stadium of 8,250 persons will be reflective in the number of vehicles attending the stadium for the football and outdoor events. In consultation with our Road Policing department which at present has high concerns over the illegal parking problems that arise along the A27, in particular from cup matches, late start Saturday games and mid-week fixtures, we feel a solution to this problem is that the temporary measures that have been put in place by the Highways Agency to address the issues be made permanent. Therefore in an attempt to control the instances of illegal parking it is felt that consent for this application is conditional so that funding for the sourcing and installing of permanent signs for the A27 is met by the applicant.

It is noted that the new wording to remove condition 35 of BH2008/02732 and 39 of BH2001/02418, which states; “remove reference to the minimum number of 2,000 car parking spaces and increase the maximum number from 2,200 to 3,000”, makes no mention to or includes, a minimum number of car parking spaces. Sussex Police ask for clarification that there will still be an obligated minimum number of parking spaces to be made available for football and other outdoor events that are to be held at the stadium, otherwise the fear is that illegal parking throughout the city on match days or outdoor event occasions will be severe, accompanied with the associated problems that illegal parking on such a scale will bring. A solution to this may be to introduce an attendance limit which once an audience at the community stadium exceeds an agreed capacity, the park and ride facilities would be introduced. This would allow the parking facilities within the footprint of the stadium to facilitate any event below the predetermined figure.

Sussex Police understand that the car parking facilities at Bennett’s Field are privately leased but would like to see the parking facilities at Bennett’s Field remain, either through an extension of the temporary planning permission beyond 2014, or if it were a feasible option becoming a permanent fixture.

*Additional comment received 2 March 2012* – Sussex Police are satisfied with the operation of the new link road between Stanmer Park Road and the University and have no objection to the proposal for the complete closure of the emergency access point from the A27.

*Amended comment following discussions with the Club received 5 March 2012* –

Three areas will be made available to Sussex Police to use on match days which include an interview room, refreshment area and a large briefing room enabling the briefing of officers to be carried out and the storing of kit if required. Extra interview facilities will also be made available as the situation dictates.

The development will also include an area which will be allocated to the Force's Football Liaison Officer to work from.



With regards to our previous comments about the A27 we understand that the club and the Highways Agency are in negotiations towards making the temporary signs permanent, and we would welcome this from a public safety perspective.

In relation to our previous comments about Bennett's Field, Sussex Police recognise that this arrangement is a private arrangement and accept the club cannot provide any guarantees of its continual existence.

**Sport England:** No objection

**Brighton & Hove Bus and Coach Company:** No objection – *Initial comment received 27/2/12* - The Brighton & Hove Bus and Coach Company have been a part of the discussions about the implications of application BH2011/03861 to discuss the feasibility of transporting additional football fans as a consequence of an expansion in the seating capacity so that there will be minimal adverse effect to the surrounding highways and the local environment.

The Company are confident the expected extra 800 fans can be accommodated within the transport provision both pre and post games. This would be accomplished pre game as the buses currently used are not full and have spare capacity due to the slow build up of passengers travelling to the Stadium. Passengers have three hours of Park and Ride facilities and so there is no risk of overloading or overcrowding.

Post game there is a mix of buses, some with capacities of 87 passengers and others with capacities of 147 passengers. 42 buses are currently operated after each game carrying an average of 6,000 fans. Almost every bus currently operates an average of three return trips to the outer destination. The additional 800 people will be accommodated on either the second trip, where there is already some capacity, or certainly on the third trip where there is considerable capacity and enough to cater for this additional demand. Consequently overall queuing times will not increase as the current standard we work to achieve is to clear the ground within three return trips.

As additional buses will not be required, there is no need to change or redesign the layout of the area at the stadium used exclusively for buses. The Company are happy with the arrangements that have been made since the stadium opened and the provision that has been made for our buses. Regular Health and Safety meetings and regular Risk Assessment meetings are held in conjunction with the Football Club and over a period of time facilities have been adjusted to be safe and practical with the maximum efficiency.

We have discussed contingency plans with the football club for adverse weather and failure of the rail network and feel we are well equipped to cover either of these eventualities despite the increase in numbers.

*Additional comment received 29/3/12* – Together with sub-contractors, the Company will be able to cater for a potential of 500 people across the three

special routes. The season ticket holder/waiting list postcode analysis at the football club shows that the majority of additional supporters will come from areas served by all three special bus routes. As noted in paragraph 8.6.3 of the Transport Assessment, Brighton & Hove Bus Company will work with the club to provide additional buses on the special routes as future demand dictates. Route amendments are something that we already undertake in consultation with the club, for example, as noted in paragraph 8.6.4 we have already amended the route of service S because of its popularity.

**East Sussex County Council:** No objection - The primary concern of this highway authority is that the sustainable modal split achieved thus far by the Football Club cannot be continued should consent for an additional 8250 supporters be granted. In particular, the impact of additional traffic along the A27, the B2123, Village Way and Falmer village itself is not to be underestimated. As mentioned within the submitted TA, a Unilateral Undertaking under Section 106 of the Town and Country Planning Act in relation to the original stadium consent included an obligation towards the funding of a study and potential works at the A27 / B2123 junctions. The relevant application is LW/2002/1595 and if agreed by all parties should supersede the existing Schedule 6 detailed in the signed Unilateral Undertaking. ESSCC recommend that Schedule 6 be amended to include an additional £90,000 contribution towards potential road improvements in the vicinity of the A27 / B2123 junctions. The additional funds are considered to be directly proportional to the proposed stadium capacity increase (36%).

While it cannot just be assumed that the successful sustainable transport use will be continued, it is evident that there is potential for the Football Club to build on and enhance their existing transport strategy.

Having assessed the individual modes of transport above, it is considered that there is significant potential to increase the capacity of the existing sustainable modes of transport.

Therefore, while this highway authority does not wish to formally object to the proposal, we would wish to ensure that the following provisions are in place to allow the Football Club to continue to improve access to sustainable modes of transport as well as help reduce the desirability of car based options which will ensure that there is no unacceptable adverse effect on A27 / B2123 interchange, Village Way and Falmer village:

- To vary the existing Section 106 obligation as described above to take into account the increased impact of any stadium expansion;
- The retained land at Falmer High School should be conditioned as part of any grant of consent for the purposes of car parking;
- That the requirement for a minimum number of car parking spaces is not completely removed. A reduction of the existing 2000 car parking spaces is considered appropriate and is to be determined by Brighton & Hove City Council;
- Cycle parking is increased and improved to ensure that covered and secure facilities are available;
- A formalised Motorcycle parking area should be introduced as there is an



- existing demand;
- Until a suitable additional park and ride location has been identified and is available for use to the Football Club or the long term future of Bennett's Field has been agreed then it would be sensible to limit the usage of the extended capacity;
- To formalise a drop off / pick up along Village Way (ideally next to the stadium) to cater for the existing demand, as this already occurs and is difficult to control and enforce.
- To increase stewarding coupled with additional signage to prevent supporters from dropping off / picking up within Falmer Village and the roads that adjoin it.

**Lewes District Council:** No objection – *Initial comment received 14/3/12* – The District Council considers that the Transport Assessment (TA) submitted with the application has not yet satisfactorily dealt with all the transport issues associated with the proposed development. The following comments focus on the matters still requiring further work.

*Additional car parking provision*

The Transport Assessment (TA) highlights that approximately 16.5% of attendees travel to the stadium by car. When considering the extra 8,250 additional seats proposed, this equates to a total of 1,361 additional attendees travelling by car. However, only 800 additional car parking spaces are proposed in the varied planning condition, which suggests an immediate shortfall of 561 parking spaces. If the original estimates of 29% of attendees were to travel by car, this would equate to a shortfall of 1,592 car parking spaces. Either shortfall is significant and may lead to further issues of unlawful or undesirable parking in nearby off site areas.

It is noted that the TA does not highlight this additional car parking demand as a significant issue, as it is assumed that any additional attendees may car share or that a greater number of attendees may travel by sustainable transport modes. However, these assumptions are based on the number and habits of existing attendees and not based on the reality of a larger capacity stadium. This reality is important due to the rail network being unable to accommodate any further significant increase in visitor numbers, which in turn may result in greater car use, especially to mid week games. Furthermore, the reality of controlling existing off site parking may displace these vehicles to other areas, rather than prevent car use.

For these reasons, it is considered that the TA should be based on more accurate data to provide more detail on the potential number of additional parking spaces required, and where these may need to be located (e.g. to the east or west of the stadium). This will alleviate concerns over inadequate parking provision and potential off site parking in inappropriate nearby locations.

*Existing car parking provision*

As a combined measure, it is also suggested that additional car parking demand could be better accommodated on existing BHAFC sites; especially

as section 8.8 of the TA identifies how some of these sites are under utilised (e.g. University of Sussex and Bennett's Field. Lewes District Council would therefore encourage a revised pricing and parking strategy at these sites, in order to maximise their use and reduce undesirable parking elsewhere.

*Park and Ride facilities*

Section 8.5 of the TA relates to park and ride facilities used in connection with the stadium. We are very concerned to see the reference in paragraphs 8.5.9 to 8.5.14 of the TA to the possible development of a 1,000 space Park and Ride site to the east of the stadium, toward Lewes, if Bennett's Field is not available in the longer term.

Existing or proposed sites to provide a Park and Ride facility for 1,000 cars in this area are not known and there may well be great difficulty in securing such development as almost all the land in this direction is part of the South Downs National Park. Indeed, it is hard to see how such a proposal would accord with statutory National Park purposes.

Furthermore, the TA provides no evidence that a Park and Ride facility is required to the east of the stadium or would be fully utilised, as no detail is given in the TA of the geographical spread of demand for Park and Ride. The TA leaves this matter "up in the air" and it clearly needs to be resolved as part of the consideration of the current application.

Notwithstanding the above, should Brighton & Hove City Council be minded to approve the application in its current form, it is considered essential to attach a condition limiting stadium capacity until alternative Park & Ride facilities are provided. This will prevent unlawful parking in nearby areas. However, the location of any Park & Ride facility should not be dictated in any condition.

On an associated matter, it should be noted that an Appendix Plan to the TA highlights land at Court Farm, Falmer as a parking area for 185 cars. This is incorrect and reference to this should be removed from the plan. We have previously received assurances from Martin Perry of BHAFC that the Football Club do not intend to pursue any such proposal (e-mail, 9 August 2011).

*Additional traffic*

The increase in the number of attendees to the stadium, and the associated increase in parking provision, will undoubtedly result in additional traffic on the local highway network. Section 8.11 identifies an existing issue with queues on the A27 eastbound, at the B2123 slip road, during mid week matches. Although some of this traffic is caused by commuters, there are concerns that queuing will increase with increased car usage; any potential park and ride to the east (especially if facilitated under Permitted Development Rights); and the staggered arrival times for attendees. It is therefore requested that this potential issue be carefully monitored and a study of potential works be undertaken as part of the original Section 106 Agreement, as set out in section 8.11.7 of the TA.

East Sussex County Council have indicated, in their comments on these

proposals that, if planning permission is granted in this case, the existing Section 106 agreement should be varied to bring forward this study, and to provide dedicated funds should it be necessary to implement highway improvements to cope with additional traffic at the A27/B2123 junction. LDC supports this request.

*Use of Village Way and Falmer areas for drop off/pick up*

A number of concerns are raised that Village Way and Falmer village are being used as drop off and pick up points before and after matches. Sections 9.3.9 and 9.3.10 of the TA highlight 115 drop offs in these areas one hour before a match, even with the areas being policed and stewarded. It is therefore requested that this matter be fully addressed in the current application and that an appropriately sited drop off/pick up point (that is desirable and will therefore be used) be created. It is also requested that the recommendations set out in sections 9.3.11 to 9.3.14 of the TA be adopted. Please also note that if local taxi firms are to be written to and notified of the drop off/pick up arrangements, taxi companies in the Lewes District (specifically Lewes, Seaford, Newhaven, Peacehaven and Saltdean) should also be notified.

*Conclusion*

There are concerns that the proposed increase in stadium capacity will result in an increase in the percentage of spectators travelling by car. It cannot be assumed that the existing high level of sustainable transport use will be continued, due to problems of rail capacity; desirability of existing transport measures; and displacement of existing off site parking.

It is therefore requested that further work be undertaken to demonstrate that the additional 800 car parking spaces are all that is required, and also to outline a set of measures to encourage greater use of the existing BHAFC car parking sites, or less popular public transport modes.

Other concerns remain that there is too much reliance in the TA on the provision of a new 1,000 space Park and Ride facility, when details on the need and location of such a facility are unknown.

Finally, there remain some outstanding issues with the existing stadium use (queuing and drop off/pick up) which will be exacerbated by the proposed stadium extension.

The District Council asks the applicants to work with the City Council and other parties to resolve these outstanding transport issues before the application is determined.

The existing Stadium Transport Management Group provides a suitable forum for discussion, as this includes representatives of the Football Club, City Council, Highways Agency, East Sussex County Council, Lewes District Council and Falmer Parish Council.

*Additional comment received 30/3/12 – No objection*

*Additional car parking provision*

The Transport Assessment (TA) highlights that approximately 16.5% of attendees travel to the stadium by car. When considering the extra 8,250 additional seats proposed, this equates to a total of 1,361 additional attendees travelling by car. However, only 800 additional car parking spaces are proposed in the varied planning condition, which suggests an immediate shortfall of 561 parking spaces. If the original estimates of 29% of attendees were to travel by car, this would equate to a shortfall of 1,592 car parking spaces. Either shortfall is significant and may lead to further issues of unlawful or undesirable parking in nearby off site areas.

*Additional car parking provision*

The inclusion of a minimum number of parking spaces is welcomed, as this provides some assurance that the increased parking pressure associated with an increased size stadium can be accommodated in the local area in a managed and controlled way. This is especially important given the new evidence submitted that the existing inappropriate parking in Coldean and Moulseccomb areas is used by approximately 1500 spectators, all of which need to be accommodated elsewhere, notwithstanding the stadium expansion. It is pleasing to note that the land at the former Falmer High School is now proposed for 684 parking spaces, which will again address some parking needs.

It is noted that Southern Rail have withdrawn their previous objection to the stadium expansion, as 3500 additional spectators can now be accommodated on the rail network due to revised matchday charges and improvement works. Whether Brighton & Hove City Council choose to restrict stadium capacity until this extra capacity is available is a matter for your consideration. It is also noted that the local bus operator can accommodate additional capacity. Both of these updated consultation responses give further assurance that sustainable transport modes can be offered.

It is noted that the original permission for the Stadium, based on projected transport impacts, included a specific monitoring programme of spectator traffic under Paragraph 6, Schedule 2 of the Unilateral Obligation dated 22<sup>nd</sup> April 2009 (as varied). As the proposal now increases stadium capacity, and potentially parking within Monitored Parking Zones, it is recommended that the existing monitoring programme be transferred to any varied obligation, and fully enforced, should approval be granted for stadium expansion. Brighton & Hove City Council may wish to consider increasing the threshold percentage or penalty amount set out in this original obligation if justified.

Overall, Lewes District Council *support the range of measures proposed to address car parking provision*. It is recommended that all matters be jointly considered and controlled to ensure effective measures are in place to meet the car parking demand created.

One issue to note is that various car parking areas used in connection with the Stadium are proposed or allowed on a temporary basis only. If the minimum number of car parking spaces is approved at 1500 in the varied

condition applied for, this would suggest that either Bennett's Field or former Falmer High School Land must be retained in the long term to meet the this minimum parking requirement, unless an application is submitted to vary the condition or extend the temporary planning permissions. Given that Bennett's Field only has planning permission for this use and development until June 2014, a long term solution to parking provision must be considered. Lewes District Council would welcome early consideration of this issue and discussion with all parties, should planning permission be approved for an increased size stadium. We would welcome an informative to this affect on any planning permission.

*Existing car parking provision*

Within my previous response of the 13<sup>th</sup> March 2012, it was suggested that a revised pricing and parking strategy at existing car parking sites may be beneficial in ensuring they are used to maximum capacity. This matter has not been addressed in the additional information submitted. However, it is considered that this matter can be resolved in any varied unilateral obligation, under the existing Schedule 3 requirements.

*Park and Ride facilities*

There remain strong planning concerns over the need for an additional Park and Ride facility, especially if this is to be provided to the east of the Stadium, where most land is within the designated South Downs National Park. The post code information now submitted highlights that there is limited demand for season tickets from the east, as the majority of existing and waiting ticket holders are located to the north and west.

Notwithstanding the above, should Brighton & Hove City Council be minded to approve the application in its current form, it is still considered essential to attach a condition limiting stadium capacity as highlighted in Page 6 of the Vectos report 'Consideration of Recent Changes to the Projected Transport Contributions.' Again, Lewes District Council would welcome early consideration of this issue and discussion with all parties.

*Additional traffic*

The additional information submitted does not address the issue of additional traffic on the A27 and B2123 slip road, as identified in my previous response. This issue therefore remains outstanding and Lewes District Council support East Sussex County Council in requiring the additional survey, and potential financial contribution, as set out in Schedule 6 of the Unilateral obligation and suggested revision in the East Sussex County Council response dated 21<sup>st</sup> February 2012.

*Drop off/pick up areas*

It is noted that the additional information includes a proposed taxi drop off area at the approved transport interchange. Whilst this is welcomed, there remains concern that no provision is made for a public drop off and pick up area, when there is clearly an identified need for this given the amount of activity at Village Way and Falmer village. This remains an outstanding concern and something that should be addressed under the current



application. At the very least, the matter should be considered and secured in the revised unilateral obligation.

*Conclusion*

The revised wording of the proposed condition does provide some assurance that a minimum number of car parking spaces will be retained to address any increased demand. This proposal *is therefore welcomed*, in combination with other measures such as car parking on former Falmer High School Land and increased capacity on the railway network. Notwithstanding this, a long term parking strategy must be considered by all parties due to the temporary nature of approved parking provision in the locality.

Other concerns identified in my response of the 13<sup>th</sup> March remain. However, it is considered that the majority of these issues can be resolved by the imposition of conditions or a variation to the existing unilateral undertaking as follows:

- A *condition to limit stadium capacity* to a maximum of 28,505 spectators should Bennett's Field parking no longer be available, until an additional Park and Ride facility for 1000 cars (in an appropriate location to be decided) or other alternative transport improvements are undertaken
- An *informative* be added to any permission, advising the applicants that a *long term parking strategy* must be considered and negotiated between all parties, prior to cessation of any existing temporary planning permission(s)
- That the existing Unilateral Obligation (dated 22<sup>nd</sup> April 2009) be varied to secure:
  - a) A *survey of traffic conditions* at the junction of the A27 and B2123 roads, at the end of the first year of operation of the stadium, with the financial contribution increased to £340, 000 should the traffic conditions have deteriorated (Amendment to Schedule 6);
  - b) A requirement that the *existing monitoring programme* set out in Paragraph 2 of Schedule 6 *be reimposed* to monitor the impact of the larger capacity stadium, with any Monitored Parking Zone, Threshold or Penalty reassessed as Brighton & Hove City Council consider necessary (Amendment to Schedule 2);
  - c) A *revised parking, pricing and operation strategy for existing car parks and Park and Ride sites*, to ensure these are used to full capacity before other development options are considered (Amendment to Schedule 3, paragraphs 3 and 8); and
  - d) Further detail on an appropriately located *drop off and pick up point for visitors*, to overcome existing problems caused by use of Village Way and Falmer village (Amendment to Schedule 3, paragraphs 4 and 6 and 8). The applicant should also be notified that should any pick up/drop off point be located outside of the existing stadium area, this may require separate permission.

Subject to the above conditions being imposed and the existing Unilateral Obligation being varied, the proposal to increase stadium expansion raises *no objection* in principle.

**Southern Railway & Network Rail: Objection – *Initial comment received 20/2/12*** - Network Rail and Southern objection to the application is on the basis that the expansion will pose a safety and operational risk to the railway.

Transport Statement sets out a number of assumptions about remaining rail capacity and about the demand for rail use from the potential additional 8,000 plus fans. Network Rail and Southern have not been involved in the assessments that led to the production of these numbers.

Key concerns are:

1. As acknowledged in the Transport Assessment, actual usage of rail has turned out to be substantially higher than the assumptions used in the original stadium planning application. In practise this has lead to several thousand more fans per game using the station than was originally envisaged.
2. This original under estimate of rail usage has already created challenges for Network Rail and Southern in accommodating existing fan numbers by rail.
3. We do not believe the Transport Assessment assumption of a significant decrease in the proportion of passengers from the new development seeking to use rail compared to the current split is realistic, nor is the assumption that demand will simply be spread over a longer period of time.
4. Even if rail usage from the additional development of 8000 seats were to be as low as the circa plus 2,000 predicted, Network Rail and Southern are jointly of the view that the following mitigation measures will be essential.

*On train capacity:*

Southern have already operated a number of 8 car services into Falmer to ease overcrowding on matchdays. Currently these services have to use Selective Door Opening (SDO) as the platforms are not 8 car in length. Use of this system leads to delays in passengers alighting that can knock on to following services and adversely affect performance on the route. In order to support more regular use of 8 car formations to meet existing and projected demand from the new development, small extensions to the platforms are required.

Class 313 units which operate a proportion of trains on the route (particularly to and from Seaford) generally only run in 3-car formations which is not ideal at peak times immediately before and after matches. To allow 6-car operation, Southern require additional engineering resources to ensure that the units can be split and attached correctly (this activity only normally takes place in fleet depots). This is a small incremental cost which will allow for a significant increase in rail capacity for the stadium.

*Station Capacity:*

A number of relatively minor modifications to the station are required to meet current and projected demand safely on the station itself:

- Increasing the width of the operable platform at the Country end of Platform 1 through clearance and stabilisation works
- Creating a second exit from Platform 1 at the Brighton end



- Upgrade of Palisade fencing to stretch beyond the Brighton end of platform 1 + other minor fencing improvements

The value of platform extension works and the minor station capacity works listed above is likely to be in the region of £350k-750k. Network Rail is currently refining these estimates.

*Southern matchday charge:*

Southern Railway currently operate additional services and deploy longer trains on matchdays. Provision of additional services and staff for match events has been costing Southern approximately £12k per match in addition to the normal cost of service operation on the route. Southern would expect the existing ticket funding arrangements to be re-negotiated to be more reflective of the requirements placed on the TOC on matchdays with current and projected rail usage from the expansion. In any case, the assumption of a longer period of time when passengers will travel, will require even more additional resources to be made available. This issue is particularly acute after weekday matches where all of Southern's available trains and train crew are heavily utilised for evening peak services from London.

*Conclusion:*

The objection and reasons given demonstrate that the transport assessment provided in comparison to the reality of customers using Falmer station on match days are far apart and need to be addressed. It is the opinion of Network Rail and Southern that the application does not comply with the Brighton Local Plan 2005 and therefore should be refused. The suggested mitigation measures within the objection will make the application BH2011/03861 acceptable as well complying with planning policies TR1 and QD28. Should the applicant seek to implement the measures Network Rail and Southern have suggested then both parties would welcome to work together with Brighton & Hove Albion Football Club in order to implement these measures and withdraw the objection.

**Southern Rail: No objection - Amended comment received 9/3/12** - Southern is the operator of Falmer railway station and operates all train services that use the station. Southern and Network Rail wrote to you jointly objecting to the proposed variation of conditions application by Brighton & Hove Albion Football Club ("BHAFC") in relation to the American Express Community Stadium ("AMEX Stadium") – The original objection is now withdrawn.

Following further discussions with BHAFC agreement has now been reached with respect to a revised matchday charge to meet the significant additional cost to Southern from the additional supporters expected to travel. This was one of the main points of concern we had previously raised.

Further discussions have also been arranged regarding changes to the train service provided when events are taking place at the AMEX stadium. On the basis of these discussions and on satisfactory completion of works proposed by Network Rail discussed below, it is expected that Southern services will be able to safely accommodate up to 3,500 additional supporters for events at

the AMEX Stadium if the increase in the capacity of the stadium is approved.

Further discussions are also taking place between Network Rail and BHAFC regarding some minor amendments to the platforms at Falmer Station including, increasing the operable length of Platform 1 by clearance and stabilisation works, creating a second exit from Platform 1 at the Brighton end and upgrading and extending the palisade fencing to stretch beyond the Brighton end of Platform 1. Network Rail will require that these works are implemented as soon as reasonably practical. In the meantime however it has been agreed between the Club and British Transport Police that the additional supporters using the rail services can be managed until such time as the works are complete and on this basis no objection is raised to the application to increase the capacity of the American Express Community Stadium.

**Network Rail:** Support - Following discussions with the applicant Network Rail and Southern Railway Ltd wishes to withdraw their objection. Concerns regarding the Transport Assessment, Train Capacity, Station Capacity and the Southern Railway Ltd Matchday charge have now been addressed by the applicant and both Network Rail and Southern Railway Ltd support the application.

Brighton & Hove Albion FC (BHAFC) have agreed to fund minor improvements to Falmer railway station up to a maximum of £200,000 pounds. The works will include:

- Creating a second exit from Platform 1 at the Brighton end
- Upgrade of Palisade fencing to stretch beyond the Brighton end of Platform 1 + other minor fencing improvements
- Increasing the width of the operable platform at the Country end of Platform 1 through clearance and stabilisation works

**British Transport Police:** No objection - On completion of works outlined by Network Rail it will be possible for at least an extra 3500 passengers to be carried on the railways. The British Transport Police believe that this extra capacity can be safely managed in the interim period whilst the works are being undertaken, on the agreed basis that Brighton & Hove FC will supply additional stewards.

**Environment Agency:** No objection

**Internal:**

**Sustainable Transport:** No objection – *Amended comment received 5/4/12*  
Current modal split- The applicants have carried out substantial surveys and these demonstrate that the proportion of spectators using sustainable modes and cars are higher and lower respectively than those expected at the time of the original stadium consent and compared to other football stadia. However a difficulty arises from this work in that the surveys did not acknowledge the existence of displaced parking in Moulsecoomb and Coldean, but a substantial body of anecdotal evidence indicated that this occurs and causes problems. Those parking in these areas were recorded as walking to the ground which will distort the estimates of mode proportions. Additional parking

counts and analysis have been requested and carried out and counts carried out on matchdays and otherwise comparable non-matchdays have been compared. Counts commissioned by BHAFC suggest that about 530 supporter vehicles may be displaced into North Moulsecoomb and Coldean on Saturdays and about 650 on weekdays. Counts carried out by ESCC on behalf of the stadium transport management group suggest the additional matchday parking in (north and south) Moulsecoomb alone is about 300 on Saturdays and 325 on weekdays. These counts are not exactly comparable but it is clear that a significant problem of displaced parking has arisen.

*Displaced parking*

The proposed expansion would be expected to worsen the problem of displaced parking. The applicants propose a number of measures to offset this- a publicity campaign to discourage parking in residential areas, the inclusion of travel vouchers with match tickets, the extra car parking on Falmer Academy retained land, and a reduction in prices at off street car parks. Although these are clearly positive measures, it is unlikely that the problem will be entirely resolved by them, as clearly parking free will always be preferable to paying. It is therefore considered that, in accordance with policy TR2 the applicants should be required to fund the implementation and operation of a matchday residents parking scheme to be implemented, if operationally possible and subject to public consultation, at the start of the 2012/2013 season. It is estimated that such a scheme would cost £113,000 approx to set up and would involve additional first year costs of £40,000 and annual operating costs in later years of £57,000 minus revenue. This would be funded by the applicants as the stadium parking is the source of the problem. The cost estimates would be expected to reduce once the detailed boundary of parking controls was determined as the estimates are for a larger area than the parking counts referred to above. The nature of the scheme would be a 'light touch' scheme with the minimum effective signing and lining consistent with effective operation rather than a comprehensive Controlled Parking Zone.

*Sustainable modes capacity*

The TA identifies the means by which the additional trips will be made to the stadium. The applicants have subsequently provided information from Southern Railway and Brighton & Hove Bus and Coach Company which confirms that they will be willing and able to provide the extra capacity identified. Network Rail has confirmed that they will carry out improvement works which will increase capacity at Falmer Station and the British Transport Police have agreed that pending the completion of these works the additional number of spectators can be managed. The capacity will be increased to enable an extra 3500 supporters, rather than the 2000 identified in the TA, to use trains. The other provision largely consists of the use of spare capacity in existing car parks and the proposed car park in the Falmer Academy retained land which is the subject of a separate application. A condition should be attached to any consent formally requiring the provision on a trial basis of a shuttle bus between the City Centre and near The Keep (the car park at The Keep itself cannot be used for matchday parking) as suggested by the applicants.

*Car parking*

The applicants have suggested that condition 35 of the existing consent should be varied so that the maximum acceptable amount of parking near the stadium increases to 3000 spaces, approximately in proportion to the increased number of seats, and the minimum requirement removed. However, it is very unlikely that car travel could be completely replaced and a lower limit of 1500 parking spaces has subsequently been agreed. The proposed upper limit is accepted to be appropriate as otherwise it may be possible to use some extra local parking on matchdays without planning control and reduce the proportion of use of sustainable modes. Although reference is made in the TA to possible future additional park and ride provision no site for this is identified. In order to ensure that adequate transport capacity remains available regardless of this and the possible future loss of availability of Bennett's Field the applicants have proposed a condition that no more than 6005 additional seats should be brought into use should Bennett's Field parking not continue to be available unless additional park and ride capacity or other transport improvements are delivered. (The number includes allowance for the extra 1500 train journeys referred to above). This is appropriate and this condition should be attached to any consent. For clarification, although information within the TA identifies a Falmer village car park this is not in use and it is acknowledged by the applicants and the Council that this information is mistaken and there is no proposal to provide parking in Falmer village.

*Highway capacity*

The TA estimates additional traffic volumes arising from the additional parking identified in the analysis reported above allowing for an addition for other committed developments e.g. The Keep in the area. This approach is generally acceptable although it is incomplete in failing to consider the potential consequences of traffic growth. Concerns have been expressed regarding existing matchday congestion at the A27/B2123 junction but these roads are managed by the Highways Agency and ESCC respectively and therefore no formal comment need be made by this Council on this subject. It is pointed out in the TA that funding is available in the original S106 for the stadium to improve the junction and this is positive but this Council is not a signatory to that agreement. The applicants have submitted supplementary survey results and analysis which demonstrates that expected traffic levels at the Lewes Rd. / Coldean Lane and A270/ Stoneymere Way/BACA access road junction will be below those accepted at the time of the original stadium application and this is satisfactory.

*Cycle parking*

The TA refers to cycle parking only in general terms although it is estimated that an additional 70 spectators will use bikes to access the stadium. Plans submitted show only the locations and not the numbers of cycle parking spaces for stadium use and also show that some spaces are uncovered. The number proposed has not been justified. A condition should be attached to any consent requiring that (1) The proposed numbers are justified- this can be an increase which is pro rata to the numbers approved in the original stadium consent (2) Plans are submitted and once approved implemented which show

the required number of spaces and meet the requirements of policy TR14.

*Disabled parking*

Extra disabled parking will similarly be required pro-rata to that agreed with the original stadium consent. Additional parking is proposed in the retained land car park but the amount proposed is insufficient and a condition is proposed for the retained land application requiring an increase from 24 to 35 disabled spaces. A condition should be attached to the expansion application requiring the provision of 35 spaces at the retained land or elsewhere.

*Taxi provision*

The proposal to provide a shared taxi facility at the Falmer Academy bus stop does not seem to have worked well in practice. This reflects the distance between this point and the stadium and the expectation of taxi passengers that they will be dropped close to their destination. A taxi drop off facility is provided within the stadium car park. There is an acknowledged though reduced problem with taxis and other vehicles setting down in Village Way and Falmer Village. The TA discusses this issue and recommends further signing and publicity to discourage the use of Village Way and Falmer village as set down points by taxis and other motorists. Given that approved facilities are available, there seem to be no other clear measures available which are proportionate to the scale of the problem and it is accepted that the measures proposed should be pursued within the continuing stadium travel management plan. Additional measures which could be considered if problems persist include a clearway order on Village Way and/or provision of a setting down bay on Village Way if this can be done safely.

*General*

The independent transport strategy review prepared by PBA Consultants has been considered in the preparation of this analysis. The issues raised by PBA are consistent with those of concern to officers. Most of the main concerns arising from the PBA review of the TA have been the subject of supplementary information submitted by the applicants and the main content and implications of these submissions are discussed above.

No objection, subject to a S106 agreement enabling the provision of a matchday residents scheme and conditions as described in the text requiring (1) Continued provision of at least 1500 and at most 3000 car parking spaces for the stadium (2) That no more than 6,005 new seats are made available if Bennett's Field parking becomes unavailable until new park and ride or alternative transport facilities are made available (3) Details and provision of cycle parking (4) Details and provision of disabled parking.

*Additional comment received 11/4/12* – the amendments to the Lewes Unilateral Obligation in respect to updating schedule 3 and 6 are reasonable. The proposed variations the Travel Management Plan (schedule 3) to include:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional cycle



- parking provision if necessary.
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

The updates to schedule 6 to include:

- A study of the traffic conditions of the A27 and B2123 roads at the end of the first year of operation with the increased capacity. If they are found to have deteriorated since the opening of the stadium, the Club shall contribute a sum not exceeding £340,000 (*replaces £250,000*) to the cost of road improvements in the vicinity of the said junction.

**Public Art:** No objection – To make sure the requirements of Policy QD6 are met at implementation stage, it is recommended that an ‘artistic component’ schedule be included in the Section 106 agreement.

The level of contribution is based on the additional floor area created by the additional seating (in this instance approximately 4,750 sq m). It is suggested that the public art element for this application is to the value of £12,800.

**Environmental Health:** No objection – *updated comments received 14/3/12*  
*Chapter 9: Noise from Crowd and PA*

Further to my comments of 23<sup>rd</sup> February 2012, additional information has been supplied in the Environmental Statement (ES) regarding Noise from the Crowd and PA. A Technical Appendix was also provided.

In the new ES (dated 15<sup>th</sup> December 2011, DMH Stallard LLP Ref: BRI464-59 and supplied by email on 6<sup>th</sup> March 2012), it has been confirmed that the optimal way to assess the impact of increased crowd capacity and PA noise on sensitive receptors is by modelling. This is acceptable because noise measurements taken on the ground are variable depending on weather conditions and in particular, wind strength and direction. Modelling also enables comparisons to be made for crowd noise from the stadium with and without acoustic cladding (which has not actually been installed as approved). It has been explained in the ES how the modelling is performed – for example, it assumes a mild downwind propagation and it is stated that the assumptions used regarding source noise levels are consistent with previous acoustic reports for the AMEX Community Stadium.

The choice of noise levels used in the modelling have been shown to be robust because they have been compared to noise levels measured before and during matches inside the stadium. As requested, the choice of position for this monitoring was also explained (for example, the North Stand was chosen because it was thought to represent the most vocal home support). It is stated that the noise in the modelling for the PA noise alone is likely to be an overestimate because it is always accompanied with crowd noise. It was also explained that PA noise levels will not increase: the PAs are angled



down into the crowd but the direction of the speakers may be adjusted to optimise the levels in audience areas.

With respect to what effect the cladding would have if it was installed, this is now clear: with the current crowd capacity, if the cladding had been installed, the noise levels from the stadium at some of the receptors outlined in the report would be lower (University of Sussex (UoS), Caxton Court (CC) and The Old Rectory (OR)) whilst for some it would be the same (Ringmer House and Mayfield House). The modelling shows that if the crowd capacity was then increased the noise levels from the stadium at Ringmer House, Mayfield House and OR would remain the same, whilst those levels at UoS and CC would increase by 1dB. However, it should be noted that an increase of 1dB would not be perceptible by the receptors at those locations and therefore, there would actually be no perceived difference in noise if there was an increase in crowd capacity. It should also be noted that the consultants have highlighted that there is also variation in noise levels from the stadium at various receptors due to weather and wind conditions and background noise can be dominated by traffic noise from the A27.

However, as the cladding has not been installed, the modelling shows that when the extra seating is added, there would be a drop in noise levels from the stadium at UoS, CC and OR, whereas noise levels at the other receptors would remain the same. Therefore, if compared to the current situation without the acoustic cladding, there would either be no difference, or an improvement in noise levels from the stadium at some receptors when the extra seating is added to enable the crowd capacity to be increased.

Finally the consultants recommend a condition for the PA for announcements. The suggestion is: *“the noise from the PA for announcements and music prior to and during football matches should not exceed the ambient noise level (without the PA in use) by more than 5dB(A) over 1 hour at the nearest residential dwellings”*.

Having researched the history of the PA noise condition it is suggested that the original PA noise conditions recommended in 2002 are applied to this application. The first of these conditions is similar to the condition suggested by the consultants but refers to British Standards and is a bit more specific in its detail. The second condition relates to operating times.

*Air Quality* – No objections on grounds of air quality.

**Planning Policy:** No objection - policy comments not required.

## **6 MATERIAL CONSIDERATIONS**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

### National Planning Policy Framework

- Section 1. Building a strong, competitive economy
- Section 4. Promoting sustainable transport
- Section 7. Requiring good design
- Section 8. Promoting healthy communities
- Section 10. Meeting the challenge of climate change, flooding and coastal change
- Section 11. Conserving and enhancing the natural environment

### Brighton & Hove Local Plan:

- TR1 Development and the demand for travel
- TR2 Public transport accessibility and parking
- TR4 Travel Plans
- TR5 Sustainable transport corridors and bus priority measures
- TR7 Safe development
- TR8 Pedestrian routes
- TR14 Cycle access and parking
- TR18 Parking for people with a mobility related disability.
- TR19 Parking standards
- SU2 Efficiency of development in the use of energy, water and materials
- SU3 Water resources and their quality
- SU4 Surface water run-off and flood risk
- SU5 Surface water and foul sewage disposal infrastructure
- SU9 Pollution and nuisance control
- SU10 Noise nuisance
- SU13 Minimisation and re-use of construction industry waste
- SU14 Waste management
- SU15 Infrastructure
- QD1 Design – quality of development and design statements
- QD2 Design – key principles for neighbourhoods
- QD4 Design – strategic impact.
- QD6 Public art
- QD7 Crime prevention through environmental design
- QD15 Landscape design
- QD16 Trees and hedgerows
- QD17 Protection and integration of nature conservation features
- QD18 Species protection
- QD19 Greenways
- QD25 External lighting
- QD26 Floodlighting
- QD27 Protection of amenity
- QD28 Planning obligations
- EM18 University of Brighton

EM19	University of Sussex
SR16	Major sporting and recreational facilities
SR23	Community Stadium
NC4	Sites of Nature Conservation Importance and Regionally Important Geological Sites.
NC5	Urban fringe
NC6	Development in the countryside/downland
NC7	Sussex Downs Area of Outstanding Natural Beauty
HE3	Development affecting the setting of a listed building.
HE6	Development within or affecting the setting of conservation areas.
HE11	Historic parks and gardens
HE12	Scheduled ancient monuments and other important archaeological sites.

Supplementary Planning Guidance Notes (SPGs):

SPG BH4 Parking Standards

Supplementary Planning Documents (SPDs):

SPD 03 Construction and Demolition Waste

SPD 06 Trees and Development Sites

SPD 08 Sustainable Building Design

SPD 11 Nature Conservation and Development

## 8 CONSIDERATIONS

The main considerations in the determination of this application relate primarily to the impact on the highway network, noise and disturbance from the increase crowd capacity and impacts on neighbouring amenity.

### **Environmental Impact Assessment**

An Environmental Statement (ES) has been submitted with this planning application. Prior to the submission of the planning application, a screening exercise was undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. The Environmental Statement has the component parts required by the 2011 Regulations and is considered robust. The ES includes assessment of:

- Transport, Accessibility and Movement
- Air Quality
- Noise and Vibration resulting from Transportation
- Noise from Crowd and Public Address System

### **Background**

When the original planning permission was granted for the American Express Community Stadium (BH2001/03861/FP), a playing field to the north east of the remaining part of the Former Falmer High School, was included within the application boundary and it was considered at the time that the playing field would operate in a joint use between parking for 1000 spaces for the Football Club and sports for Falmer School. However, ownership of this area has passed to the Academy and the option of a shared space for parking and sport is no longer considered to be a viable option. This parking area would

## PLANS LIST – 25 APRIL 2012

have been accessed via the A270 junction and the railway tunnel. The Club have therefore sought to apply for planning permission on land adjacent to the BACA site, the former Falmer High School. Planning application BH2012/00384 is for temporary planning permission and is on this agenda prior to consideration of this application. It is for a car park with 680 parking spaces to be used in connection with the stadium as a replacement of the originally approved parking on the adjacent playing field. The access to the proposed parking would remain the same – via the A270 junction and the railway tunnel.

Existing parking conditions (which are the subject of this application) require that a minimum of 2,000 and a maximum of 2,200 car parking spaces are provided within 1.5 km of the Stadium (condition 39 of BH2001/02418/FP and condition 35 of BH2008/02732).

In order to address the shortfall in parking spaces that has arisen as a result of the playing field no longer being available for use the Club secured a temporary permission for a car park at land to the north of the Stadium's Bus and Coach Park at land known as 'Bennett's Field'. 650 car parking spaces are accommodated within this car park, which was granted consent by Lewes District Council for a three year period (expiring 30 June 2014).

The car park currently proposed under the concurrent application on the former Falmer High School site BH2012/00384, if approved, would be in place for a further 2 football seasons beyond that of the temporary car park at Bennett's Field.

Car parks at the University of Sussex provide the majority of the remaining parking. On weekends 1,100 spaces can be provided at the University, however, on weekdays only 900 can be provided. Other parking is provided within the car park at the Stadium known as Park Wall Farm (119 spaces) Falmer Academy Road site (111 spaces) and Copse Car Park at the University of Brighton (35 spaces). The car parking at the Falmer Academy Road site has never been brought into use. If this currently proposed car park was brought into use, it is unlikely that parking on the road side should be encouraged as this could conflict with the movement of vehicles to and from the car park and stewarding.

The current overall weekend parking provision equates to 2015 spaces, where the weekday provision equates to 1815 spaces. Therefore, there is a shortfall of 185 spaces in the minimum number of spaces the Club can provide for weekday games. When the Bennett's Field permission expires, without this car park currently proposed, the shortfall would be significant with a total of 1,165 spaces provided on a weekday (shortfall of 835 spaces) and 1,365 spaces on a weekend (shortfall of 635 spaces).

Existing conditions relating to the Stadium permission also restrict the maximum number of spectators at any outdoor event to a maximum 22,500 (condition 43 of BH2001/02418/FP and condition 38 of BH2008/02732 which are also the subject of this application).

## PLANS LIST – 25 APRIL 2012

This application seeks to vary the above conditions and the car parking provision conditions, to allow an increase in the maximum spectator capacity from 22,500 to 30,750 and to allow for a minimum of 1,500 car parking spaces and a maximum of 3,000 car parking spaces within 1.5 km.

Even if the minimum number was lowered to 1,500 spaces, when the permission for Bennett's Field expires, without the currently proposed Flamer High School car park, there would still be a shortfall in the minimum number of parking spaces. (Total car parking for a weekday would be 1,165 - shortfall of 335 spaces and weekend total would be 1,365 - shortfall would be 135 spaces).

The predicted modal split for this application to allow an increase in capacity of up to 30,750 takes account of the contribution that this currently proposed at former Falmer High School (BH2012/00384) car park would make. Based on 2.7 fans sharing a car, the 680 spaces would provide for 1850 spectators.

The Transport Assessment submitted in support of this application states that the remaining 320 spaces of the 1,000 which were originally granted permission (BH2001/02418/FP) could be provided elsewhere on the new Brighton Academy (BACA) site. If this is the case, then the two sites (BACA and the adjacent former Falmer High School application site) could accommodate an additional 2,700 spectators utilising 1,000 car parking spaces. This could therefore account for 2,700 of the additional 8,250 spectators the Club is seeking permission for under this application.

When the permission for Bennett's Field expires, there would again be a shortfall in parking provision. The Club propose to address this through the provision of a Park and Ride site (location of site not yet known). This is discussed later in this report.

The Section 106 Agreement and subsequent Deed of Variations along with Condition 46 of permission BH2001/02418/FP required a Travel Management Plan (TMP), although the exact requirement of the TMP was later amended through condition 42 of permission BH2008/02732, which stated that:

*"The Stadium shall not be brought into use unless and until a Travel Management Plan prepared in consultation with the Travel Management Group has been submitted to and approved in writing by the Local Planning Authority. The Travel Management Plan shall include details of:*

- 1) Match ticket sales points;*
- 2) Provision of Transport Voucher or equivalent and journeys/modes to be covered by the same;*
- 3) Capacity location management and operational arrangements of Park and Ride sites and the Bus and Coach Park;*
- 4) Provision of Signage directing vehicles, pedestrians and cyclists to Stadium and Parking;*
- 5) Public Transport arrangements to be provided including (but not limited to) additional public transport capacity for indoor and outdoor events;*
- 6) A Parking Management Strategy for the Controlled Parking Zone as*



*defined in Condition 48 below;*

- 7) *Methodology for assessment of additional traffic impacts;*
- 8) *Publicity arrangements in respect of parking restrictions within the Stadium complex and in the vicinity of the Stadium including (but not limited to) restrictions on parking on the Falmer Campus of the University of Brighton in Falmer Village and in the Stanmer Park and the use of non-car travel modes (to include away supporters);*
- 9) *Pedestrian routing to and from the Stadium;*
- 10) *Management of Pedestrian Routes;*
- 11) *An Information Strategy for publicity of travel details and advice of spectator behaviour;*
- 12) *Mechanism for monitoring and review of the Travel Management Plan.*

*No indoor or outdoor event(s) (which for the avoidance of doubt will include conferences and banquets) with an anticipated individual or cumulative attendance at any time of 250 or more shall take place at the Stadium other than in accordance with the Travel Management Plan or such separate Travel Management Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.”*

A TMP was approved by the Local Planning Authority prior to the Stadium being opened. A key element of the TMP is that it is a ‘living document’ that will change and adapt to any problems or issues which later arise. The Travel Management Group was consulted with regarding the TMP, and their comments were incorporated into the final version. The Travel Management Group (TMG) will continue to meet quarterly, although any member of the Travel Management Group can call a meeting with one weeks notice if an immediate problem needs to be resolved. Members of the TMG include representatives from Brighton & Hove City Council, the Universities of Sussex and Brighton, bus and train companies, East Sussex County Council, Lewes District Council, Falmer Parish Council and Sussex Police.

The TMG is the forum for raising and resolving issues and to identify any appropriate research or surveys to identify problems and to mitigate adverse traffic impacts. The Group issued a study brief in late December 2011 to Peter Brett Associates (PBA) Transport Consultants who were commissioned to undertake an independent assessment of the transport arrangements adopted by the Stadium. The study brief sought an independent analysis of available data and report to assess the robustness of the Club’s Transport Strategy and to assist the Council in its consideration of this application and that of the temporary car park application at the former Falmer High School (BH2012/00384). The document has been used by the Highway Authority to inform their technical response on each of the applications.

Subsidised travel for spectators is available for the park and ride buses, and the trains and buses within certain geographical areas. At Withdean, this was included within the purchase of a match ticket. However, for the first season at the new Stadium, fans were entitled to purchase a £1 travel voucher per game direct from the Club. For the next season (2012/13) the Club will revert back to the system whereby the season ticket (or match ticket) entitles fans to



park and travel for free on all Park and Ride buses and to travel for free on buses and trains within the subsidised zones. It is considered that this is a better system and this change is welcomed.

### Transport

Local Plan policy TR1 requires development proposals to provide for the demand for travel they create and maximise the use of public transport, walking and cycling. Policy TR2 requires development proposals to determine the level of accessibility to public transport and use this to ascertain an appropriate level of parking. Policy TR7 relates to ensuring developments do not increase danger to users of adjacent pavements, cycle routes and roads.

#### *Predicted modal split*

The predicted modal split as set out in the TA submitted in support of BH2001/02418/FP and as considered by the Planning Inspector as follows:

#### *Predicted modal split from 2001 TA, for Saturday matches and midweek matches*

<b>Mode</b>	<b>Saturday 2001 TA</b>	<b>Weekday 2001 TA</b>
Park & ride	16%	18%
Walking/drop-off & walk/bus & Walk	21%	19%
Car parking	32%	29%
Rail	14%	14%
Coach park	16%	15%
Cycle	1%	1%
Total	100%	96%

The above predicted split considered that a total of 52% (11,700) of supporters travelling to the stadium via sustainable modes of transport on a Saturday and 49% (11,025) on a weekday. The weekday total is for 96% occupancy of the full 22,500 seats, this percentage was agreed as the likely attendance at the time of the original application.

#### Existing modal split based on surveys undertaken since the stadium came into operation August 2011

##### *Sustainable modes:*

Since the stadium opened (first full capacity event August 2011), the Club have undertaken their own surveys to ascertain the current modal split. The results of the surveys as detailed in the TA show that 66% - 68% (14,850 - 15,300) supporters travelling by means of Walking/Drop-off & Walk/Bus & Walk, Rail, Coach Park and Cycle) of supporters travel to the stadium by sustainable modes compared with the previously predicted 49% - 52% (11,025 - 11,700 supporters).

These figures do not however take into account the potential level of supporters parking inappropriately in the neighbouring residential areas of Coldean and Moulsecomb and walking to the Stadium – the impact of which

is discussed later in this report.

The Club's surveys show the greatest increase beyond that predicted in 2001 TA is in rail travel to the stadium which was predicted at 14% (3,150) and the Club's surveys have revealed up to 45% (10,125) of supporters are using the train.

Cycling has however had a poor uptake, with between 0.3% and 0.4% (67 - 90) of supporters cycling compared with the predicted 1% (225).

*Park & Ride:*

The level of supporters using the park and Ride facility is generally consistent with that predicted in 2001 TA – between 16% – 18 % (3,600 – 4,050) was predicted and the surveys showed that between 15.3% – 18.7% (3,442 – 4,208) are using the various sites.

*Park and walk:*

The surveys undertaken by the Club show that those supporters using the designated parking areas within 1.5km of the stadium was much less than predicted in 2001, with surveys showing between 14.6% - 16.5% (3,285 – 3,713) of fans are using the parking areas compared with the predicted level of between 29% – 32% (6,525 – 7,200).

Impact on the surrounding road network

An assessment of the impacts of the development on the highway network have been made which includes making comparisons with the projected impacts and levels of traffic agreed as being acceptable at the time of considering the original application.

The predicted traffic levels have assumed a hypothetical situation where the Bennett's Field car park and the addition of a 1,000 space park and ride facility (not yet permitted) are both in operation at the same time, to assess the worst case scenario.

The following table sets out the comparison levels between the survey data taken on 24/10/11 pre-match peak surveyed flows (i.e. worst case scenarios) combined with the proposed development predicted flows.

<b>Junction</b>	<b>Original Stadium Consent</b>	<b>'With Dev' 24-10-11</b>
A270 / Stoney Mere Way	2134	1739
A270 / Falmer Academy	1095	1049
A27 / B2123 (northern r/b)	1614	1377
A27 / B2123 (southern r/b)	2242	2007
B2123 / Village Way	2117	2177
Woodingdean Crossroads	2380	1535

The above table shows that on all the junctions assessed in the 2001 TA, predicted in-flows for each junction for the worst case scenario (with Bennett's Field and the potential for an additional 1000 space park and ride) were

higher than the 2011 surveys show. The only exception is for the B2123/Village Way junction. The impacts on this junction may be greater as a result of the Bennett's Field car park permission which did not form part of the original permission or predicted traffic flows.

The applicant has also submitted additional surveys during the course of the application which demonstrate that expected traffic levels at the Lewes Road/Coldean Lane and A270/ Stoneymer Way/BACA access road junction will be below those accepted at the time of the original stadium application and this is acceptable

Concern has however been raised by the Highways Agency (HA), East Sussex County Council Highway Authority (ESCC HA) and Lewes District Council (LDC) Planning Department in relation to the impact on the A27/B2123 junction. The level of traffic using the eastbound off-slip from the A27 then taking the right hand lane, in order to route south along the B2123, is causing queuing back onto the A27 and is raised as a potential safety issue. The concern is that the proposed development would exacerbate these existing problems at peak times.

The HA issued an initial holding direction stating that planning permission should not be granted until 29 March 2012 which they have since renewed and is due to expire 23 April 2012 whilst negotiations between the parties continue.

It is noted and acknowledged in the TA that queuing currently occurs on the A27 during peak traffic periods, particularly on the eastbound junction with the B2123. This is a particular issue during weekday matches between 17:00 and 18:00 when commuter traffic is at a peak.

The HA, ESCC HA and LDC have recommended that the existing Unilateral Undertaking between the Club and LDC in relation to the original stadium permission is updated to mitigate against the impact of the increased capacity.

They recommend that the Obligation should be amended to require the Club to fund a study of the traffic conditions that impact the A27 and B2123 and if the study demonstrates that traffic conditions have deteriorated at the said junctions since the stadium opened, the Club should have to contribute towards the cost of road improvements in the vicinity of the said junctions. It has also been recommended that the contribution originally sought is increased on a pro-rata basis (increased by 36%) by £90,000 to a total of £340,000.

The Lewes Unilateral Undertaking also contains a requirement for a Travel Management Plan (TMP), which is identical to the TMP requirement within the Brighton Agreement 1, except that LDC and ESCC do not have to approve the TMP. LDC recommended that it be updated to include details of a revised parking, pricing and operation strategy for existing car parks and park & ride sites and further details regarding an appropriately located drop off and pick

up point for visitors. However, In order to be consistent with the additional clauses recommended within the Brighton Agreement 1 Deed of Variation, the following new clauses are also proposed for the Lewes Agreement TMP:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional motorcycle parking provision if necessary.
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

LDC have also requested that the existing monitoring programme within the Lewes Unilateral Undertaking, be re-imposed to monitor the impact of the larger capacity stadium with any Monitored Parking Zone (Falmer Village), Threshold or Penalty reassessed as Brighton & Hove consider necessary. However, as the monitoring requirements along with the threshold and penalty charges detailed within the Lewes Unilateral Undertaking are still relevant and applicable, it is not considered necessary that they be re-imposed.

The other proposed amendments (A27/B2123 junction and TMP) are considered reasonable and agreement of the proposed amended Obligation is linked to the recommendation set out in Section 1 of this report. For clarity, Brighton & Hove City Council, as Local Planning Authority, is not a signatory of this obligation but would expect confirmation from LDC that the Unilateral Obligation has been agreed between the parties prior to releasing any decision.

The HA have also sought agreement from the Club regarding the use of Bennett's Field in order to limit the impact on the above issues. The HA have recommended that 70 parking spaces in Bennett's Field are restricted to being occupied up to 3 hours before kick-off or start of any event. Bennett's Field is however within the Lewes District Council's boundary and the land is not owned by the Club and is not therefore within the red/blue edge of the application. As such it is recommended that this measure is secured via the s106 instead of a condition.

The HA have also expressed experiencing difficulties with displaced parking along the A27 prior to the temporary clearway being introduced along the nearby stretch. The temporary order will however expire in May 2013 and the HA have recommended that a permanent order and associated signage is secured and is paid for by the Club to prevent the inappropriate parking along the A27 reoccurring. It is recommended that this is sought via a legal agreement.

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Travel Management Plan capacity and proposed measures to increase capacity

The TA sets out an assessment of the existing travel characteristics of supporters, this information has been used to identify where capacity exists in their existing Travel Management Plan and therefore where additional capacity could be realised.

The following tables are extracts from the TA addendum which details how the capacity for the additional 8,250 seats is proposed to be realised:

*Prior to Bennett's Field car park temporary planning permission expiring - 2012/13 and 2013/2014 season:*

<b>Transport Mode</b>	<b>Number of Supporters</b>
Increase by cycle	70
Increase by bus	800
Football specials (bus)	500
Increase by rail	3500
Racecourse park & ride	1100
University of Sussex parking	1240
Retained land (680 spaces)	1836
Displaced on-street parking (Moulsecoomb and Coldean)	-1500
<b>Sub-total</b>	<b>7546</b>
Remaining consented BACA parking (320 spaces)	864
<b>Total</b>	<b>8410</b>

*Once Bennett's Field car park temporary planning permission expires – 2014/15 season onwards:*

<b>Transport Mode</b>	<b>Number of Supporters</b>
Increase by cycle	70
Increase by bus	800
Football specials (bus)	500
Increase by rail	3500
Racecourse park & ride	1100
University of Sussex parking	1240
Retained land (680 spaces)	1836
Displaced on-street parking (Moulsecoomb and Coldean)	-1500
Removal of Bennett's Field	-1555
<b>Sub-total</b>	<b>5991</b>
Remaining consented BACA parking (320 spaces)	864
<b>Total</b>	<b>6855</b>

The 'Retained Land Parking' referred to above relates to the current application at the Former Falmer High School BH2012/00384 and the 'Remaining Consented Academy Parking (320 spaces)' is with reference to

the remaining spaces from the original 2001 application which were approved on the Falmer High School Playing field and is at present hypothetical. As such, the subtotal is the worst case scenario and realistic position when considering this application.

*Cycle parking*

Policy TR14 relates to cycle access and parking and requires new development to provide facilities for cyclists in accordance with parking guidance to ensure they are conveniently located, secure, and where possible covered.

As noted above and as predicted in the 2001 TA cycling has had the lowest uptake at the stadium. It has however been somewhat lower than the predicted 1% (225) on both weekday and weekend matches with only 0.3% - 0.4% (67 – 90) of fans cycling (between 55-65 cycle stands were occupied). A contributory factor to the poor cycle patronage could be as a result of the standard of the cycle parking provided at the stadium. At present, the TA describes the stands as a '*temporary parking facility*' and they are not up to the standard expected by Local Plan Policy TR14 – covered, conveniently located and secure. A number of the stands are uncovered and are a 'compact' style where the front wheel is chained to a couple of loops rather than the larger more secure Sheffield stands. A total of 230 cycle stands were approved to be implemented on the site under the existing permission however not all have been provided.

The TA states that the Club intend to upgrade the existing '*temporary*' cycle parking to be permanent and covered, and provide additional stands on Village Way with the aim of at least doubling the number of supporters cycling to the stadium. In addition the Club intend to provide inducements to encourage travel by cycle.

On assessment of the original TA whilst acknowledging that cycling is popular in Brighton & Hove and on assessment of other stadia, a provision of secure, covered cycle parking to cater for 1% of the total capacity (a total of 308 stands) is considered reasonable. Further detail on the existing provision and details of the proposed provision are recommended to be secured via condition. It is recommended that the level use should also be monitored through the Travel Management Plan to ensure the Club cater for the demand appropriately should it increase beyond 1%.

*Stage Carriage Bus and Special Bus Services (football specials):*

The Club have been in consultation with the Brighton & Hove Bus & Coach Company regarding capacity on the existing the scheduled bus services and the additional services ('football specials') to the stadium.

The Bus Company have confirmed that there is sufficient capacity on the existing scheduled bus services both pre and post game to accommodate an additional 800 supporters. The Company have also stated that they are confident that together with their sub-contractor that they can also accommodate an additional 500 supporters on the special services, the



routes for which can also be adapted to meet demand where necessary. In addition the Company have advised that they regularly discuss contingency planning with the Club and that there are numerous plans in place to address emergencies such as broken down trains, ice and collisions on the road network.

*Shuttle bus:*

The Club have indicated in the TA that they will trial a shuttle bus service from 'Brighton City Centre to The Keep'. However, the Bus Company is confident that an additional 800 supporters can be accommodated on the scheduled bus services and an additional 500 on the special services. In addition the Bus Company has stated that they will continue to work closely with the Club and adapt the special services to meet any increased demand as appropriate in the future by adapting the services.

Meeting the predicted demand by using the Bus Company rather than a separate Shuttle service is also supported by the Peter Brett Associate (PBA) independent report which states that the Shuttle service should only be considered if additional local bus services are ineffective in meeting additional demand and advise that additional local service buses should be considered first, with the Level to the Keep (or alternative route) shuttle buses as a secondary option. PBA Report also raises concern regarding the physical capacity of The Keep bus stop to accommodate a Shuttle service and concern is raised over using the Transport Interchange off Village Way for the same reasons. As such it is not considered necessary or appropriate to formally secure the Shuttle bus trial as part of this application.

*Railway Capacity:*

As noted above the railway service has experienced the greatest increase in demand beyond that predicted by the 2001 TA and is at present deemed to be nearing capacity.

On the basis of the application as submitted, Southern Railway and Network Rail raised an objection to the proposal in their initial response. Their key areas of concern related to the substantially higher uptake of the train service beyond that predicted by the TA which they note lead to several thousand more fans per game using the station than was originally envisaged. This has lead to notable challenges for Network Rail and Southern in accommodating the exiting fan numbers by rail. Neither supported the assumptions made within the TA, which state that a significant decrease in the proportion of passengers from the new development would be seeking to use rail compared with the current split. Nor did they support the assumption that demand will be spread over a longer period of time and raised concerns about the additional pressure increased periods of use could also cause on resources. Their joint consultation response noted that even if the additional usage were as low as predicted in the TA (2,000) mitigation measures would be essential.

The difficulties Southern face with capacity relate primarily to the length of the platform at Falmer Station which means that the 8 car services can only open

some of the doors to allow passengers to embark/disembark as the platform is too short to open all 8 doors. This system causes long delays as passengers alight which is having knock on effects for other services on the route.

Following receipt of the objection from the railway providers, the Club met with Southern and Network Rail to discuss the recommended improvements which could support the existing and projected demand from the stadium. The Club has agreed to fund platform extensions and other station improvements up to a maximum of £200,000 and the ticket funding arrangements have also been resolved between the parties.

Southern and Network Rail have since confirmed that they withdraw their objection on this basis and have confirmed that they will carry out the works as soon as reasonably possible and indicated that they would be comfortable with increased stewarding to cope with the interim. As a result of the agreed works, Southern and Network Rail have confirmed that they can cater for an additional 3,500 passengers. British Transport Police have confirmed that they are comfortable that with additional stewarding provided by the Club in the interim, before the works have been completed, that the additional passengers can be accommodated. These measures are recommended to be secured via a legal agreement.

*Park & Ride:*

As noted above the level of supporters using the Park and Ride facility is generally consistent with that predicted in 2001 TA – between 16% – 18 % (3,600 – 4,050) was predicted and the surveys showed that between 15.3% – 18.7% (3,442 – 4,208) are using the various sites.

The Club is required by condition to provide a minimum of 1,300 parking spaces at Park and Ride sites. Mithras House, Lewes Road and Mill Road were used in connection with games played at Withdean Stadium, and have been continued to be used in connection with the new Stadium. At Mithras House 350 cars can be accommodated, and at Mill Road 520 cars can be accommodated. At the Racecourse up to 700 spaces can be used for 35 matches/events per year and 500 spaces for the remaining 15 matches/events per year (total 50). Therefore, for 35 times a year 1,570 parking spaces at Park & Ride sites are provided and 1,370 spaces are provided for 15 times a year. It is un-likely that the Football Club would play more than 35 games at home in a season, so for all of the football matches the minimum provision of 1,300 is exceeded. However, it is important to note that planning permission for the Racecourse site is temporary and is due to expire at the end of the 2012/13 football season.

Surveys within the submitted TA have shown that the Mithras House and Mill Road sites are operating at full capacity. However, surveys of the Racecourse site have shown that the average number of spaces used is 284. On average there are 416 spaces which are not being used. Based on an average car occupancy rate of 2.7 people per car, if the additional 416 spaces were used, this could equate to an additional 1,123 spectators. The

TA predicts that the Racecourse could provide for an additional 1,100 spectators. Whilst this approach is considered to be acceptable, the full use of the Park & Ride would also be dependant on it being in a convenient location for spectators, with better publicity and advertising of the available spaces to spectators. The TMP would be the appropriate mechanism by which to secure further promotion of this site.

Prior to the use of the 650 temporary car park at Bennett's Field ceasing, an alternative transport solution needs to have been found. The TA is proposing that this would be an additional 1,000 space Park & Ride site (based on 2.7 car occupancy this could provide transport provision for 2,700 spectators). The TA has proposed that although a site has not yet been identified it is likely to be to the east of the Stadium and within the administrative boundaries of Lewes District Council.

Lewes District Council have raised concerns that it has not been demonstrated that the Park and Ride site should be located within their administrative boundary and as much of this area is within the National Park it is difficult to see how such a proposal would accord with statutory National Park purposes. The Club have submitted the post code data for season tickets holders and those fans which are on the waiting list for season tickets. Lewes District Council have analysed this data and consider that it shows that there would be demand for a Park & Ride site from the north and west but not from the east.

Additional possible Park and Ride sites within Brighton & Hove are limited. Whilst it is recognised that there will be a need in the future for an additional site, it is also recognised that this could well be outside the administrative boundaries of both Brighton & Hove and Lewes. It is worth noting that when the original consents were granted for the Stadium, although the condition specified a minimum number of 1,300 spaces, there were no firm plans or planning permission in place for the Racecourse Park & Ride.

Whilst it would be preferable to know the location of the additional Park & Ride site at this stage, the Bennett's Field permission will not expire until 30 June 2014. The Club therefore has two years to locate and bring into operation an additional park and ride site. Recommended condition 36 proposes that the second phase of seating of 2,245 capacity cannot be used until an additional Park & Ride site has been found, agreed in writing with the Local Planning Authority, and implemented. It is considered that this condition provides adequate control over the requirement for an additional Park and Ride site to be provided within the next 2 years.

#### *Car parking*

As noted earlier in this report, the Club utilise a number of locations around the stadium to meet their car parking requirement. The parking numbers located at Sussex University however differs between weekday and weekend matches as a result of their own staff and students using the parking during the week. As such, the parking provision at Sussex University totals 900 spaces during the week and 1100 at the weekends. The maximum parking

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numbers during the week at present total 1815 spaces and 2015 at the weekend spread across the car parks as follows: (please note FFHS relates to the Former Falmer High School in the lists below)

University of Sussex:	900 Spaces weekday and 1100 weekends
North Car Park:	119 Spaces
Bennett's Field:	650 Spaces
Copse Car Park:	35 Spaces
FFHS Road Side:	111 Spaces (not brought into use)
<u>Total:</u>	1815 Spaces weekdays 2015 weekends

Conditions 39 and 35 of applications BH2001/02418 and BH2008/02732 respectively set out a maximum of 2200 and a minimum of 2000 car parking space requirement within 1.5km of the stadium. As can be seen from the above figures, the Club have been struggling to achieve the minimum car parking spaces as required by the conditions. This is as a result of not being able to implement the approved 1,000 car parking spaces on the BACA site.

This application as originally submitted, proposed to remove the minimum parking level completely, however it is very unlikely that car travel could be completely replaced by use of sustainable modes and a lower limit of 1,500 parking spaces has subsequently been negotiated. The application also seeks to increase the maximum number of spaces to 3,000. The proposed upper limit is accepted to be appropriate as otherwise it may be possible to use some extra unofficial local parking on match days without planning control and potentially discourage or reduce the proportion of use of sustainable modes.

This application is closely linked to a concurrent application at the former Falmer High School (BH2012/00384) and if planning permission for the proposed 680 car parking spaces is successful, the car parking until 2014 (when Bennett's Field expires) is proposed as follows:

University of Sussex:	900 Spaces weekday and 1100 weekends
North Car Park:	119 Spaces
Bennett's Field:	650 Spaces
Copse Car Park:	35 Spaces
FFHS:	680 Spaces
<u>Total:</u>	2,384 Spaces weekdays 2,584 spaces weekends

The Club are proposing to phase the introduction of the additional seats. They intend to bring an additional 5,540 seats into use by August 2012 for the start of the football season. They intend to bring the remaining 2,720 seats into use the following August 2013.

In order to ensure that adequate transport capacity remains available beyond

the expiry of the Bennett's Field car park permission, it is recommended that the use of some of the seats are limited beyond the expiry date (30 June 2014). The Clubs intended phasing is noted however they have demonstrated that even without Bennett's Field car parking, an additional 6,005 spectators can be accommodated on the various modes of transport as demonstrated in the capacity tables above. In line with the Park & Ride section and recommended condition 36 , it is recommended that the use of the additional 2,245 seats is restricted unless or until the Club have made suitable alternative provision elsewhere for the additional capacity as there is no guarantee that the temporary permission will be extended. Such a condition is recommended to secure a permanent alternative to the car park before the additional seats can be brought into use.

*Displaced on-street parking*

Policy QD27 seeks to ensure that any new development will not cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

A clause in the existing s106 relating to monitoring of spectator traffic set out a requirement for monitoring of parking levels within Moulsecoomb on both match days and non match days, during the week and at weekends to ascertain the level of displaced parking. The agreement requires that independent traffic surveys are carried out, the results of which are reported to the Club and Brighton & Hove Highway Authority. A threshold of a 10% increase in parked vehicles on match days compared to non match days was also imposed. At the end of each the season the parking counts are to be scrutinised to ascertain the % increase in parked vehicles on match days when compared with non match days, a penalty clause of £5,000 is sought for 10% increase and a further £5,000 per percentage point increase beyond 10%. The funds are then proposed to be put towards the cost of implementing a Controlled Parking Zone (CPZ) in this area.

The stadium is yet to be in operation for a full season however a number of parking surveys have been carried out and based on the information received, a penalty clause of approximately £75,000 is likely to be sought at the end of the season if the Club were to continue operations under the current approval.

The counts undertaken can be broken down as follows:

*Weekday:*

Average taken from 4 non-match day weekdays (16/01, 31/01, 16/02, 29/02) – North and South Moulsecoomb – including off highway 1,288

Average taken from 2 match day weekdays – N and S Moulsecoomb including off highway (14/02, 07/03) 1,626

Difference +338



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### *Weekend:*

Average taken from Saturday non match days (21/01 18/02) N & S – including off highway – 1,132

Average taken from Sat match days (14/01, 04/02, 25/02) - N & S – including off highway - 1,446

Difference +314

It is apparent from breaking these counts down further that the majority of the displaced parking occurs in North Moulsecoomb.

The counts however only relate to Moulsecoomb, as Coldean was never included in this monitored area at the time of the original permission. Since the stadium opened, a number of local residents in the Coldean area have reported significant levels of displaced parking on match days which have been reported as causing significant disruption to the residents. The Club therefore agreed to carry out additional counts on the Coldean Estate in order to establish the likely levels of displaced parking occurring in the area. The Club's counts on 7/03/12 in Coldean show an increase of 282 cars. It is noted that the counts do not appear to include any vehicles for Coldean Lane, Chalvington Close, and Poadger Way which at the time of writing this report has not been explained. However, without any figures showing for these roads the increase in parking figures is still substantial.

On assessment of the counts carried out, it is clear that a significant level of displaced parking is occurring on match days in both Coldean and Moulsecoomb.

In order to address this issue, the Club have stated that they intend to introduce a number of remedial measures that seek to address inappropriate supporter parking in both Moulsecoomb and Coldean which can be summarised as follows:

- A publicity campaign advising spectators of the official match-day parking facilities that are currently available and promoting the need to be 'good neighbours' and avoid parking within local residential streets;
- Travel vouchers will be combined with the match tickets to encourage the use of Public Transport. Each ticket sold incorporates free travel to and from the stadium on match days on both buses and trains used within a wide zone in Sussex;
- If the application is successful – additional parking for 680 cars at the former Falmer High School;
- Amended car park pricing policy to reduce the cost of parking within the official match-day car parks;
- Officially extend the 'monitored parking zone' to include Coldean with retention of the current temporary signage.

The above measures are noted and supported in principle. However it is evident that a problem of displaced parking from the stadium exists and is impacting directly on the neighbouring residential areas. It is not considered that the above measures are sufficient to combat the problem and it is acknowledged that free parking in such close proximity to the stadium will



very often be a more attractive option than paying for official parking unless firm controls are put in place. The impact of the displaced parking in both areas has given rise to significant disruption and disturbance to the residents which is considered to have caused demonstrable harm to neighbouring amenity and ease of movement.

As such it is recommended that the introduction of a Match Day Resident Only Parking Scheme through a Controlled Parking Zone (CPZ) should be secured by the current application which relates to both Moulsecomb and Coldean by means of a financial contribution from the Club. The agreement should include the implementation costs, resident's permits and the annual running costs of a CPZ. It is considered that the area should cover Coldean and the whole of Moulsecomb as there is a significant likelihood that if the area covered only included North Moulsecomb the displaced parking issue would simply move over to South Moulsecomb as a result.

The estimated set up costs for the first year are therefore as follows:

- Set up cost – £113,000
- Costs 1<sup>st</sup> year not including (-£17,000) maintenance of signs etc – £8,000
- Permit costs per annum - £32,000

Total - £153,000

This total includes the consultation to residents, when residents will have the choice of whether to opt in or out of the scheme, as well as the set up costs for installing the signage and running costs for the first year. A total of £17,000 has not been sought for the first year as this sum relates to lines and signs maintenance and wear and tear which would be negligible for the first year.

For the following years the estimated annual running costs would total £57,000. This sum includes maintenance, enforcement costs and the cost of resident's permits. For legal reasons, any profit made from the fines resulting from unauthorised parking could not be passed onto the Club, as they would be funding the CPZ. However it has been agreed that the revenue earned could be used to off-set the costs associated with the running of the scheme. It is estimated that the potential fine revenue could be in the region of £20,000 for the first year.

#### *Coach capacity*

The use of the coach park as surveyed and detailed above is somewhat lower than originally predicted in the 2001 TA. The surveys show between 7% - 9% (1,575 – 2,025) of spectators are using the coach park compared with the predicted 15% - 16% (3,375 – 3,600). The current TA states that there is potential within the coach park to accommodate additional coaches or mini-buses and notes that passenger numbers continue to increase. It is anticipated that a similar proportion of new spectators would use coaches as

existing – between 7% - 9% (between 2,363 – 3,038 spectators).

*Disabled parking*

Local Plan Policy TR18 seeks to secure parking for people with mobility related disability closest to the main or most suitable access to the development. There are however operational difficulties with meeting this requirement for all of the disabled parking spaces at the stadium. Due to safety reasons relating to the volume of pedestrian activity on the concourse at peak times, the concourse is shut to cars.

The only permanent car park adjacent to the stadium is Park Wall Farm car park to the north of the site adjacent to the A27. This car park contains 22 disabled spaces, the rest (97 spaces) are used by match officials and players. This car park is however closed approximately 1 ½ hours before kick-off for the aforementioned safety reasons as detailed in the TMP. As such it would be unreasonable to insist that all those needing to park in a disabled bay arrive a minimum of 1 ½ hours before kick-off. The next closest car park to the stadium is Bennett's Field which has only a temporary permission until 2014 and contains 24 disabled spaces. The rest of this car park (626 spaces) is for general parking and is primarily used by hospitality guests/1901 Club. As the provision is only on a temporary basis with no guarantee of the permission being extended, it is not considered appropriate to provide all of the disabled parking in this location either. A further 3 disabled spaces are also provided at the nearby University of Brighton Cope car park (the remaining 32 are used by VIPs). The main provision is at Sussex University where 73 disabled spaces exist, these spaces are served by a mini bus/shuttle service operated by the Club to the stadium.

The Club propose to increase the existing disabled parking spaces by 42. This equates to a provision at Sussex University of an additional 18 spaces. In addition, linked to the current expansion application is the nearby former Falmer High School temporary car park application (BH2012/00384) where 24 disabled parking spaces are proposed. The spaces at this site will also be served by a shuttle service along the approved cycle/pedestrian access which runs parallel with the railway line from the former Falmer High School land to the stadium. As a result of the delays in the construction of part of the sporting facilities at the BACA site, it has not been possible to construct the approved permanent access ramp to the south of the railway underpass adjacent to the former Falmer High School which will serve the cycle/pedestrian access to the stadium. As such details of interim measures have been sought from the Club which are shown on drawing no. 220 received 28/3/12 and are proposed as follows:

- Route 1 – which will be used whilst the Kier temporary access is in use to construct the multi use games area (MUGA) at BACA (which is due to be completed in August 2012) will involve using the existing construction vehicles access on the BACA site which runs parallel and is adjacent to the cycle/pedestrian access, and then where the levels are equal a section of the fencing is to be removed to allow access onto the path and up to the stadium.

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- Route 2 – which will be used whilst the permanent ramp is constructed, will use the existing emergency access which runs along the north side of the BACA building and through the University of Brighton up to the stadium. Construction of the permanent ramp will take place after August 2012 and be completed before the end of September 2012.
- Route 3 – is the permanent route, which will be used following construction of the permanent approved ramp from 31 December 2012 onwards.

Given the operational constraints and lack of permanent parking adjacent to the stadium, the existing and proposed parking facilities combined with the proposed shuttle services are considered acceptable. It is however considered important to monitor the provision by including a monitoring clause to the TMP to ensure an appropriate level and service is maintained, particularly given the temporary nature of Bennett's Field and the former Falmer High School site.

### *Motor cycle parking*

Although not considered under the original application for the stadium, it has been observed since its opening that a number of spectators are also travelling to the stadium on motorcycle/scooters. PBA observed some 40 scooters and motorcycles parked in the Transport Interchange and coach park. Additional information received during the course of the application shows a total of 80 motorcycle parking spaces split between the Transport Interchange and the coach park, the details of which are recommended to be secured by condition.

### **Public Art**

Policy QD6 seeks the inclusion of an element of public art in all major development schemes or a financial contribution towards the provision of public art. The previous approvals sought a provision of public art to the sum of £75,000. Based on the additional floor area being brought into use by the additional seating (in this instance approximately 4,750 sq m), it is suggested that the public art element for this application is to the value of £12,800.

### **Noise**

Policy SU10 of the Local Plan requires development to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Developments which are likely to generate significant levels of noise will only be permitted where appropriate noise attenuation measures are incorporated.

The submitted ES contains an assessment of the noise arising from the crowd and PA and the noise and vibration which would arise from transportation.

The nearest occupiers are both Universities and residential properties at Station Approach and Falmer Village.

### Noise from Crowd and PA system

Details of the PA system were agreed as part of condition 24 of BH2008/2732

and condition 28 of BH2001/02418/FP.

The volume of the PA speakers is not expected to increase as a result of the need to service additional spectators. The PA speakers are angled down into the crowd, and the direction of the speakers may need to be adjusted to serve the new areas of seating, however, it is not anticipated in the ES that additional speakers would need to be installed.

Recommended condition 16 would control the noise level of the PA system, so that it would not exceed a value of 5 dB above existing background noise levels at the façade of the nearest noise sensitive premises.

Existing conditions control the use of the PA to between 9am to 11pm Monday to Saturday and between 9am to 10.30pm on Sundays and Bank Holidays. It is proposed that this condition be retained.

It is considered that the use of the PA system to serve a capacity crowd of 30,750 would not result in significantly greater noise levels and would not have a significantly adverse impact on nearby occupiers and residents.

The ES also contains an assessment of crowd noise from within the Stadium and the impact this may have on surrounding receptors.

The original ES also contained an assessment of the predicted noise levels from a capacity crowd of 30,750 and compared this to the baseline situation of a 22,500 capacity crowd. However, there is currently a gap between the top of the wall of the East Stand and the bottom of the roof, where acoustic cladding should have been installed. It is proposed that this area would be in-filled with the upper tier of seating in the East Stand. As a result of this 'gap' being in-filled with the upper tier of seating, the ES predicted that at receptors in the vicinity of the Stadium, the noise levels would either be improved or stay the same.

However, the original ES did not take account of the sound insulation effect that the acoustic cladding would have had. This issue has now been addressed through the submission of an amended chapter of the ES which contains an assessment of the 3 situations.

1. Existing Stadium situation (22,500 capacity with a gap above the East Stand wall).
2. Stadium as approved (22,500 with acoustic cladding installed in the 'gap').
3. Stadium proposed (30,750 capacity with the 'gap' in-filled with the upper tier of seating).

This amended assessment showed that with the current crowd capacity, if the cladding had been installed (2 above), the noise levels at the University of Sussex, Caxton Court and the Old Rectory would be lower whilst for Ringmer House and Mayfield House it would be the same; when compared against the existing situation (1 above). The modelling shows that if the crowd capacity was then increased (3 above), the noise levels at Ringmer House, Mayfield

House and The Old Rectory would remain the same, whilst the noise levels at the University of Sussex and Caxton Court would increase by 1 dB, when compared against the approved scheme (2 above).

The Council's Environmental Health Officers have commented that an increase of 1dB would not be perceptible by the receptors at those locations. It is therefore considered, that the increase to a 30,750 capacity crowd would not be of detriment to surrounding residents/occupiers by reason of increased noise levels.

#### Noise and Vibration from Transportation

The submitted TA has demonstrated that the only location where traffic flows as a result of the increase in capacity would be above the traffic flows estimated as part of the original consent (BH2001/02418/FP) is at the B2123/Village Way junction.

There are no residential properties which directly front onto the B2123 (The Drove) or Village Way. However, there are properties located nearby on Park Street within Falmer Village.

The increase of 60 vehicles in the pre-match period at the B2123/Village Way junction, would equate to a percentage increase in traffic flow of 3%. This is predicted to lead to an increase in noise levels of less than 0.1 dBA. This is considered in the ES to be a negligible/neutral change. It is therefore considered that the increase in capacity to a 30,750 crowd would not have a significant impact on residents/occupiers in terms of noise arising from transportation.

There is a noise and disturbance impact as a result of spectators parking in the residential areas of Coldean and Moulsecoomb which has not been assessed in the ES. Whilst any increase in noise levels may not be such to warrant a significant impact, there are concerns regarding the disturbance caused and adverse impacts on amenity. The mitigation measures required to prevent spectator parking in Coldean and Moulsecoomb have been previously mentioned in this report under the transport section under the car parking section. They relate to the introduction of a Match Day Resident Only Parking Scheme. As well as mitigating the parking problems, it is considered that such a scheme would also help mitigate the impact of the Stadium and proposed increase in capacity on the amenity and living conditions of residents in these areas.

#### **Air Quality**

Policy SU9 of the Local Plan will only permit development which may cause pollution, when human health is not put at risk and it does not reduce the Local Planning Authority's ability to meet the Government's air quality targets.

The site is not within or near to an Air Quality Management Area, either declared by Brighton & Hove City Council or Lewes District Council. The ES has included an assessment of the likely impact on local air quality levels as a result of emissions of the additional vehicles the proposed development could



generate when operational. Vehicles related to the recently approved car park at Bennett's Field were also included within the assessment. These trips would only occur on Match/Event days and for a couple of hours occurring before and after a Match/Event day. The ES has used a worst case scenario based on this increase on traffic occurring every day not just 50 times per year. Even with this extreme worst case scenario, the predicted air quality levels as a result of vehicle emissions are still predicted to be negligible.

As previously mentioned within the noise section of this report, the submitted TA has demonstrated that the only location where traffic flows as a result of the increase in capacity would be above the traffic flows estimated as part of the original consent (BH2001/02418/FP) is at the B2123/Village Way junction.

The ES concludes that the proposal would not result in a significant change in air quality, the Council's Air Quality Officer has no objections on grounds of air quality, and it is considered that the ES is robust in this making this prediction.

## **9 CONCLUSION**

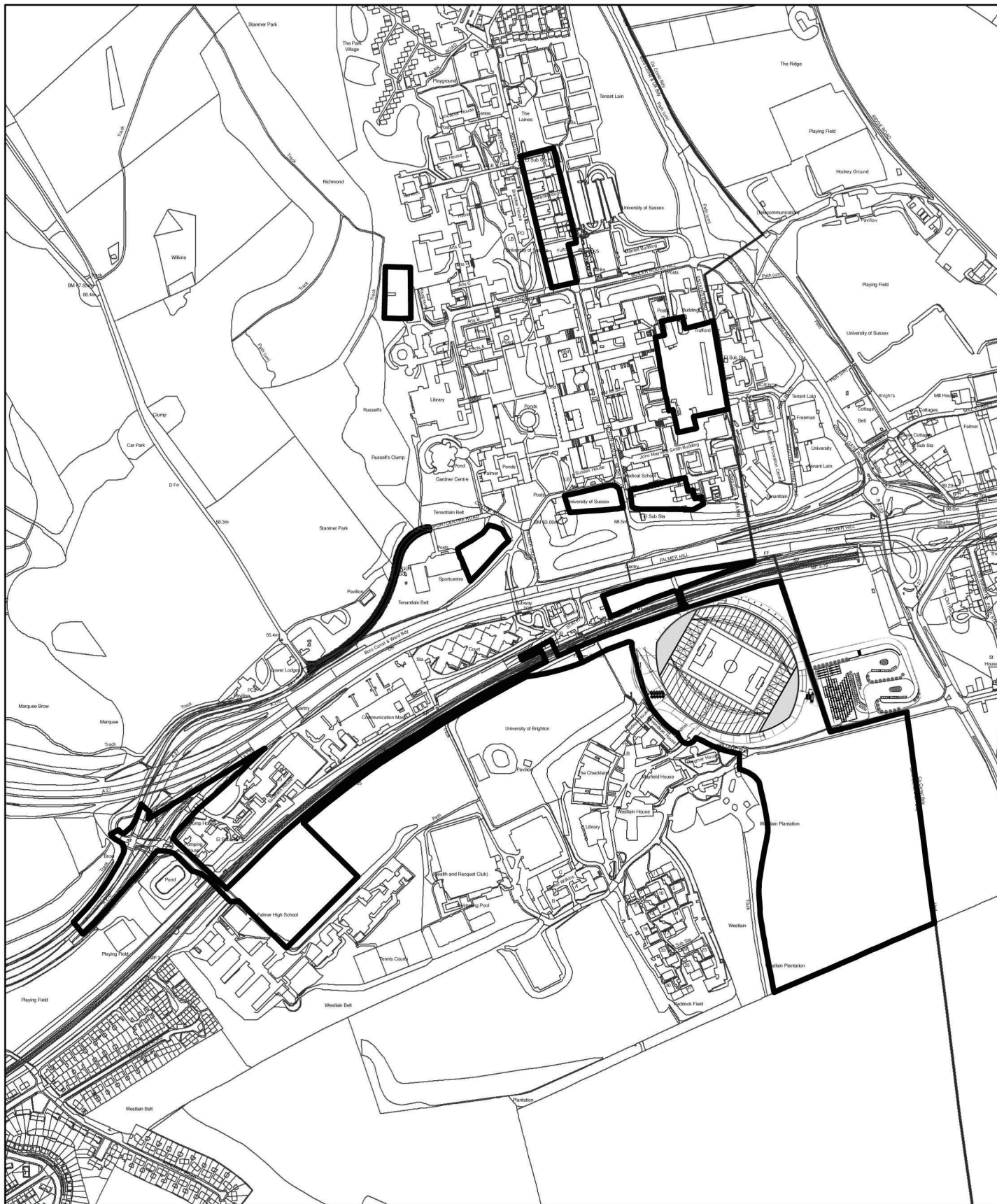
The application is accompanied by an Environmental Statement, which addresses impact. It is considered to be complete and has been used as part of the overall assessment of this application. Impacts on the surrounding road junctions will be within the levels predicted in the TA for the original application with the exception of B2123/Village Way junction where an increase of 60 vehicles would occur, which is considered acceptable. With an increased financial sum secured through an amended legal agreement with Lewes District Council, concerns regarding the impacts on the heavily used A27/B2123 junction are considered to be resolvable. The improvements to increase rail, cycle, bus, car parking capacity, coupled with maximising the existing capacity at the racecourse park & ride and implementing the temporary parking at the former Falmer High School will adequately meet the increased demand created by the additional 8,250 seats. The introduction of a match day/event day Controlled Parking Zone would mitigate the harm caused to neighbouring amenity by displaced parking. The increased crowd capacity, use of the associated PA system to serve a capacity crowd of 30,750, or noise arising from transport would not result in significantly increased noise levels and would not have an adverse impact on nearby occupiers and residents. There will be no adverse impact on air quality and with the imposition of conditions and recommended legal agreements the impact of the proposal is acceptable and adequately accords with relevant policies.

## **10 EQUALITIES IMPLICATIONS**

Implications for equalities have been considered as part of this application.



# BH2011/03861 The American Express Community Stadium.



**Brighton & Hove  
City Council**



**Scale: 1:8,000**





**Brighton & Hove  
City Council**

PLANS LIST – 25 APRIL 2012

COUNCILLOR REPRESENTATION

Martin Randall  
Planning and Development Control  
Brighton & Hove City Council  
Kings House  
Grand Avenue  
Hove  
BN3

*Kweta*

26<sup>th</sup> January 2012

Dear Martin Randall

**Planning Application No: BH2011/03861 – American Express Community Stadium**

This is a joint letter from Councillors Anne Meadows, Mo Marsh and Jeane Lepper. Like most people we welcome the Stadium and the contribution which it and Brighton & Hove Albion make to life in the city. This application is a sign of the success of the Club this season.

However, since the Stadium opened in August we have received complaints regarding inconsiderate parking on home match days from residents in Moulsecoomb and Coldean. Complaints have been raised with the police as many residents, when asking drivers to move on, have faced abuse from football fans attending the games. Even Steve Reeves the Club's Transport Officer has faced abuse and admitted retreating back to the Stadium. This is clearly not acceptable as residents cannot retreat when dealing with these problems. The application has supporting documentation which does not adequately deal with car parking in the surrounding areas of Moulsecoomb and Coldean which have also seen a significant increase of anti social behaviour.

We noticed in the application that 10% of car parking (3,000 cars) must be accommodated on allocated sites like Park & Ride, the University and at the Stadium ground. However there is another 40% of all parking which is on street and not properly accounted for in the application. This is not acceptable for residents. It should be required that 25% of **ALL** car parking must be accommodated, before this application is dealt with.

Residents have also complained about bus services having to stop at the south end of Moulsecoomb Way and not going any further into the estate as the bus drivers say they cannot get through because of inconsiderate parking by fans. This inconveniences many elderly and vulnerable residents as they face an extra fifteen minute walk on to the estate just to get home on match days. It also means that emergency vehicles would not be able to access large parts of Moulsecoomb when matches are on.



**Brighton & Hove** COUNCILLOR REPRESENTATION  
**City Council**

In Coldean, the most persistent complaints have been about dangerous parking at junctions, parking on grass verges and across driveways which in some cases has made it impossible for residents to get their own cars on the road. A further problem has been double parking and blocking of narrow Forest Road which has meant emergency re-routing of buses because they could not get through. Obviously this causes hardship and inconvenience to bus users travelling into Coldean as well as to residents.

We welcome the acknowledgement by the Club that there is a problem which needs addressing and the proposals for Coldean in the Transport Assessment Document (Section and accompanying Plan 4). However, as the use of temporary signage has shown, signage in itself, even of the kind proposed, is not likely to be enough to deal with the problem.

Many residents have said that "Resident Parking Only" signs are in the wrong places and do not deter fans from parking where they will, and the lack of stewarding has left many residents facing angry fans when they are confronted. The police are working with ward councillors to try and mitigate these problems but until they are resolved we believe that, before this application is approved, there should be robust conditions attached. Therefore we call for :

1. More signage to be displayed in all roads that access Moulsecoomb and Coldean and throughout these two areas.
2. Robust stewarding to take place before and during matches and until one hour after matches are over.
3. A Section 106 notice for funding so that any highway and parking issues can be dealt with quickly and not be dependant on council budgets.
4. That the Council should regularly monitor and receive reports on the effectiveness of residents' only parking on match days, and retain the right to require more effective measures by the club should these be necessary.

We also request that one of the signatories of this letter from each of the two wards affected, be allowed to speak to this application when it comes before the Planning Committee.

Yours sincerely

***Anne Meadows***

Anne Meadows  
Councillor for Moulsecoomb & Bevendean

***Mo Marsh***

Mo Marsh  
Councillor for Moulsecoomb & Bevendean

***Jeane Lepper***

Jeane Lepper  
Councillor for Hollingdean & Stanmer

## Appendix A - Letters of Objection

Property Name / Number	Street	Town	Postcode
23	Hartington Terrace		
53	Boleny Road		
3, 4, 9, 15, 22 & 26	Eggington Road		
23, 44 & 63	Coldean Lane		
56 & 2	Rushlake Close		
Old School House	South Street	Falmer	
45	Glynde Road		
18	Lucraft Rd		
12, 40, 47, 63 & 65	Park Road		
10	Heighton Road		
26 & 60	Beatty Avenue		
66	Ashurst Road		
18	Hawkhurst Rd		
10	Littlemead	Lewes	
37	The Martlet		
1	Chyngton Lane	Seaford	
12	Windmill View (2 x letters)		
27	Barcombe Road		
79	Denton Drive	Brighton	

## Appendix B - Letters of Support

Property Name / Number	Street	Town	Postcode
34	Upper Bevendean Avenue	Brighton	BN2 4FF
12	Brentwood Crescent		BN1 7EU
50	Falmer Avenue	Saltdean	BN2 8FG
1	Rowan Close	Heathfield	TN21 8BX
24	High Street	Brighton	BN2 1RP
63	Chesswood Road		BN11 2AB
6	Bale Close		TN39 4JT
11	Silverdale Road		BN3 6FE
14	North Farm Road	Lancing	BN15 9BS
27	Rangemore Drive	Eastbourne	BN212TY
84	Wick Hall, Furze Hill		BN3 1NG
15	Sparrow Way	Burgess Hill	RH15 9XU
39	Downsview Road		BN25 4PU
16	Ashburnham Road		BN21 2HX
111	Offington Drive	Worthing	BN14 9PT
20	Midhurst Drive	Goring By Sea	BN12 5BD
	Muir		BN86BW
23	Thorndyke Close		RH10 7WL
1	Barn Cottages	Piltdown	TN22 3YE
19	Bourne Court		BN18QQ
1b	Warleigh Road		BN1 4NT
The Old Rectory,	Church Rd	Catsfield	TN3 39BG
St Richards	Spencers Place	Horsham	RH12 2EZ
1	Danworth Lane		BN6 9LN
1	Wood Lane	Small Dole	BN5 9YE
20	The Gardens		BN42 4AN
20	The Gardens		BN42 4AN
62	Mandalay Court		BN1 8QW
27	Withdean Court Avenue	Brighton	BN1 6YF
113	Test Road		BN15 0EP



57	Beuzeville Ave	Hailsham	BN273PB
Flat 7, 63	Sackville Road	Hove	BN3 3WD
43	Coldean Lane		BN1 9GE
26	Hangleton Valley Drive		BN3 8AP
19	College Road	Ardingly	RH17 6TU
66	Pelham Rise		BN10 8BD
16	Yewens		GU8 4SD
56	Gordon Road	Fishersgate	BN411PT
12	Lowther Road		BN1 6LF
39	Freshfields Close		BN15 9LU
2	Oakdene Close		BN41 2RN
21	Waldegrave Road		BN1 6GR
26	Churchdale Road		BN22 8PS
3	Sandringham Drive		BN3 6XD
86c	Milward Road		TN34 3RS
132	Whitley Road		BN22 8LT
18	Wolstonbury Court	Burgess Hill	RH15 9DP
7	Hurst Rd		BN6 9NJ
9	Hayes Close		BN8 5HN
Byways	Berry Lane	Littlehampton	BN17 5HD
110	Hartington Road		BN2 3PB
13	Edburton Avenue	Brighton	BN1 6EJ
17	Southdown Road,	Newhaven	BN9 9JH
Dalrowen	Jolesfield	Partridge Green	RH13 8JT
89	Browns Lane		TN22 1UW
2	Belgrave Place		BN2 1EL
67	Rocks Park Road	Uckfield	TN22 2AU
157	Hangleton Way		BN3 8EY
45	King George V1 Drive	Hove	BN3 6XF
	Freshfield Road		BN2 9YD
82	Fermor Way		TN6 3BJ
54	The Ridgway		BN26PD
8	Kenilworth Close		BN2 4LF
13	Westdene Drive		BN1 5HE



112	Haynes Road	Worthing	BN14 7LA
36	Llantrisant Road		CF37 1LP
The Bungalow	Springbok Estate	Alfold, Surrey	GU6 8EX
50	Faulkner Gardens		BN17 6GS
50	Summersdeane	Southwick	BN42 4QU
4	Shenstone	Lindfield	RH16 2PU
24	Queens Road	Haywards Heath	RH16 1EB
29	Cricketers Drive	Meopham	DA13 0AX
12	Pear Tree Close		GL55 6DB
14	Langdale Gardens	Hove	BN3 4HG
34	Upper Bevendean Ave		BN2 4FF
8	Windermere Crescent	Eastbourne	BN22 8PR
	Lank		BN6 9XU
48	Ryecroft		RH16 4NW
7	Manor Rd	North Lancing	BN15 0PH
39	Sun Street	Lewes	BN7 2QB
26	Craigweil Lane	Aldwick, Bognor Regis	PO21 4AN
7	Leybourne Gardens		TN37 7HU
50	Falmer Avenue	Saltdean	BN2 8FG
7	Tanfield Court, Guildford Road,	Horsham	RH12 1TR
10	The Dell	Pinner, Middlesex	HA5 3EW
The White House	West St		BN15 0AP
2	Freckleton Close		WA5 2TH
17	Stream Farm Cottages, Netherfield Road		TN33 0HH
6	Roughmoor Farm Close, Swindon, Wiltshire		SN5 5PW
11	Coolhurst Lane		RH13 6DH
Flat 48	Hillview Court, Packham Way,		RH15 8PE
134	Rowe Avenue	North Peacehaven	BN107QR
38	Charleston Road		BN21 1SF
	Kinsella		BN3 8AN
48a	Inwood Crescent	Brighton	BN1 5AQ

102a	Lesbourne Road		RH2 7JX
50	Chates Farm Court, John Street	Brighton	BN2 9JS
61	Bernard Rd		BN2 3ER
23a	Atlingworth Street		BN21PL
14	Vicarage Drive	Eastbourne	BN20 8AR
63a	Wickham Hill		BN6 9NR
18	Deans Farm, The Causeway	Caversham	RG4 5JZ
1	Lancaster Cottages	Henfield	BN5 9RB
1	Lancaster Cottages	Henfield	BN5 9RB
22b	Park Crescent		BN2 3HA
168	Croxden Way		BN22 0UL
12	Montpellier Street		BN13DJ
13	Virgins Croft	Battle	TN33 0JJ
79	Parkway, Ratton Manor,	Eastbourne	BN20 9DZ
24	Queens Road	Haywards Heath	RH16 1EB
33	Armada Road		PO19 7NR
Magnolia Cottage	Knockholt		TN14 7JU
Flat 3, 11	The Cliff		BN2 5RF
33	Penwortham Road		SW16 6RF
20a	Richardson Road		BN3 5RB
			BN41 2TF
43	Haynes Road	Worthing	BN14 7JY
Flat B	The Warehouse, Prince George Road	London	N16 8DL
35b	Maygrove Road	London	NW6 2EE
22	St Peters Road		BN25 2HP
		Haywards Heath	RH16 3SB
	Carabiner Cottage		RH177HZ
60	Becket Road	Worthing	BN14 7ET
122	Balfour Road		BN1 6ND
	Carden		BN26 5RF
34a	Clyde Road, Brighton		BN1 4NP
3	Buckingham Close	Brighton	BN1 3TW
19	Ashwalk		BN9 9XH

Oldwood	Clapers Lane	Fulking	BN5 9NJ
Mapsedge	Cross In Hand		TN21 0TA
The Vicarage			SY7 8AU
16	Hall Close	Camberley	GU15 2EB
29	Stephens Road		TN4 9JD
58	Wordsworth Street	Hove	BN3 5BH
22	Mildmay Road		BN7 1PJ
26	Phoenix Way	Southwick	BN42 4HP
19	Vernon Terrace		BN1 3JG
23	Penfold Road, Maidenbower	Crawley	RH10 7HU
266	Plumstead, Common Road		SE18 2RT
19	Bonington Crescent	Stafford	ST16 1AY
8	Ridge Close	Portslade	BN41 2YH
36	London Road	Hailsham	BN27 3BW
32	Reynolds Road		BN23 7NW
132	Marine Crescent		BN12 4HP
8	Yeomans Meadows	Sevenoaks, Kent	TN13 2LS
51	Harding Avenue		BN22 8PL
123	Queens Crescent		BN23 6JP
67	Houndean Rise	Lewes	BN7 1EH
	Payne		BN1 5FH
20	Church Lane		BN7 2HT
Trentham	Eastbourne Road	Seaford	BN25 4NS
63	Anderida Road		BN22 0QA
12	Juniper Close		BN13 3PR
23	Offers Court		KT1 3GQ
39	Bramber Way		RH15 8ES
45	Arundel Drive	West Saltdean	BN2 8SJ
1	Paythorne Close	Southwick	BN42 4YB
3	Clayton Walk	Worthing	BN13 2QW
110	Hartington Road		BN2 3PB
23	Denton Drive Holdingbury		BN1 8LR

14	Wilkinson Court, Henderson Road		RH11 9JQ
22	Queens Road		BN42 4RQ
141	Rowe Ave North		BN10 7QP
21	Orchard Close		BN42 4NJ
46	Snell Drive	Saltash	PL12 4UB
6	Lilac Close	Worthing	BN13 3PZ
Noordwijk	Pound Lane		BN44 3JB
Drove Cottage	Earlswood		NP16 6AN
Pump House	The Street, Kingston	Lewes	BN7 3PA
51	Cradle Hill Road	Seaford	BN25 3JA
21	Gosden Road	Littlehampton	BN17 6DY
Crabtree Manor	Meres Lane	Five Ashes	TN20 6JS
1	Bank Buildings, High Street,	Horam	TN210EH
7	Brincliffe, St Johns Rd	Crowborough	TN6 1RW
216	Watford Road	Harrow Middx.	HA1 3TY
67	Sandown Road		BN2 3EH
3	Fairhurst, 400 South Cost Road	Telscombe Cliffs	BN10 7AB
45	Cavell Ave		BN10 7NR
155a	Rowlands Road	Worthing	BN11 3LH
50	Priory Rd	Burgess Hill	RH15 9HB
1	Millers Rise		BN27 3XE
	Forster		BN42 4YH
Quy Hall	Stow Cum Quy	Cambridgeshire	CB25 9AJ
9	Blackthorns, Lindfield	Haywards Heath	RH16 2AX
8	Bricklands	Crawley Down	RH10 4LA
70	Longfield Road	Horsham	RH12 1LE
16	Fairfield Way		RH16 1UT
15	Park Road	Shoreham By Sea	BN43 6PF
3	Pilgrim Gardens	Fishtoft Boston	PE21 0DD
24	Crest Way		BN41 2EY
7	Waldron Avenue		BN1 9EF
19	Brickfields Avenue		CB8 7RX

21	Beach Court		BN43 5RG
	Cowley Drive		BN2 6TH
6	Bellmead, Holland Road	Hove	BN3 1JQ
11	Sherborne Lodge, 92-96 Grand Avenue	Worthing	BN11 5BH
20	Silverdale Drive	Sompting	BN15 9SB
	Mountain		RH16 1TF
	Bettles		BN41 2LP
46	Rosslyn Road	Shoreham By Sea	BN43 6WP
51	Warwick Gardens		BN11 1PF
Foxlea	Hunters View, Western Road	Newick	BN8 4LF
60	Park Drive Close	Newhaven	BN9 0RR
199	Elm Drive		BN3 7JD
67	The Priory, London Road Patcham	Brighton	BN1 8QT
52b	Nesbitt Road		BN2 4BL
Flat 1, 7	Osmond Gardens	Hove	BN3 1TE
21	Gayhurst House		MK16 8LG
51	Northeast Drive		BN3 8PP
27	Jubilee Way		RH20 3NZ
2	Vine Farmhouse, Knowle Lane	Halland	BN8 6PR
Flat 4, 13	Port Hall Road	Brighton	BN1 5PD
23	Trafalgar Drive	Flitwick, Bedfordshire	MK45 1EF
50	Ridgeside Ave		BN1 8WB
6	Parkfield Court	Worthing	BN13 1EW
58	Harrington Road		BN1 6RF
8	Cherry Road, Long Ashton	Bristol	BS41 9DU
19	Park Close		BN41 2BL
160	Mile Oak Road, Portslade	Brighton	BN41 2PL
48			BN14 8DF
8	Preston Grange, Grange Close	Brighton	BN1 6BH
3	De Monfort Terrace		BN71RX

2	Willow Wood Close	Angmering	BN16 4BA
Flat 1, 4	Staubyns Gardens	Hove	BN3 2TA
119	Grand Avenue	Seaford	BN25 2QY
31	Dellney Avenue		RH16 3LX
160	Thornhill Rise, Mile Oak		BN41 2YL
17	Chatfield Road	Cuckfield	RH17 5BB
135	Nevill Avenue		BN3 8NE
62	Hangleton Road		BN3 7JA
8	Tollgate		BN10 8ED
46			BN148EP
24	Shanklin Court, 132 Hangleton Road		BN3 7SB
Flat 43	Elliott Court, Crestway, Portslade		BN41 2EY
43	Westway	Hove	BN3 8LS
14	Bridge Road	Emsworth	PO10 7DS
	18 Woodland Way		TN35 4AU
	Chitty		BN8 5HB
84	Valley Drive	Brighton	BN1 5FD
21	Effingham Close		BN2 8FX
23	Newick Road		BN1 9JL
20	New Road	Hellingly	BN27 4EW
19	Broomfield Road	Worthing	BN14 7RY
14	Millcroft, Westdene		BN1 5HB
35	Edward Road	Haywards Heath	RH16 4QJ
19	Greenway	Horsham	RH12 2JT
5	Sea Spray Avenue		BN43 5PR
18	Elwood Cl		RH15 9RE
12	Foxhill	Peacehaven	BN10 7SE
15	Endsleigh Close		CH2 1LX
103	Birling Rd	Snodland	ME6 5EA
8	D'aubigny Road		BN2 3FT
6	Braybon Avenue		BN1 8EA
27	Elder Close, Portslade		BN41 2ER
9	Church Close, Patcham	Brighton	BN1 8HS



23	Regency Close		TN22 1DS
42	Kings Quarter, 80 Orme Road		BN11 4FG
33	Sandringham Drive		BN3 6XD
23	The Ridings	East Horsley	KT24 5BN
1	Downside	Lewes	BN7 1EE
56	Whichelo Place		BN2 9XF
14	The Willows	Burgess Hill	RH15 8HU
75	Mackie Avenue		BN1 8RD
37	Linchmere Avenue	Saltdean	BN2 8LE
14	Gervis Crescent	Poole	BH14 0HY
64	Shakespeare Road		BN11 4AT
7	Hobart Close	Worthing	BN13 3HL
The Barton	Maudlin Lane	Bramber	BN44 3WX
Woodlawn	Cagefoot Lane	Henfield	BN5 9HD
4	Highbank, Westdene	Brighton	BN1 5GB
71	Batemans Road, Woodingdean	Brighton	BN2 6RD
16	Auckland Avenue	Ramsgate	CT12 6HY
Fairhaven	Henfield Road	Cowfold	RH13 8DW
26	Sullington Way		BN43 6PJ
14	Rife Way, Felpham	Bognor Regis	PO22 7BW
73	Berriedale Avenue		BN3 4JG
16350	Rosewood Street		BN25 4NE
11	Acorn Close, Miskin	Pontyclun	CF72 8SQ
12	Essenhigh Drive		BN13 3SW
41	Woodruff Avenue	Hove	BN3 6PH
47	Wolseley Road Portslade		BN41 1SS
1	Seymour House, Seymour Square	Brighton	BN21DU
15	Downside Drive		LE65 2QU
40	Aldsworth Avenue		BN12 4XF
71	Islingword Street		BN2 9US
Flat 3, 4	Wakefield		SE22 8EH
	Denton Rd	Eastbourne	BN20 7SU
Ryebank	Mill Lane		BN13 3DH

168	Elm Drive		BN3 7JE
11	Westergate Close		BN12 5DB
15	Cherry Tree Close	Worthing	BN13 3QJ
2	Friston Close		BN2 4PU
43			RH19 3XS
37	Totland Road		BN2 3EP
100	Wick Hall, Furze Hill	Hove	BN3 1NH
25	West Quay	Newhaven	BN9 9DQ
34	Keats Close	Horsham	RH12 5PL
52	Beaumont Rise,	Fareham	PO15 6HU
8	The Green Walk	Willingdon	BN22 0RB
17	Fromondes Road		SM3 8QP
8	St Johns Hill		BN7 2DP
7	Overhill Gardens	Brighton	BN1 8ND
25	Lyndhurst Road		BN3 6FB
154	Cowley Drive		BN2 6TD
50	Ainsty Road		LS22 7QS
14b	Hangursvegen		TN22 4LP
23	Newlands Avenue	Bexhill	TN39 4HA
Reedwood	College Road		RH16 1QS
25			BN15 8LX
40A	King Arthurs Drive	Rochester, Kent	ME2 3NB
128	Essex Place, Montequ St	Brighton	BN2 1LL
49	Beeding Avenue		BN3 8GS
11	Rochester Street		BN2 0EJ
11	Rochester Street		BN2 0EJ
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
Bmt Flat, 2	Devonshire Place	Brighton	BN2 1QA
34	The Mount		E5 9DR
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
9	Highbank		BN1 5GB
111	Beaconsfield Villas		BN1 6HF
145	Hangleton Way		BN3 8ES

23	Eaton Mews North	London	SW1X 8AR
28	The Broadway	Lancing	BN158NY
Tregarth	London Lane	Cuckfield	RH17 5BD
	Taylor		BN27 3WE
	Huffer		SO5 32AZ
	Hill		BN2 4FF
61	Sharps Lane	Ruislip	HA4 7JD
5	Lucastes Avenue	Haywards Heath	RH16 1JE
118	Ember Lane		KT10 8EJ
26	Hollington Old Lane	St.Leonards-On-Sea	TN389DT
25	Mill Road	Steyning	BN44 3LN
41	Langridge Drive, Portslade		BN41 2JB
2	Dillingburgh Road	Eastbourne	BN20 8LY
11	Regents Place,	Eastbourne	BN21 2XY
23	Berriedale Avenue		BN3 4JF
39	Stone Street		TN1 2QU
72	Cedar Drive	Southwater	RH13 9UW
7	Leatherhead Gardens		SO30 2TY
Dilkushamaskelldilkus ha	Woodride	Haywards Heath	RH16 4NJ
Flat 2, 51	Cromwell Road		BN3 3ER
87	Livingstone Road	Hove	BN3 3WN
2	Vine Farmhouse		BN8 6PR
9	Highbank		BN1 5GB
Park Gate	Old Uckfield Road,	Ringmer	BN8 5RW
3	Queen Street		BN14 7BL
55	Cattswood Lane		RH16 4GF
29	Long Park Corner	Ditchling	BN6 8UX
7	Kedale Road		BN25 2BY
39	Fogwell Road	Oxford	OX2 9SB
		Hove	BN3 4JJ
40	Raleigh Crescent	Goring By Sea	BN12 6EE
10	Payton Drive	Burgess Hill	RH15 9UU
One Way House	Whealers Lane,	Betchworth,	RH3 7LA

	Brockham	Surrey	
1	Stoneham Close	Lewes	BN7 2ET
5	Beechings, Henfield		BN5 9XB
4a	Hodder Avenue		BN10 7JB
10	Sheppard Way, Portslade		BN41 2JD
151	Vale Avenue		BN1 8YF
35	The Blatchen	Littlehampton	BN17 5HF
Vipers Wharf		Lewes	BN7 2AQ
357	Kingsway		BN3 4PD
16	Childs Hall Road		KT23 3QG
Flat 4	Priory Court, 24 Star Hill	Rochester	ME1 1GB
13	St Crispians	Seaford	BN25 2DY
16	First Avenue		BN15 9QG
2	Curds Farm Cottages. Handset Road	Barcombe	BN8 5TQ
Manora	158 Ringwood Road, Roselands	Eastbourne	BN22 8TT
32	Glynde Road		BN2 9YJ
2	The Drive	Shoreham By Sea	BN435GA
85	Doods Road		RH2 0NT
4	The Thatchings	Polegate	BN26 5DT
21	Arundel Road		BN2 5TE
19	Broomfield Roa.	Worthing	BN14 7RY
Hidcote	Stonepound Rd	Hassocks	BN6 8PR
60	Manor Way		BN2 5EF
5	Seaview Road	East Preston	BN16 1LX
13	Nursery Way		TN21 0UW
54	Brookway	Burgess Hill	RH15 0LN
132a	Lustrells Vale	Saltdean	BN2 8FB
168	Croxden Way		BN22 0UL
21	Paxmead Cr x	Worthing	BN14 8QF
63	Green Ridge		BN1 5LU
43	Kingstone Close	Shoreham By Sea	BN43 6LP
23	Hedgerow Close	Felpham	PO22 8BP

15a	Clarendon Road	Bristol	BS6 7EX
3	Lyndhurst Close, Woodmancote	Cheltenham	GL52 9SQ
19	Tidebrook Gardens		BN237AH
	16b St Josephs Way,	Haywards Heath	RH16 3QY
Flat 30	Southdown House		BN3 1RW
10	Allcard Close		RH12 5AJ
219	Goldstone Crescent		BN3 6BD
52	Beresford Road		BN9 0LY
Flat 1, 39	High Street Shoreham		BN43 5DD
6	Bignor Close		BN16 3LJ
9	Gleton Avenue		BN3 8LN
35	Wenlock Edge	Stubshill	RH4 2QF
30	St Michaels Way		RH13 8LB
Burnt Hill House		Ringwood	BH24 3QB
24	Kipling Avenue	Worthing	BN12 6LJ
Flat 13	Ebenezer Apartments, 25 Ashton Rise		BN2 9AA
34	Leconfield Road		BN15 9JB
54	Ridley Road		SW19 1EU
	Denyer		BN2 4LF
	Coulson		NE23 3FX
19	Greenway		RH12 2JT
19	Brickfields Avenue		CB8 7RX
64	Flowery Field, Woodsmoor	Stockport	SK2 7ED
3b	Castle Square		BN1 1EG
100	Widdicombe Way		BN2 4TJ
80	Hill Farm Way	Southwick	BN42 4YG
3	Tottington Drive, Small Dole	Henfield	BN5 9XY
5	St Wilfrids Road	Burgess Hill	RH15 8BE
4	Angus Road	Goring By Sea, Worthing	BN12 4BL
104	Hallyburton Road		BN3 7GN
7	Sharpthorne Crescent, Portslade		BN41 2DP

100	Widdicombe Way		BN2 4TJ
1	Peace Close		BN1 7AX
1	Grassmere Close	Littlehampton	BN17 6TA
142	Ringmer Road	Worthing	BN13 1EA
69a	Central Avenue		BN10 7NB
33a	Crescent Way		SE4 1QL
14	Cleveland Road		BN1 6FF
	Stone Quarry Road	Chelwood Gate	RH17 7LS
28	Eastern Avenue		BN43 6PD
18	Elwood Close		RH15 9RE
175	Old London Road	Hastings	TN35 5LU
8	Fitch Drive, Lower Bevendean	Brighton	BN2 4 HX
Flat 1, 119	South Street	Eastbourne	BN21 4LU
Linndale	Crossways Park	West Chiltington	RH202QZ
8	Edith Avenue	Peacehaven	BN10 8LJ
137	Elm Drive		BN3 7JA
1	Sussex Terrace	Glynde	BN8 6RT
8	Westmoreland Terrace		SW1V 4AF
19	Pipit Meadow,	Uckfield	TN22 5NG
6a	Charlton Avenue		KT12 5LF
White House Farm	The Common Mellis		IP23 8EB
22	Brabourne Rise		BR3 6SG
26	Chatham Road		BN11 2SP
Norfolk House	Tanyard Lane	Steyning	BN44 3RJ
44	Long Mead	Yate	BS37 7YT
83	Croxden Way		BN22 0UH
54c	Coombe Road		BN2 4EA
Apt. 19	City Heights, 1 Samuel Ogden Street		M1 7AX
16	Hall Close		GU15 2EB
13	Westdene Drive		BN1 5HE
51	East Hill Drive Portslade		BN41 2FD
South Coast Hydraulics			BN43 5LE
29a	Telscombe Cliffs Way		BN10 7DX



149	Ditchling Road	Brighton	BN1 6JA
197	Elm Drive, Hove		BN3 7JD
			RH16 2SF
57	Wellend Villas		BN1 6BT
4	Wood Croft	Littleover, Derby	DE23 1DR
28	Southampton		BN2 9UT
40	Cypress Avenue	Worthing	BN13 3PS
114	Rectory Road		BN14 7PN
Flat 5, 3	Denmark Terrace	Brighton	BN1 3AN
9	Ardale Close		BN11 5HW
20	Northdown Close		BN9 9HJ
Yes Tree Cottage	Broyle Lane	Ringmer	BN8 5PG
Basement Flat, 3	Denmark Villas	Hove	BN3 3TR
34	King Edward Avenue		FY2 9TA
17	Hawth Park Road	Seaford	BN25 2RE
	Nash		BN42 4EJ
	Prince		BN3 3NF
	Johnson		RH13 9GR
9	Stroykins Close	Grimsby	DN34 4NF
Flat 4			BN1 6FN
40	Southview Road	Southwick	BN42 4TT
5	Grosvenor Mansions, Osborne Villa	Hove	BN3 2RX
73	Lansdowne Place		BN3 1FL
39	Tavistock Down	Brighton	BN1 7FN
98	Fuscia Court	Feltham	TW13 4SF
43	Haynes Road	Worthing	BN14 7JY
Flat 7, 38	Brunswick Square		BN3 1EE
Flat 1, 26	Addison Road	Hove	BN3 1TP
116	North Way		BN25 3JW
23	Gordon Road	Hailsham	BN27 3JB
8	Lenham Road West	Rottingdean	BN2 7GJ
83	West Way	Lancing	BN15 8LZ
43	Preston Park Avenue		BN1 6HG
163	New Church Road	Hove	BN3 4DB

9	Winchester Way		BN22 0JP
5	Dawn Crescent, Upper Beeding	Steyning	BN44 3WH
8	The Wickets		RH15 8TG
	39 Micklefield Way	Seaford	BN25 4EU
	5 Foxglove Close	Ringmer	BN8 5PB
Parsons Farm			RH13 9BB
6	Shawcross House, 235 Preston Road	Brighton	BN1 6SW
2	Grove Farm Cottages	Chesham	HP5 3QQ
Rylands	Linkinhorne, Callington,	Cornwall	PL17 8QP
7	The Cedars		BN2 3RU
89	Taylor's Field	Midhurst	GU29 9PJ
11	St Nicholas Court, Penstone Park	Lancing	BN15 9AN
Beulah	Orchard Way	Warninglid	RH 17 5ST
26	Kingston Lane	Shoreham-By-Sea	BN43 6YB
22	Montefiore Road	Hove	BN3 6EP
17	Orchard Close	Southwick	BN42 4NJ
Daisey Cottage			BN7 3HS
4	Beatty Road	Eastbourne	BN23 6DZ
5	Tor Road		BN10 7SX
22	Hill Farm Way	Southwick	BN42 4YJ
Turnstones, 37	Beacon Drive	Selsey	PO20 0TW
102	Wick Hall		BN3 1NH
32	Ticehurst Rd		BN2 5PU
16	Dudley Road		TN35 5JP
Field View	Chelwood Gate		RH17 7LY
58	Hallyburton Road,	Hove	BN3 7GW
15	Windover Crescent		BN7 1DR
115	Thornhill Rise		BN41 2YJ
4	Braybon Avenue		BN1 8EA
267	Mile Oak Road Portslade	Brighton	BN41 2RB
73	Chalky Road, Portslade		BN41 2WF
8	Bovarde Avenue, Kings Hill		ME194EF

11	Martha Gunn Road		BN2 4BX
	Isaac		BR1 4TA
	Hassett		BN42 4LD
2	Tresillian Way		GU21 3DL
5	Henley Close, Maidenbower	Crawle	RH10 7QU
123	Britten Road, Brighton Hill	Basingstoke	RG224HN
24	Chester Terrace		BN1 6GB
21	Grantham Bank		BN8 5DJ
21	Tangmere Road		BN1 8TJ
Flat 6, 8	Hickling Close	Long Eaton, Nottingham	NG10 3TH
105	North Road		BN41 2HD
25	Barnwood Court		GU2 8UX
25	Barnwood Court		GU2 8UX
39	Eastbrook Road		BN41 1LN
15	Blackheath Grove		SE30DQ
25	Southdown Road Portslade		BN41 2HL
34	Avondale Road	Eastbourne	BN22 8JW
32	Edward Street		TN4 8RP
14	Slindon Road	Worthing	BN14 9LJ
Flat 102	Primrose Hill Court, King Henry's Road	London	NW3 3QT
24	Anguilla Close		BN23 5TS
7	East Kent Avenue		DA11 9HU
13	Highlands Drive		RH15 8JH
14	West Way		BN3 8LD
49	Spences Lane	Lewes	BN7 2HF
12a	The Martins Drive	Leighton Buzzard	LU7 2TQ
12a	The Martins Drive	Leighton Buzzard	LU7 2TQ
16	Downland Avenue	Southwick	BN42 4RG
17	Cheshire Close		PO21 1YA
51	Maresfield Road		BN2 5ES
3	Riddens Lane	Plumpton Green	BN7 3BH

Apartment 45, Building 50	Argyll Road	London	SE18 6PG
Sandpiper	Kingston Road	Lewes	BN7 3ND
87a	Mile Oak Road		BN412PJ
29	Applesham Avenue		BN3 8JJ
133	Preston Drove		BN1 6LE
92	Vaughan Williams Way	Brentwood, Essex	CM14 5WT
68	Osborne Villas		BN3 2RB
Flat 6, 33	Brighton Road		RH10 6AZ
8	The Willows, Sylvan Hall		BN2 3RQ
37	Hallett Road	Brighton	BN2 9ZN
15	Dinsdale Gardens	Rustington	BN16 3NH
25	West Common	Lindfield	RH16 2AJ
11	Wealden Way	Haywards Heath	RH16 4AF
17	Stanford Road		SW16 4PZ
78	Western Road		BN7 1RP
36	Cumberland Avenue	Goring By Sea , Worthing	BN12 6JX
6	The Highway		BN2 4GB
36a	Saffrons Road	Eastbourne	BN21 1DT
Heatherlea	Five Ash Down		TN22 3AP
131a	Colemansmoor Road Woodley	Reading	RG5 4DB
1	Holmbush Way	Southwick	BN42 4YA
10	Shirley Drive	Worthing	BN14 9AX
11	Brooker Street		BN3 3YX
2	Turners Close	Harpenden	AL5 5HY
Riverbank Cottage	Blacksmiths Lane	Staines, Middlesex	TW18 1UB
6	Gableson Avenue		BN1 5FG
73	Egmont Road		BN3 7FN
Littlepark Farmhouse	Ham Lane	Lewes	BN8 5SE
22	Blackpatch Grove	Shoreham By Sea	BN43 5GT
39	Harrington Place		BN1 7HL
29	Bramble Rise	Brighton	BN1 5GE

56	Withdean Court, Varndean Road	Brighton	BN1 6RP
48	Wanderdown Road, Ovingdean	Brighton	BN2 7BT
12	Gilpin Avenue East Sheen	London	SW148QY
44	Ethelburt Ave		SO16 3DD
123	Woodland Avenue		BN3 6BJ
2	The Wilderness		RH16 2JD
67	Shirley Drive		BN14 9BB
3	Kingsland Road		BN14 9EB
1	Ridgeside, Three Bridges	Crawley	RH10 1PB
20	Woodview Park, Station Hill	Curdrige	SO30 2DN
1	Roberts Close		RH13 9BJ
18	The Gattons		RH15 9SW
3	Lower Roedale Cottages Brentwood Road	Brighton	BN1 7HR
Holly Cottage	Lowfield Road		RH16 4DW
2	Gresham Place	Henfield	BN59QJ
66	Brook Way, Lancing		BN15 8DH
60	Charlock Way	Southwater	RH13 9GZ
56	Coombe Road	Croydon	CR0 5SG
67	Wingfield Road		KT2 5LR
17	Laburnum Lane	Hale, Cheshire	WA15 0JR
14	Ringwood Close		RH10 6HH
79	Batemans Road		BN2 6RD
4	Nursery Close Portslade	Brighton	BN41 2SA
179	Lower Church Road		RH15 9AA
5	Myrtle Crescent		BN15 9HY
Haresfield	Moor Lane	Aston On Trent	DE72 2AG
1	Clarence Court, Weaving	Maidstone	ME14 5UP
Flat 3	Kings Quarter, 80 Orme Road		BN11 4FG
48	Spences Lane		BN72HE
6	Craig Meadows		BN8 5FB
26	Bowmonts Road		RG26 3SA

7	Leatherhead Gardens	Hedge End	SO30 2TY
13	Bluebell Close		RH12 5WB
Flat 43	Elliott Court Crestway Portslade		BN41 2EY
7	St Helens Drive		BN3 8EA
11	Chesley Close		BN13 2TN
67	Westmeston Avenue	Saltdean	BN28AL
5	St Helens Crescent		BN3 8EP
408	Wokingham Road, Earley	Reading	RG6 7HX
3	Hazelwood Road	Partridge Green	RH13 8EX
5	The Elms		BN8 5EZ
	9 Gaisford Road	Worthing	BN14 7HP
54	Southview Road	Southwick	BN42 4TT
44	Carden Avenue, Patcham		BN1 8NE
34a	Harrow Road		BN11 4RB
57	Upper Abbey Road, Kemp Town		BN2 0AD
70	Goldstone Road		BN3 3RH
64a	Compton Road	Brighton	BN1 5AN
24	Cousins Way, Emersons Green		BS16 7DG
24	Harlands House, Harlands Road	Haywards Heath	RH16 1LA
87	Milner Road	Brighton	BN2 4BR
15	Mill Lane Portslade Brighton		BN41 2DF
167	Greenways Crescent	Shoreham-By- Sea	BN43 6HP
444	Falmer Road		BN2 6LG
58	St Peters Rd	Burgess Hill	RH15 8JL
47	South Way		BN7 1LY
126	Caroline Way		BN23 5AY
137	Elm Drive		BN3 7JA
84	Lewes Road		BN6 8TY
7	Santos Wharf	Eastbourne	BN235UR
7	Beckett Way		RH19 4SF
15	Broomfield Drive, Mile		BN41 2YU



	Oak, Portslade		
Elphinstone	Terrace Road North	Binfield, Berks.	RG42 5JG
4	The Crescent, Aldershot Road	Guildford	GU2 8AL
17	Church Street		BN251HD
104	Roedale Road		BN1 7GD
124	Sutton Ave North	Peacehaven	BN10 7QL
14	Hillside Way		BN1 5FE
Fair Meadow	Broxmead Lane	Cuckfield	RH17 5JH
39	Lanvanor Road		SE15 2BT
36	Lucksfield Way	Angmering	BN16 4GX
83	Broomfield Avenue		BN14 7SD
10	Larch End		RH20 2QE
7	Dean Way		RH20 4QN
111a	Church Road		BN3 2AF
6, 52	New Church Road		BN3 4DN
6, 52	New Church Road		BN3 4DN
1	The Mount		TN20 6AS
47	Offington Lane		BN14 9RG
46	Bayham Road	Hailsham	BN27 2NH
13	Pembroke Avenue		BN3 5DA
Boston House, 212-214	High St	Boston Spa, West Yorkshire	LS23 6AD
15	Shermanbury Road	Worthing	BN14 7HR
	Suggett		BN12 5JA
	Gillingham		RG4 8SZ
58	Peacock Lane		BN1 6WA
130	Ditchling Road		BN1 4SG
18	Grovehill Road	Redhill, Surrey	RH1 6PJ
	Russetts		TN2 5JX
44	Tretower, Buller Clos	Crowborough	TN6 2YE
2	Evelyn Road	Worthing	BN14 8AY
115	Selmeston Road	Eastbourne	BN21 2TL
25	The Beeches		CH2 1PE
4	Council Cottages, Henfield Road	Albourne	BN6 9DS

46	Furze Hill Court, Furze Hill	Hove	BN3 1PG
54	Newick Road		BN1 9JH
40a	Old London Road,	Brighton	BN1 8XQ
44	Montgomery Street	Hove	BN3 5BE
3	Birch Close	Crawley Down	RH10 4UR
Stonecroft	Stone Quarry Rd	Chelwood Gate	RH17 7LS
4	New Row, Tanyard Lane	Steyning	BN44 3RN
Whitewood Cottage	Swife Lane, Broadoak	Heathfield	TN21 8UR
40	Redhill Drive	Brighton	BN1 5FH
4	Hammonds Ridge	Burgess Hill	RH15 9QQ
16	Kingscote Way		BN1 4GJ
Ockley Manor	Ockley Lane	Hassocks	BN6 8NX
1	Wood Lane	Small Dole	BN5 9YE
15	Purbeck Close	Eastbourne	BN23 8EX
139	College Lane	Hurstpierpoint	BN6 9AF
Tillershaw	North Common Rd	Wivelsfield Green	RH17 7RJ
Flat 23	High Pines, St Botolphs Road	Worthing	BN11 4JU
63	Oathall Road		RH16 3EL
28	Hartwood Avenue	Reigate, Surrey	RH2 8ET
1	Lomax Drive		PE28 4UP
15	Sparrow Way est Sussex	Burgess Hill	RH15 9XU
8	Elmhurst Close		BN16 4BT
26	Harrington Villas		BN1 6RG
20	Redhill Drive		BN1 5FH
1	Roche Close	Yeovil	BA21 3UR
158	Goring Road,	Worthing	BN12 4PH
9	Lamberhurst Walk, Furnace Green	Crawley	RH106SN
49	Potters Lane	Burgess Hill	RH15 9JT
5	Southdown Place		BN1 6FP
33	Longdon Wood	Keston	BR2 6EN
2	Glenfield Cottages		RH6 0EH
5	Easthill Way		BN41 2FB

Ashwood		Mayfield	TN20 6HY
19	St Richards Road		BN41 1PA
37	Wish Road Sussex		BN3 4LN
200	Braeside Avenue	Brighton	BN1 8SP
34	Willingdon Road		BN21 1TJ
Teok	Stone Quarry Road	Chelwood Gate	RH17 7LS
14	Lark Hill		BN3 8PB
28	Poplar Avenue	Putnoe, Bedford	MK41 8BL
11	Vantage Walk		TN38 0YP
38	Gatton Road	Reigate	RH2 0HF
72	Aylesbury Avenue	Eastbourne	BN23 6EJ
Ditton Farm Annexe			TN26 3SX
12	Rogate Road		BN132DS
52	Strathmore Road,	Worthing	BN13 1PG
26	Horsham Avenue		BN10 8HX
30	Church Lane Southwick	Brighton	BN42 4GB
15	Kings Drive	Hassocks	BN6 8DX
121, Flat 21	Windlesham Close		BN41 2AA
26	Bushy Grove Kingswood	Maidstone	ME17 3QL
140	Northumberland Street	Norwich	NR2 4EH
56a	Valley Drive		BN1 5FD
The Hurst			TN22 4AE
3	Hurst Gardens		BN6 9ST
85	Fairway Crescent, Portslade		BN41 2FN
7	Acacia Avenue	Hove	BN3 7JT
63	Anderida Road	Eastbourne	BN22 0QA
12	Mill Stream Meadow	Haywards Heath	RH16 1TH
7	Wantley Hill Estate	Henfield	BN5 9JR
17	Highview Close		BN27 4TR
15	Park Road	Shoreham By Sea	BN43 6PF
Flat 2, 1	Market Street	Worthing	BN11 1BW
7	Mile Oak Crescent	Southwick	BN42 4QP
41	Inholmes Park Road	Burgess Hill	RH15 0JH

24	Dunlop Close		BN6 9SL
8	Overhill		BN42 4WN
10	Wanderdown Way,Ovingdean		BN2 7BX
Rivendell	The Driftway	Upper Beeding	BN44 3JX
37a	Stafford Road	Brighton	BN1 5PE
11	Heron Close Lavant	Chichester	PO18 0DR
186	Freshfield Road		BN2 9YD
34	Erica Way	Copthorne	RH10 3XQ
21	Teville Road		BN11 1UD
6	Coppice View	Heathfield	TN21 8YS
2	West Dean Rise	Seaford	BN25 3HN
9	Tophill Close, Portslade		BN41 2QB
44	Fererrers Road		BN7 1PZ
24	Glebeside Avenue		BN14 7PR
2	East Lynn Muddles Green	Chiddingly	BN8 6HP
21	Waldegrave Road		BN1 6GR
5	Barnes Wallis Ave	Christs Hospital	RH13 0TJ
53	Saltdean Vale	Saltdean	BN2 8HE
42	Windmill View		BN1 8TU
89	Coleridge Street	Hove	BN3 5AA
Flat 2, 11	Bath Street	Brighton	BN1 3TB
117	Pine Hill		KT18 7BJ
19	Tideway	Littlehampton	BN17 6PP
14	Victoria Avenue		RH15 9PX
The Laurels			RG4 9AN
7	Highgrove Road		ME5 7QE
11	Mill Way		BN26 5NH
11	Wicklans Avenue	Saltdean	BN2 8LN
	Myrtle Crescent		BN15 9HY
25	Brangwyn Drive		BN1 8XB
12	Ariel Court, Brighton Road	Lancing	BN15 8RQ
100	Eldred Avenue Westdene	Brighton	BN1 5EH

13	Comfrey Way	Thetford	IP24 2UU
69	Rushams Road		RH12 2NX
Brackenbury			RH10 3HF
45	Shakespeare Rd		BN11 4AT
92	Westfield Avenue North		BN2 8HQ
1	West View Villas, North Lane	West Hoathly	RH19 4QG
64	St Andrews Road		BN411DE
41	Penland Road		RH16 1PP
30	Haleybridge Walk, Tangmere	Chichester	PO20 2HG
17	Harvey Road	Worthing	BN12 4DS
11	Medway Lane	Stone Cross	BN24 5PH
45	Minster Road		GU7 1SR
29	Selden Road		BN11 2LN
24	Thenford Street	Northampton	NN1 5QT
14	Hollingbury Rise		BN1 7HJ
17	Ashmore Close	Peacehaven	BN10 8AQ
12	Linchmere, Swanbrough Drive		BN2 5QD
10	Valley Drive	Brighton	BN1 5FA
50	Graham Avenue, Portslade		BN41 2WL
23	Hawkins Crescent		BN43 6TN
44	Withdean Court		BN1 6RP
12	Chiltington Close	Burgess Hill	RH15 8SH
26	Churchdale Road	Eastbourne	BN22 8PS
91	Wayland Avenue		BN1 5JL
20	Silverdale Drive	Sompting	BN15 9SB
8	Beauly Crescent	Wishaw, Lanarkshire	ML2 8EG
116	Chanctonbury Road		RH15 9HA
50	Newick Road		BN1 9JH
13	Southdown Place, Shepherds Lane		SO21 2FE
73a	Messina Avenue		NW6 4LG
73a	Messina Avenue		NW6 4LG

21	King George Vi Drive		BN3 6XF
1	Undermill Road, Upper Beeding	Steyning	BN44 3JG
24/12	Lorne Street		EH6 8QP
14	Farm Close	Henfield	BN5 9JE
67	Pembroke Crescent	Hove	BN3 5DF
31	Kipling Avenue		BN12 6LQ
5	Syresham Gardens		RH16 3LB
32	Warmdene Rd	Brighton	BN1 8NN
32	Warmdene Rd	Brighton	BN1 8NN
Greenbanks	Hurston Lane	Storrington	RH20 4HH
115	Western Road	Haywards Heath	RH16 3LW
The Coach House	Holly Hill	Colemans Hatch	TN7 4EP
9	The Martlet		BN3 6NT
1	Ockley Way		BN6 8NE
39	Windlesham Close		BN41 2LL
28	Windlesham Close		BN41 2LJ
65	Bolsover Rd		BN13 1NR
The Old Store House, 11	Church Street	Shoreham By-Sea	BN43 5DQ
3	Tyne Rd	Tonbridge	TN10 3JP
90a	Borstal Rd		ME1 3BD
91b	Lorna Road	Hove	BN33EL
8	Upper Boundstone Lane	Lancing	BN159QX
34	Buckingham Place		BN1 3PJ
24	Mayfield Crescent		BN1 8HQ
11	Mount Pleasant	Uckfield	TN22 5AY
Flat 4, 19	Norron Road	Hove	BN3 3BE
55	The Grange		BN6 9FD
66	Lime Tree Avenue		BN14 0DP
Sunhaven	Mill Lane		BN13 3DJ
16	Brasslands Drive		BN41 2PN
44	Belle Vue Gardens	Brighton	BN2 0AA
22	Riddens Lane	Plumpton Green	BN7 3BH
60	Newland Road		BN11 1JX



77	Vale Road Portslade		BN41 1GE
2	Manor Road	Rustington	BN16 3QT
11	Challow Close		BN6 8JW
2	Balmoral Drive		G32 8DW
2	Perry Hill	Saltdean	BN2 8FT
2	Albany Villas		RH17 5AZ
11	Stafford Rd		BN1 5PE
	Fox		B44 9PL
62	Parkside Ave	Littlehampton	BN17 6BJ
17	Hazelwood Road		RH13 8EX
18	Goldstone Crescent		BN3 6BA
285	Dyke Road	Hove	BN3 6PD
1	Lawrence Avenue,	Rustington	BN16 3HU
3	Palmyra Place	Eastbourne	BN23 5AD
10	Elder Close		BN41 2ER
Magalan	Long Barrow, Chipping Warden	Banbury, Oxfordshire	OX17 1JR
337	Ditchling Road	Brighton	BN1 6JJ
38	Adur Valley Court, Towers Road	Upper Beeding	BN44 3JN
20	Hangleton Valley Drive		BN3 8AP
10	Manaton Close	Haywards Heath	RH16 3HS
34	Wilbury Crescent		BN3 6FJ
89	Browns Lane		TN22 1UW
61	Galsworthy Road		BN12 6LW
20	Middle Road	Brighton	BN1 6SR
119	Petersfield Road		TW18 1DQ
11	Hellingly Close		BN2 5 GW
7	Sovereign Close		BN25 3EP
19	Rosebay Gardens		CB7 5YU
2	Perry Hill	Saltdean	BN2 8FT
41	Ladysmith Road	Brighton	BN2 4EH
2	Holmbush Close	Haywards Heath	RH16 4RS
181	Ditchling Road		BN1 6JB
18	The Gattons	Burgess Hill	RH15 9SW

112	Longhill Road, Ovingdean	Brighton	BN2 7BD
	Ayre		BN2 3LP
85	Birdham Road	Brighton	BN2 4RY
9	Meadows		BN6 8EH
43	Rudyard Road, Woodingdean	Brighton	BN2 6UB
15	Skylark View,	Horsham	RH12 5EA
68	The Droveay	Hove	BN3 6PR
2a	Seaside Avenue		BN158BY
7	Ferry Waye Court, Ferry Road	Shoreham By Sea	BN43 5SE
16	Dolphin Court	Rustington	BN16 2EN
10	Elsted Crescent		BN1 8GE
165	London Road, Dunton Green	Sevenoaks, Kent	TN13 2TA
Bridleway Cottage	Green Lane,	Blackboys	TN22 5LA
8	Park View Close	Stoke On Trent, Staffs	ST3 2BF
50	Barons Down Road		BN7 1ET
50	Barons Down Road	Lewes	BN71ET
6	Northlands Avenue	Haywards Heath	RH16 3RT
30	Graham Avenue		BN1 8HA
267	Old Shoreham Rd		BN42 4LP
132	Whitley Road		BN22 8LT
28	Honey Croft	Hove	BN3 8EZ
70	Longfield Road	Horsham	RH12 1LE
21	Clarke Avenue		BN3 8GD
10	Shirley Drive	Worthing	BN14 9AX
56	Oakcroft Gardens,	Littlehampton	BN17 6LT
94	Old Shoreham Rd		BN3 6HL
Southbrook	Littleford Lane	Shamley Green	GU5 0RH
1	The Nightingales	Uckfield	TN22 5ND
16	Widewater Court	Shoreham By Sea	BN43 5LS
18	Bramble Rise		BN1 5GF
12	Wakefield Wa	Bognor Regis	PO21 3RS

1	Brigden Street	Brighton	BN15DP
62	Sangers Drive		RH6 8AL
8	Coombe Road,	Lewes	BN7 2HP
West Lodge	Pollards Wood Hill	Oxted	RH8 0QX
6	Singleton Road		BN1 8TH
15	Butlers Close	Long Compton	CV36 5JY
42	Livingstone Road	Hove	BN33WP
13	Mill Mead,	Ashington	RH20 3BE
13	Mill Mead,	Ashington	RH20 3BE
Flat 1	Warden Lodge, Winchester Road, Bishops Waltham,	Southampton	SO32 1NT
45	Coolham Drive	Brighton	BN2 5HU
2	Foxleigh Flats, Bishopston, Bristol		BS7 8AJ
9	Lewes Road, Ridgewood,	Uckfield	TN22 5SL
61	Gibbon Road		BN9 9EP
3	Fairplace South Rd	Wivelsfield Green	RH17 7QR
28	Waterside East Grinstead		RH19 3XS
Meldawn	Horsham Road,	Handcross	RH17 6DB
8	Fairlight Field		BN8 5QP
Springbank	Slugwash Lane	Wivelsfield Green	RH17 7RG
36	Chyngton Road	Seaford	BN25 4HP
8	Hillside		BN41 2DG
70	Bernard Road	Brighton	BN2 3EQ
Soucale	Seyre	France	BN1 9BL
10	St Richards Road	Fishersgate	BN41 1PA
24	Windlesham Gardens		BN43 5AD
28	Mill Lane	Shoreham By Sea	BN43 5 AG
The Oaks			RH13 8JF
21	Brunswick Terrace	Hove	BN3 1HJ
The Barn	Grindfield		TN22 3RP
St Richards	Spencers Place	Horsham	RH12 2EZ

104	Havelock Road	Brighton	BN1 6GQ
62a	Maypole Road	Ashurst Wood	RH19 3QY
Flat 2, 11	Wilbury Avenue		BN3 6HR
17	Highcliffe Road		SO23 0JE
39	Hollingbury Rise		BN1 7HH
10	Cokeham Road	Sompting	BN15 0AA
4	Cator Court	Beckenham	BR3 5AQ
20	Upton Road		BN13 1BX
6a	Burwash Road		BN3 8GP
8	Bluebird Close	Shoreham By Sea	BN43 5PL
Flat 1, 28	Freehold Terrace		BN2 4AB
69	Cook Road	Horsham	RH12 5GL
41	Old Shoreham Road	Southwick	BN42 4RD
42	Hamilton Road		BN1 5DL
35	Cissbury Close	Horsham	RH12 5JT
1	Rosebery Avenue		BN12 4EX
26	Greenfield Road	Eastbourne	BN21 1JJ
195	Honor Oak Road	London	SE23 3RP
27	Park Road	Burgess Hill	RH15 8EU
121	The Hornet		PO19 8JQ
79	Downsway	Southwick	BN42 4WE
94	Central Avenue	Telscombe Cliffs	BN10 7NE
94	Central Avenue	Telscombe Cliffs	BN10 7NE
25	Lyndhurst Road		BN3 6FB
10	Rushlake Close, Coldea	Brighton	BN1 9AY
8	Edith Avenue	Peacehaven	BN10 8LJ
69	Heron Ridge	Polegate	BN26 5BL
176	Church Green	Shoreham-By-Sea	BN43 6JW
2	Red Oak Cottages	Henfield	BN5 9PF
78	Heron Court, Swanborough Drive		BN2 5QA
9	Hayling Gardens, Worthing		BN13 3AJ
22	Donnington Road		BN2 6WH

46	Bedford Gardens	Crewe, Cheshire	CW2 6JR
6	Dormans, Gossops Green,	Crawley	RH11 8HZ
104	Hazelwood Avenue	Eastbourne	BN22 0UX
17	Playden Close		BN2 5GH
20	Ribbetts House		BN6 9XE
72	Stoneham Road	Hove	BN3 5HH
49	Manor Road		BN2 5EE
230	Old Shoreham Rd	Hove	BN3 7EG
7	Wilson Court		BN18 0NQ
31	Petworth House		BN3 1WG
10	Harrington Place		BN1 7HL
121	The Hornet		PO19 7JP
40	Foxdown Road		BN2 6TL
25	Hammy Lane		BN43 6GL
1	Elphick Road	Ringmer	BN 8 5PR
121	The Hornet		PO19 7JP
115	Hollingbury Road		BN1 7JN
33	Stafford Way		BN68QG
34	Hillside Avenue	Sheffield	S5 9GL
6	Woodland Walk, Ovingdean	Brighton	BN2 7AR
16	Dartmouth House, Dartmouth Row	Greenwich	SE10 8BF
230	Old Shoreham Rd	Hove	BN3 7EG
121	The Hornet		PO19 8JQ
65	Holmesdale Road		RH159JP
51	Easthill Drive, Portslade		BN41 2FD
121	The Hornet		PO19 7JP
82	Dyke Road		BN1 3JD
63	Blunts Wood Road	Haywards Heath	RH16 1ND
79	Downsway	Southwick	BN42 4WE
38	Stirling Court Road	Burgess Hill	RH150PT
39	Hawkins Road	Shoreham By Sea	BN43 6TH
Wickets Down			RH13 6ET

47	Braeside Avenue		BN1 8RL
7	Wilson Court		BN18 0NQ
36	Roundwood Way	Banstead	SM7 1EF
64	Maltravers Street	Arundel	BN18 9BG
19	Woodpecker Crescent	Burgess Hill	RH15 9XY
8	Downlands	Partridge Green	RH13 8QU
Adastra House	Church Road	Mannings Heath	RH136JE
Top Flat 256	Dominion Road	Worthing	BN148JL
Winters Farm Courtyard	North Common Road	Wivelsfield Green	RH17 7RJ
34	Wickham Avenue, Cheam	Sutton, Surrey	SM3 8DU
31	Petworth House		BN3 1WG
183	Tower Road	Lancing	BN15 9JL
167	Victoria Drive	Eastbourne	BN20 8QG
9	Lime Avenue		RH12 4DZ
21	Charters Towers		TN40 2LY
13	Erroll Road		BN3 4QF
Flat 3, 42	Wesbourne Villas		BN3 4GG
108	Excelsior Drive, Woodville	Swadlincote, Derbyshire	DE11 8DW
12	Devonshire Road	Horsham	RH13 5EF
121	The Hornet		PO19 8JQ
94	Central Avenue,	Telscombe Cliffs	BN107NE
3	Meadowside		BN16 4BW
57	Audley Street	Ashton-Under- Lyne, Lancs	OL6 6RB
2	Hotham Gardens	Bogonr Regis	PO22 8PE
49	Manor Road		BN2 5EE
26	Denton Drive		BN1 8LS
27	Maresfield Road		BN2 5EQ
4	Wickhurst Close		BN41 2TG
65	Orchard Gardens	Hove	BN3 7BH
Flat 3, 29	Buckingham Road	Shoreham By Sea	BN43 5UA
Flat 7, 7	Eaton Gardens	Hove	BN3 3TL
9	Wheatsheaf Lane	Cuckfield	RH17 5TZ



40	St Keyna Avenue		BN3 4PP
School House			NP8 1HA
7	Wilson Court		BN18 0NQ
15	The Lawns		BN15 0DT
152	Southdown Road		BN41 2HJ
6	The Brook	Southwater	RH13 9UY
8	Edith Avenue	Peacehaven	BN10 8LJ
Mallards	Vines Cross Road, Horam	Heathfield	TN21 0HE
121	The Hornet		PO19 8JQ
22	Stanley Ave, Portslade	Brighton	BN41 2WJ
82	Mill Rise,	Brighton	BN1 5GH
29	Margery Road	Hove	BN3 7GQ
5	Seaton Road		BN17 7LG
72	Melrose Ave	Worthing	BN13 1PA
176	Church Green		BN43 6JW
107	Gylepark Gardens		EH12 8NQ
129	Mackie Avenue		BN1 8SG
9	Balmoral Court, 41, Grand Ave	Worthing	BN11 5AX
25	Guildford Road	Brighton	BN1 3LW
59	Pebsham Lane	Bexhill-On-Sea	TN40 2RB
De Burgh Cottage	Westergate St., Westergate	Chichester	PO20 3RH
The Romans	Manir Hall Road	Southwick	BN42 4NG
121	The Hornet		PO19 8JQ
Mandalay, 1	Ancton Drive		PO22 6NA
62	Seamill Park Crescent		BN11 2PN
32	Manning Road	Littlehampton	BN17 7HT
7	Summerheath Road	Hailsham	BN27 3DS
10	Brangwyn Way		BN1 8XA
60	Abbey Close	Peacehaven	BN10 7SD
12	College Close		BN41 2WT
121	The Hornet		PO19 7JP
40	Foxdown Road		BN2 6TL

73	Ridgeway		BN42 4QR
1	Wenslees	Darley Bridge	DE4 2JZ
149	North Lane	Brighton	BN41 2HH
3	Juniper Close, Portslade	Brighton	BN412GS
27	Cissbury Gardens	Worthing	BN14 0DY
21	Roman Road	Steyning	BN44 3FN
	45 Hertford Road		BN1 7GG
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
56	Hampden Road		HA3 5PR
9	Ash Walk		BN9 9XH
16	Radinden Manor Road		BN3 6NH
7	Park View Terrace		BN1 5PW
8	Edith Avenue	Peacehaven	BN10 8LJ
7	Wilson Court		BN18 0NQ
121	The Hornet		PO19 7JP
121	The Hornet		PO19 7JP
4	Wickhurst Close		BN41 2TG
121	The Hornet		PO19 7JP
121	The Hornet		PO19 7JP
13	Holcombe Green	Bath	BA1 4HT
Bluebell Lodge			RH13 6JU
	Bryan		TN31 6JA
70	Longfield Road	Horsham	RH12 1LE
29	Vallance Gardens		BN3 2DB
16	Western Courtyard, Talygarn Manor	Pontyclun	CF72 9WR
10	Andrew Close	Steyning	BN44 3PA
1	Wickerwood Cottage		TN21 9HJ
Karima	London Road,	Crowborough	TN6 1TB
1	Yew Tree Close	Eaton Bray, Beds	LU6 2ED
44	Kenilworth Road	Fleet	GU513AX
47	George Street		TN34 3EA

44	Bassaleg Road		NP20 3EA
62	Mandalay Court		BN1 8QW
Chelsea	Firgrove Road	Cross In Hand	TN21 0QL
2	Adelaide Close	Seaford	BN25 2XB
15	Kings Drive	Hassocks	BN6 8DX
Summerlea			TN19 7PL
41	Islingword Street		BN2 9UR
The Poppies	Oldcastle,	Malpas	SY14 7AG
143	Birdham Road	Brighton	BN2 4RY
35	Hill Drive	Hove	BN3 6QL
3	Harriet Place, Shoreham Beach	Shoreham By Sea	BN43 5PU
30	Grover Avenue	Lancing	BN15 9RG
4a	Hodder Avenue		BN10 7JB
	Funnell		BN1 8XB
33	East Cliff Road		TN4 9AG
24	Rigden Road		BN3 6NP
Flat 16	French's Court, Steyne Road	Seaford	BN25 1HW
3	Kingsfield, Northcroft	Henfield	BN5 9QE
23	Courtlands		BN2 9QQ
30	Cherry Tree Close		RM13 7QU
22	Oakmede Way,	Ringmer	BN8 5JL
6	Old Wyche Road	Malvern	WR14 4EP
10	Haydock Close	Alton, Hampshire	GU34 2TL
18	Cheviot Close		BN13 2LL
Drake Cottage	Mead Lane	Storrington	RH20 3PJ
7	Southon Close, Portslade		BN41 2RX
23	Harcourt Road		PO12 3NR
Flat 11			BN107QD
		East Preston	BN16 1QL
120	Victoria Road, Portslade		BN41 1XB
147	Hangleton Valley Drive		BN3 8FE
16	Patricia Avenue		BN124NE

16	Anglesey Avenue,	Hailsham	BN27 3BH
50	Wynnstay		RH15 0TD
6	White Hill Drive		TN39 3RN
Flat 4, 197	Kingsway		BN3 4FD
31	Lansdowne Street		BN3 1FS
96	Poplar Avenue	Hove	BN3 8PS
3	Brightling Road	Polegate	BN26 5DB
18	Petworth Road		BN1 8LQ
26	Hillside	Southwick	BN42 4QD
32	Ambleside Avenue		BN10 7LS
73	Waldegrave Road	Brighton	BN1 6GR
13	Ashcroft 100 Kingstone Lane		BN43 6YU
12	Maplehurst Road		BN22 0BA
68	Tangmere Drive	Southampton	SO16 8GZ
11	Cemetery Lane		NR18 0BN
22	Fishers Court		RH12 2RJ
61	Hardwick Road	Hove	BN3 8BR
13	Grafton Road, Selsey	Chichester	PO20 0JH
8	Crocks Dean	Peacehaven	BN10 8JD
6b	Welland Road, Wimborne	Dorset	BH21 2AQ
Pendrells	Blackgate Lane	Henfield	BN5 9HA
19	Padstow Close	Orpington, Kent	BR6 9XL
69	Ladies Mile Road, Patcham	Brighton	BN1 8TB
1	The Parade. Philanthropic Road,	Redhill	RH1 4DN
28	Coombe Road	Steyning	BN44 3LF
265	Hangleton Road		BN3 7LR
29	Bulkington Avenue	Worthing	BN14 7HH
22	The Parks, Portslade	Brighton	BN41 2JF
6	Silver Birches, Small Dole	Henfield	BN5 9YT
24	Meads Ave,	Hove	BN3 8EE
51	Moyne Close		BN3 7JY
2	Viscount Drive		PO21 4PE

45	St Leonard's Avenue	Hove	BN3 4QH
31177	Tollgate		BN10 8ED
	Brighton Road	Lancing	BN15 8JB
	Chekonova		BN44 3DH
Sherlocks Barn	Hooe	Battle	TN33 9HD
16	Pelham Square		BN1 4ET
27	Kings Road		BN15 8EB
3	Windlesham Gardens		BN1 3AJ
64	The Drive	Shoreham	BN43 5GD
37	Port Hall Place		BN1 5PN
	Phillipson		BN5 9DB
	Lee		BN2 0GJ
102	Queens Park Road	Brighton	BN2 0GG
19	Crossways Avenue		PO21 2RY
4	Marlborough Close	Eastbourne	BN23 8AN
6	Chantry Road	Chertsey	KT16 8NH
25	Seafield Road		BN3 2TP
6	Bramber Avenue		BN3 8GW
Flat 45	Tyson Place		BN2 0JQ
26	Manor Park Road		BN27 3AU
16	Woodlea Road		BN13 1BN
3	Tyne Road		TN10 3JP
103	Arundel Drive		NG9 3FQ
126	Westbourne Street		BN3 5FA
40	Marsh Gardens	Hedge End	SO30 2XN
8	Hopground Close		AL1 5TA
2	The Rise		RH19 4DS
6	Rossiter Road	Lancing	BN150NP
25	Varey Road		BN13 3SN
63	Coventry Street		BN1 5PP
15	Carisbrooke Road		BN2 3EF
19	Chrisdory Road		BN41 2WQ
508	Falmer Road, Woodingdean	Brighton	BN2 6LH
44	Lake Court		TN1 2FH

291	London Road		KT17 2BZ
6	Station Road		BN25 2RB
37	Grange Road		BN7 1TS
17	Harrow Road	Worthing	BN114RB
7	Lifchild Close		CM8 1QQ
Daisy Cottage	Mill Lane	Rodmell	BN73HS
30	Monkswood	Littleport	CB6 1JD
81	Durrington Lane		BN13 2QT
10	Willow Park	Haywards Heath	RH16 3UA
	65 Linfield Copse	Thakeham	RH20 3EU
29a	Hill Brow,	Hove	BN3 6QG
10	Mill Hill Drive	Shoreham By Sea	BN43 5TL
56	Hale Grove Gardens		NW7 3LU
7	Higher Newmarket Road	Nailsworth	GL6 0RP
47	Cross Road		BN424HG
8	Abinger Road		BN41 1SB
36	Pelham Rise	Peacehaven	BN10 8BD
50	Janes Lane	Burgess Hill	RH15 0QR
85	Foredown Drive		BN41 2BF
34	Bankside		BN1 5GN
12	Broomfield Drive		BN41 2YU
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
386	Upper Shoreham Road,	Shoreham By Sea	BN43 5ND
8	Highgrove	Tunbridge Wells	TN2 5NF
8	York Mansions East, Temple Gardens	Brighton	BN13AS
17	Alpine Rd	Hove	BN3 5HG
56	Haywards Road,	Haywards Heath	RH16 4JB
10	Mountain View Ballaugh	Isle Of Man	IM7 5EW
41	Riverbank	Shoreham-By-Sea	BN43 5YH
	Forsdyke		BN41 2QA
	Coatsworth		BN1 8SN
8	Swan Close	Storrington	RH204DF



8	Upper Boundstone Lane	Lancing	BN159QX
26	Hereward Way		BN7 2HJ
27	Park Road		RH15 8EU
34	Lenham Avenue	Brighton	BN2 8AG
5	Hartfield Road		BN25 4PJ
3	Scott Road	Hove	BN3 5HN
2	Mill Hill Close		BN43 5TP
1	Bible Cottages	Rodmell	BN7 3HJ
61	Swinton Rise, Ravenshead	Nottingham	NG15 9FS
7	Sovereign Close		BN25 3EP
17	Macmillan Drive	Eastbourne	BN21 1SU
21	Aymer Road		BN3 4GB
75	Hill Crest Rd		BN9 9EG
The Cottage, 148a	Dyke Road,	Brighton	BN1 5PA
2	Franklyn Court		RH16 3PY
118	Holland Road	Hove	BN3 1JR
249	Brighton Road.		BN15 8JP
9	Hamilton Close	Rustington	BN16 3TN
8	Sidehill Drive		BN1 2QA
44	The Meadows	Lewes	BN7 2JJ
11	Sherborne Lodge, Grand Avenue	Worthing	BN11 5BH
25	Cants Close		RH15 0LR
5	Lomond Avenue, Patcham		BN1 8SN
55	Tideway		BN17 6PP
219	Manor Road		S43 1NS
32	Wilton Avenue		BN22 9HZ
15	Earn Place	Denny, Stirlingshire	FK6 5NW
Flat 1	Woodside Lodge, Tivoli Crescent	Brighton	BN1 5ND
	Lawson		BN1 8JD
Flat D 136	Sheen Road		TW9 1UR
15	Field End	Maresfield	TN22 2DJ
Flat 5 Eastfield House	8-10 Selden Road,	Worthing	BN11 2LL

29	Manor Road	Burgess Hill	RH15 0NW
44	Stapley Road		BN3 7FD
11	Peckham Close	Lewes	BN7 2EW
53	Reigate Road,	Brighton	BN1 5AG
	Hill View Crescent	East Preston	BN16 1RG
11	Gibson Court, Spences Lane	Lewes	BN7 2HE
36	Boundstone Lane		BN15 9QW
27	Tongdean Avenue	Hove	BN3 6TL
38	Pinfold Road	London	SW16 2SN
50	Deacon Road	Kingston-Upon-Thames	KT2 6LU
			HP19 0WJ
77	Braeside Avenue		BN1 8RN
19	Ruskin Road	Worthing	BN14 8DY
Fairfields Farm 39	Eastbourne Road	Westham	BN24 5NG
5	Torr Close		SN14 6XE
Little Cobwebs	North Lane	West Hoathly	RH19 4QG
254	St Helen's Road	Hastings	TN34 2NE
6	Harbour Court , Whiterock Place	Southwick	BN42 4BA
171	Witchards, Kingswood	Basildon, Essex	SS16 5BH
47	Marlborough Crescent		TN13 2HL
26	Kingsland Close		BN43 6NQ
9	Dunster Close	Brighton	BN1 7ED
18	Abbey Close		BN10 7SD
Flat 2			BN3 3BA
48	Surrenden Park	Brighton	BN1 6XA
32	Broadwater Way		BN14 9LH
28	Wellington Road		PO21 2RR
71	Leahurst Court		BN1 6UN
111	Windmill Drive		BN1 5HH
Seagull 4,	Cowden Road	Saltdean	BN2 8DD
2	York Road		BN10 8QH
5	Barton Road, West Down	Devon	EX34 8NN

14	Cuthbert Road		BN2 0EN
46	Grassmere Avenue		BN10 7BY
16	Greenoaks	Lancing	BN15 0HN
3	Chelwood Close		BN1 8FN
112	Rowan Avenue	Hove	BN3 7JH
2	Christie Avenue	Ringmer	BN8 5JT
5	Peregrine Drive		IP14 5GG
Legh Manor Barn	Cuckfield Road	Ansty	RH17 5AJ
6	Mariner's Quay, Brighton Marina Vilage		BN2 5UZ
42	Belle Vue Gardens		BN2 0AA
2	Bluebell Drive		BN176UL
5	Brittany Road,	Hove	BN3 4PA
94	The Crestway		BN1 7BN
28	Stanmer Park Road	Brighton	BN1 7JJ
	84a Hythe Road		BN1 6JS
			BN15 8HB
42	Eighth Avenue	Lancing	BN15 9XD
84	Congreve Road		BN14 8EJ
54	Nevill Avenue		BN3 7NA
3	Selmeston Place	Brighton	BN2 5LY
46	Gaisford Road		BN147HW
144	Church Green	Shoreham-By-Sea	BN43 6JW
Flat 43 Elliott Court	Crestway, Portslade		BN41 2EY
4	Smithy Fold		SK11 0SD
234b	Lewisham Way	London	SE4 1XL
9	Sovereign Court		SP2 7SZ
Potters	Sayers Common	Hassocks	BN6 9HT
53	Wilbury Avenue		BN3 6GH
17	Appledore Road		BN24PT
26	Goodwood Close	Burton Upon Trent	DE13 0FP
87	Ewhurst Road		BN2 4AL
59	Beverley Mews,	Crawley	RH10 1UE
8	Oakdene Close		BN41 2RN

137	Chester Terrace,	Brighton	BN1 6GD
21	By Sunte	Lindfield	RH16 2DL
7	Hunters Way		YO17 9EG
	Cocker		BN16 3QT
63	Falmer Road		BN2 7FJ
1	Chyngton Lane		BN25 4BP
West End Cottage	Rounstone Lane	Angmering	BN16 4AX
45	Western Road	Lancing	BN15 8RZ
36b	Adelphi Road	Epsom, Surrey	KT17 1JB
51	Woodland Av, Hove		BN3 6BJ
12	Wakefield Way,	Bognor Regis	PO21 3RS
9	The Martlet		BN3 6NT
17	Whitehawk Crescent		BN2 5FD
11	Hellingly Close		BN2 5GW
21	Limeway,	Heathfield	TN21 8YB
6	Kestrel Close		BN3 6NS
Flat B The Store 10	Western Row	Worthing	BN11 3LS
154	Winterbourne Road	Chichester	PO19 6RS
5	Windsor Court, Windsor Rd	Crowborough	TN6 2HT
16	North Court	Hassocks	BN6 8JS
45	Tolkien Road		BN23 7AL
12	Old Shoreham Road		BN14 0QT
Flat 4, 3	Lake Drive	Peacehaven	BN10 7QD
42	Stonebow Avenue		B91 3UP
13	Eastbrook Road		BN41 1LN
39	Derwent Drive	Purley	CR8 1ER
10	Drake Park		PO22 7QG
7	Pluck Row, Burnham Market		PE31 8DN
40	Caves Farm Close		GU47 8EA
25	Penn Cresent		RH163HW
42	Albany Villas		BN3 2RW
140	Grattons Drive		RH103JP
6	West Heath Rd	Farnborough, Hampshire	GU14 8QH

28	Aldrington Avenue		BN3 7EN
21	Hampstead Rd		BN15NG
9	Highbank		BN1 5GB
36	Ridgeside Avenue		BN1 8WB
18	Tongdean Rise		BN1 5JG
		Uckfield	TN22 5TG
5	St Catherines Terrace		BN3 2RR
75	Chalky Road, Mile Oak	Brighton	BN41 2WF
83	Crescent Drive South		BN2 6SB
64	Shirley Gardens		TN4 8TQ
48	Coachways, Andover		SP10 2SJ
37	Mcwilliam Road, Woodingdean	Brighton	BN2 6BE
60	Hamilton Road		BN1 5DN
102a	Whittington Road		N22 8YH
Glendene Cottage	North Chailey		BN8 4HG
191	Hollingdean Terrace		BN1 7HF
1	Glynn Road		BN10 8AN
11	Longships	Littlehampton	BN17 6SL
35	Pipersfield	Uckfield	TN22 5SD
72	Town Drove, Quading	Spalding	PE11 4QN
6	School Road	Hastings	TN35 5AZ
3	De Montfort Terrace	Lewes	BN71RX
55	Southview Road		BN42 4TS
28	Mill Rise		BN1 5GD
12a	Hova Villas	Hove	BN3 3DF
28	Bedford Square		BN1 2PL
63	Anderida Road		BN22 0QA
54	Oakwood Rise	High Brooms	TN2 3HF
13	Hill Road	Lewes	BN7 1DB
11	Dickens Way	Eastbourne	BN23 7TG
230	Old Shoreham Rd	Hove	BN3 7EG
160	Thornhill Rise, Mile Oak		BN412YL
1	Hickmans Lane	Haywards Heath	RH16 2BQ
94	The Crestway		BN1 7BN

Flat 5 Hollist Court, 1	Hollist Chase	Littlehampton	BN17 6FX
9	Lime Avenue		RH12 4DZ
11	Wicklans Avenue	Saltdean	BN2 8LN
	Parfoot		BN14 7HL
71	Furze Croft, Furze Hill		BN3 1PE
	O'Brien		RH19 4QG
Mockbridge Cottage	Brighton Road	Shermanbury	RH13 8HD
77	Braeside Avenue, Patcham	Brighton	BN1 8RN
50	Harebell Drive		BN41 2UZ
3	Prince Regents Close		BN2 5JP
86	Coulstock Road	Burgess Hill	RH15 9XZ
Flat 3, 2	Bill Sargent Cres	Fratton	PO1 4JP
10	Sheppard Way, Portslade		BN41 2JD
60	Ring Road	Lancing	BN15 0QE
28	Gardeners Hill Road	Farnham	GU10 3HZ
6	Lilac Close	Worthing	BN13 3PZ
6	Trefoil Close		RH12 5FQ
	Hutchins		BN18SE
4	Marlborough Close		BN23 8AN
Flat 5 Davigdor Mansions, 12a	Davigdor Road	Hove	BN3 1GP
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
14	Third Avenue		BN9 9JA
8	Chester Terrace		BN16GB
5	Lomond Avenue, Patcham		BN1 8SN
18	Dundalk Road		SE4 2JL
Malens	Beacon Gardens	Crowborough	TN6 1BG
6	Six Acres Close		RH13 0PL
	Bare		BN2 8FB
236	Chanctonbury Road		RH15 9HN
6	Old Mill Park Bexhill		TN39 4UD
	Chequers		BN5 9AY
10	Dane Heights, Dane Rd	Seaford	BN25 1EA



55	North Farm Road,	Lancing	BN15 9BT
118	Chester Terrace		BN1 6GD
12	Downsview Crescent		TN22 1TX
73	Rectory Farm Road, Sompting,	Lancing	BN150ED
33	Montagu Road	Datchet	SL3 9BN
19	Pipit Meadow,	Uckfield	TN22 5NG
Flat 4, 19	Wilbury Villas	Hove	BN3 6GB
44	Oak Hall Park		RH15 0BX
	Ewan		BN22 0TN
	Coldean	Brighton	BN19GE
74	Westdown Court, Downview Road		BN11 4QY
180a	Old Shoreham Rd	Southwick	BN42 4TR
17	Coldwaltham Lane		RH15 0EL
224	Chanctonbury Road,		RH15 9HN
27	Elder Close, Portslade		BN41 2ER
26	Wroxham Rd		BN23 8DN
80	Ryland Road,	Welton, Lincolnshire	LN2 3LZ
97	Crest Way, Portslade		BN41 2EY
50	Coneyburrow Gardens		TN38 9RZ
Cartref Melys	Pump Lane, Axton	Holywell, Flintshire	CH8 9DJ
30	High Street	Westham, Pevensy	BN24 5LX
174	Carden Ave	Brighton	BN1 8LG
148	Sutton Avenue North		BN10 7QL
28	Buckingham Road		BN1 3RP
6	Hillside, Portslade		BN41 2DG
61	Welbeck Avenue		BN3 4JQ
10	Friar Close		BN1 6NR
29	Finches Close		BN15 8PP
78	Shadwells Rd	Lancing	BN15 9EW
21	King George Vi Drive		BN3 6XF
36	Newick Road		BN19JN
67	Eley Drive		BN2 7FG

43	Coast Road		BN24 6LP
12	Dover Gardens	Carshalton	SM5 2LD
1	Gatesmead	Haywards Heath	RH16 1SN
5	William Walk	Guildford, Surrey	GU29QS
26	Hillside		BN42 4QD
55a	Brunswick Place		BN3 1NE
108	Barrington Road	Worthing	BN12 4RS
33	Franklin Road	Worthing	BN13 2PG
Flat, 83a	Rowlands Road	Worthing	BN11 3JN
132	Whitley Road		BN22 8LT
	Condra		BN2 9PA
5	Mountfields, Hollingdean	Brighton	BN1 7BT
55	Grove Road	Worthing	BN14 9DQ
Flat 11 Horatio House,	Blackman Street	Brighton	BN1 4DY
32	Hammonds Ridge		RH15 9QQ
21	Newbury Gardens	Epsom	KT190NS
6	Mckerchar Close	Lancing	BN15 9EX
6	Mckerchar Close	Lancing	BN15 9EX
61	Downview Road	Barnham	PO22 0EF
46	Surrey Road	Seaford	BN25 2NR
20	Withdean Road		BN1 5BL
117	Hangleton Roan	Hove	BN3 7SF
58	Tyson Place	Brighton	BN2 0JQ
		Coldean	BN1 9AG
90	Adur Avenue,	Worthing	BN13 3ND
135	Chesswood Road	Worthing	BN11 2AE
32	Edward Street		TN4 8RP
138	Birdhanm Road		BN2 4RR
4	St Michaels Road		BN41 1LR
6	Wayfield Avenue		BN3 7LW
8	Prince Charles Close	Southwick	BN42 4PR
6	Applesham Avenue		BN3 8JF
5	Beech Grove, Old Salts Farm Road	Lancing	BN15 8PZ

70	Westfield Avenue North		BN2 8HS
	Rowans		TN22 5XB
35a	Bolney Avenue	Peacehaven	BN10 8HG
6	St Mary's Square	Brighton	BN2 1FZ
Dyalls	Broad Street		RH175DL
16	The Frenches	Redhill	RH1 2HF
11	Wadlow Close	Salford	M3 6WD
25A	South Street		RH17 5LB
5	Chester Avenue	Lancing	BN15 8PU
187a	Heene Road	Worthing	BN11 4NN
113	Stanmer Park Road		BN1 7JH
21	Cissbury Avenue	Worthing	BN14 0DU
1a	Sudeley Terrace	Brighton	BN2 1HD
11	Peckham Close	Lewes	BN7 2EW
4	Swift Lane	Crawley	BN15 8RB
54	Newick Road		BN1 9JH
7	Greenfields		BN177JF
26/8	Eildon Terrace		EH3 5LU
130	Framfield Road	Uckfield	TN22 5AU
55	Hornbill Street, St Lucia, Kzn,	South Africa	BN11 4NE
3	Millcroft Gardens		BN42 4RW
1	Brigden Street	Brighton	BN1 5DP
120	Craven Road		BN2 0FG
34a	Sutherland Road		BN2 0EQ
1	Gote Lane		BN8 5HP
	Jackson		BN23 8EH
151	Dudeny Lodge		BN1 7GT
9	Parkview, 7/8 Highcroft Villas		BN1 5PS
Garden House	Ivy Dene Lane	Ashurst Wood	RH19 3TN
80	St Leonards Gardens		BN3 4QB
7	Kingsland Close	Shoreham By Sea	BN43 6NQ
97	Steyne Road	Seaford	BN25 1AL
9	Dale Close,	Horsham	RH12 4JD

52	College Crescent, Oakley	Aylesbury, Bucks	HP18 9RA
448	Falmer Road		BN2 6LG
15	Annignton Gardens,	Shoreham By Sea	BN43 5GS
8	Lindum Road		BN13 1LX
3	Mulberry Close		BN12 4QX
23	Alder Close	Heathfield	TN21 8BY
33	Hallsland	Crawley Down	RH10 4XZ
62	West Lane	Haworth	BD22 8EN
20	Scrumpy Way		NR15 2SU
165	London Rd, Dunton Green	Sevenoaks, Kent	TN13 2TA
102a	Upper North Street	Brighton	BN1 3FJ
48	North Gardens	Brighton	BN1 3LB
48	Eastern Avenue	Shoreham-By- Sea	BN43 6PD
Flat 3, 3	Buckingham Road		BN1 3RA
3/17a	Denmark Road		BN41 1 GJ
3/17a	Denmark Road		BN41 1 GJ
16a	Ash Lane	Rustington	BN16 3BZ
134	Auckland Drive		BN2 4JG
100	Hurdis Road		BN25 2TQ
3	Birch Road	Sedgley	DY3 1LP
74	Friars Oak Road		BN6 8PY
79	Heathfield South		TW2 7SR
56	Queens Cotrages	Wadhurst	TN5 6RW
		London	E16 1BT
23	Midhurst Rise		BN1 8LP
28	Windmill View		BN1 8TU
1	Barn Cottages	Piltdown	TN22 3YE
10	Warnham Garden	Bexhill On Sea	TN39 9SP
12	Burns Close		RH12 5PE
58	Lincoln Road		BN13 1BG
7	Beesch Grove Old Salts Farm Road		BN15 8PZ
142	Norwich Drive	Brighton	BN2 4LL

18a	Rose Hill Terrace		BN1 4JJ
Flat 4			PO2 0LH
319	West End Lane	London	NW6 1RN
124	Sutton Avenue North	Peacehaven	BN10 7QL
4	Broomden Cotts, Burnt Lodge Lane	Ticehurst	TN5 7LA
56	Woodland Avenue	Hove	BN3 6BN
14	Hampden Ave		BN22 9PH
Holmdale	The Close	Brentwood, Essex	CM14 4JA
3	Kingsmead Ed Bbh	Horsham	RH123LL
Teok	Stone Quarry Road,	Chelwood Gate	RH177LS
28	Monterey Court	Brighton	BN1 6TE
5	Timberley Road,	Eastbourne	BN22 0AX
8	Ribblesdale Road, Tooting	London	SW16 6SE
118	Whitehawk Road		BN2 5FJ
	Jackson		SO17 1AW
43	Lincoln Street		BN2 9UG
1	Highbank		BN1 5GB
1	Barn Cottages	Pitdown	TN22 3YE
			SG2 9HB
	2 Chrisdory Road, Portslade		BN41 2WQ
Tregarth	London Lane	Cuckfield	RH175BD
61	Graham Avenue		BN1 8HB
306	Upper Shoreham Road	Shoreham-By-Sea	BN43 6BA
6	Middle Road		BN43 6PP
63	Vale Road		TN376PT
55	Carlisle Avenue	St Albans, Hertfordshire	AL3 5LX
30	The Hooe		BN17 6PS
Sandhills Farmhouse	Bodle Street Green		BN27 4QU
127	Stoneleigh Avenue	Worcester Park	KT4 8XZ
Pendyke	Kingston Road	Lewes	BN7 3ND
14	Chanctonbury Road	Burgess Hill	RH15 9EY

25	Dawn Lane, Kings Hill	West Malling, Kent	ME19 4DH
Flat 2, 20	Cornfield Road	Eastbourne	BN21 4QE
Flat 3, 1	Sillwood Place		BN1 2LH
17	Long Acre		BR6 7RD
1	Southfields Road	Littlehampton	BN17 6AF
41	Parklands		BN43 6NN
26	Brigden Street		BN1 5DP
14	Cranmer Avenue	Hove	BN3 7JQ
9	North Road, Portslade Old Village		BN412HA
7	Sovereign Close		BN25 3EP
2	Downside	Brighton	BN1 5EQ
56	Mill Lane		BN41 2DE
4	Galliers Close		BN1 8TR
5	Undermill Road		BN44 3JG
17	Crabtree Avenue		BN1 8DE
	Verrall		BN10 8BS
	Bayfield		RH15 0UF
25	Gorse End	Horsham	RH13 5XW
Tudor House	Lower Station Road	Henfield	BN5 9UR
198	Freshfield Road	Brighton	BN2 9YD
45	Stonehurst Road	Worthing	BN13 1ND
1	Pearce Manor	Chelmsford	CM2 9XH
92	Stafford Road	Seaford	BN251UA
11	Greenways Crescent		BN43 6HR
9	Hayling Gardens	Worthing	BN13 3AJ
15	Varndean Drive	Brighton	BN1 6RS
19	Finham Brook,	Didcot	OX11 7YE
6	Petlands Road	Haywards Heath	RH16 4HH
19	Vallance Close		RH158TY
38a	Compton Road	Brighton	BN1 5AN
Stablecroft	Croft Road	Crowborough	TN6 1DS
2	Madeira Avenue		RH12 1AB
4	Broad Road		BN20 9QS



38b	Meeching Road		BN9 9RG
89	Offington Drive		BN14 9PS
109	Shooting Field	Steyning	BN44 3SW
10	Arnside Cl;Ose		BN159TR
45	Watersmead Drive	Littlehampton	BN17 6GH
51	Sandringham Drive	Hove	BN3 6XD
277	Hangleton Road		BN3 7LR
Woodhorn Farm	Oving	Chichester	PO20 2BX
82	Beech Road		RH12 4TX
65	Old Shoreham Road		BN3 7BE
5	Aston Rise	Pulborough	RH20 2JA
8	Beechwoods	Burgess Hill	RH15 0DF
39	South Way	Lewes	BN7 1LY
29	Oakleigh Road	Bexhill-On-Sea	TN394PY
9	Hillside		BN20 0HE
7	Garrick Road		BN14 8BB
1	Rosemary House		NW5 2UX
39	Montacute Road		BN7 1EP
22	Laurel Close,	Crawley	RH10 6QE
		Ditchling	BN6 8UN
102	Hopton Road		SG1 2LG
54	Barfield Park	Lancing	BN15 9DF
20	The Gardens		BN42 4AN
20	The Gardens		BN42 4AN
22	Milton Drive	Southwick	BN42 4NE
8	Gromenfield		TN3 9RS
6	Wayfield Avenue	Hove	BN3 7LW
38	Victoria Avenue		RH15 9PX
Flat 46, 4	Grand Avenue	Hove	BN3 2LE
22	Bodiam Avenue	Brighton	BN2 4LQ
Flat 9, 4	Grand Avenue,	Hove	BN3 2LD
17	Crouch Close	Eastbourne	BN20 9EL
32a	Southover High Street		BN7 1HX
42	Woodhouse Road		BN3 5NE

1	Hartwell Cottages		TN7 4JS
Windmill Cottage	Rye Road	Sandhurst, Kent	TN18 5JQ
53	Overstrand Avenue	Rustington	BN16 2JS
14	Coney Rd	East Wittering	PO20 8DA
71	Brighton Rd	Newhaven	BN9 9NG
95	Windmill Drive		BN1 5HH
12	Wilkie Road	Wellingborough	NN8 4SZ
6	St Marys Villas	Battle	TN33 0BY
Flat 64, Britannia Court	The Strand, Brighton Marina Village		BN2 5SF
10	Downside	Shoreham-By-Sea	BN43 6HG
Lyndon Annex	Reeds Lane	Sayers Common	BN6 9JG
25	Hazeldown Road		SO168DJ
41	Downview Rd	Worthing	BN114QH
40	Foredown Drive, Portslade		BN41 2BB
135	Loder Road	Brighton	BN1 6PN
1	Channel Grange		BN10 8HT
10	Rushlake Close		BN1 9AY
107	Western Road		BN6 9SY
54	Dean Way	Storrington	RH20 4QS
Flat 6 Dubarry House	Hove Park Villas		BN3 6HP
Flat 2, 219	Holtwhites Hill		EN2 8BX
The Cottage			RH20 2PA
86	Cowley Drive		BN2 6WD
39	Woodhouse Road		BN3 5NA
8	Torton Hill Road	Arundel	BN18 9HE
57	Fairlight Avenue	Telscombe Cliffs	BN10 7BS
40	Wilbury Crescent		BN3 6FJ
43	Friday Street	Eastbourne	BN23 8AR
21	Hillside Road	Sompting	BN15 0JY
19	Hendon St		BN2 0EG
48	Collier Road, Hastings		TN34 3JS
25	Stapley Road		BN3 7FE
15	Brangwyn Court,	Brighton	BN1 8XT

	Brangwyn Way		
1	Plashett Park Gates		TN22 5UG
4	New Road		RG14 7RU
6	Gableson Avenue		BN1 5FG
Tillershaw	North Common Rd	Wivelsfield Green	RH17 7RJ
44	Carden Avenue, Patcham		BN18NE
1	Chartfield Way, Woodland Drive		BN3 7RB
44	Carden Avenue		BN1 8NE
37	Milner Flats, Kingswood Street		BN2 9QG
	Forward		BN1 3FD
	Milton Court	Polegate	BN26 5RJ
63	Green Ridge		BN1 5LU
89	Upper North Street		BN1 3FL
120	Craven Road		BN2 0FG
2	Meadow Road		TN9 2SX
1	Miller Court, 12 Swynford Gardens	London	NW4 4XN
31	Warrenne Road	Hove	BN3 8EG
8	Old School Close,	Ringmer	BN8 5RA
12	Oak Tree Court		TN22 1TT
8	Holliers Hill		TN40 2DY
36	Bellwood Street	Glasgow	G41 3ES
2	Arun Close Stone Cross	Pevensy	BN24 5PP
367	Ditchling Road	Brighton	BN1 6JU
28	Harsfold Road	Rustington	BN16 2QE
57	Beuzeville Ave	Hailsham	BN273PB
70			ME14 2QF
6	Lilac Close	Worthing	BN13 3PZ
27	New Church Road		BN3 4AD
17	Harrow Road	Worthing	BN114RB
1	Chyngton Lane		BN25 4BP
80b	Endlesham Road		SW12 8JL
6	Greenway		PO22 7TJ

132	Whitley Road		BN22 8LT
10	Bembridge Street		BN2 3LN
6	King Edward Avenue		BN14 8DD
2	Evelyn Road		BN14 8AY
17	Hamelsham Court	Hailsham	BN27 3EL
15	Harbour View Road	Newhaven	BN9 9TT
4	Alder Close	Heathfield	TN218BY
43	Willow Park, Otford	Sevenoaks, Kent	TN14 5NE
77	Hallyburton Road		BN3 7GN
42	Victoria Road	Southwick	BN42 4DH
4	Arun Close	Durrington	BN13 3HT
214	Gibbon Road	Seaford	BN9 9EU
85	Alfriston Road		BN25 3QH
		Peacehaven	BN10 8EZ
45	Hambro Road, London		SW16 6JD
63	Green Ridge		BN1 5LU
18	Gladstone Road, Portslade,	Brighton	BN41 1LJ
28	Coombe Road	Steyning	BN44 3LF
	Hetherington		BN3 1PU
109	Ingleside Crescent	Lancing	BN15 8ER
4	Sussex Cottages, Bluebell Lane, Sharpthorne	East Grinstead	RH19 4PF
22	Brasslands Drive		BN41 2PN
	Stonecroft Stone Quarry Rd	Chelwood Gate	RH17 7LS
11	Manvers Road	Eastbourne	BN20 8HH
1656	Pershore Road	Cotteridge	B30 3BH
12	Sheppard Way, Portslade		BN41 2JD
The Old Railway Station	Bishopsbourne	Canterbury	CT4 5JD
Flat 3, 4	Alexandra Villas		BN1 3RE
52	Malmesbury Road	Southampton	SO15 5FR
29	Westfield Crescent	Brighton	BN1 8JB
308	Brodrick Road,	Eastbourne	BN22 0DL

19	Plaistow Close		BN2 5HR
59	Ringmer Drive		BN19HW
1	Rowan Close, Portslade	Brighton	BN41 2PT
93	Winton Drive		WD3 3QS
26	The Dene		TN22 1LB
36	Ravenswood Drive, Woodingdean	Brighton	BN2 6WN
3	Tower Road		BN15 9JR
34	Gordon Road		BN1 6PD
	Moore		BN18WR
25	Mount Harry Road	Lewes	BN7 1NU
3	Hammy Close	Shoreham-By- Sea	BN43 6BL
10	Littlemead		BN8 4SY
5	Longfellow Road		BN11 4NU
394	Upper Shoreham Road		BN43 5ND
Flat 3 Number 15	Winchester Road	Worthing	BN11 4DJ
1	Davis Close		TN39 5DT
87	Brompton Road	Southsea	PO4 9AJ
Claymoor House	Drakelands	Plymouth	PL7 5BS
5	Vicarage Road	Eastbourne	BN20 8AT
27	Sunny Close		BN12 4BD
29	Station Road		BN41 1GB
Thakeham Lees	High Bar Lane	Thakeham	RH20 3EQ
18	Browning Road		BN15 0PY
56	Bevendean Crescent		BN2 4RA
1	Kymer Gardens	Hassocks	BN6 8QZ
56	Stonefield Way	Burgess Hill	RH15 8SG
27	Wickhurst Rise		BN41 2PP
12	Westdene Drive	Brighton	BN1 5HF
41	Saxby Road	Burgess Hill	RH15 8UL
130	Oaklands Avenue	Saltdean	BN2 8PD
60	Rackham Road		BN13 1LW
104	Winchcombe Road	Eastbourne	BN22 8DF
802	Antonine Heights, City Walk	London	SE1 3DF

59	Central Avenue		BN107NB
31	Thornash Road		GU21 4UW
5	Downland Avenue		BN42 4RF
15	Mayo Road		BN2 3RJ
30	Mcwilliam Road		BN2 6BE
43	The Crescent,	Southwick	BN42 4LB
25	Mountfields		BN1 7BT
332	Old York Road,	London	SW18 1SS
71	Ringmer Drive		BN19HW
18	Blakeden Drive	Claygate, Surrey	KT10 0JR
			BN1 6EB
12	Longfellow Rd,	Worthing	BN11 4NU
2	Corner House		RH16 4NJ
27	Blandys Hill	Kintbury, Berkshire	RG17 9UF
7	Tredcroft Road		BN3 6UH
Flat 2, 22	Wilbury Road	Hove	BN3 3JP
17	Ashmore Close	Peacehaven	BN10 8AQ
94	Addison Road	Hove	BN3 1TR
2	Lewesdon Close		SW19 3DP
1	Meadowlands Avenue		BN22 0DS
12	Rose Walk		BN25 3DH
9	Kennett Close, Stone Cross	Pevensy	BN24 5PN
37	Wilbury Villas		BN3 6GB
30	Pratton Avenue		BN15 9NU
30	Pratton Avenue		BN15 9NU
9	The Burrells	Shoreham	BN43 5HF
9	Greenwell Close		BN25 3SG
8	Halland Road	Brighton	BN2 4PF
43	Quebec Street	Brighton	BN2 9UZ
15	Windover Crescent		BN7 1DR
26	Orchid View		BN1 8GP
8	Valley Road		BN41 2TQ
	St Andrews Road		BN1 6EN
57	Beuzeville Ave	Hailsham	BN27 3PB



1a	Pine Walk		TN22 1TU
7	Penn Close		UB8 3AW
7	Waldron Avenue, Coldean		BN1 9EF
31	Westfield Avenue North		BN2 8HS
7	Balcarres Place		PR25 2FH
21	Hangleton Close Hove		BN3 8LT
12	Greenacres, Preston Park Avenue	Brighton	BN1 6HR
	Nawrath		BN2 4PZ
	Licoln Street		BN2 9UG
	High Hurstwood		TN22 4AB
41	Slonkhill Road	Shoreham By Sea	BN43 6HY
27	Trafalgar Road		BN411LD
Pilgrim Cottage			BN44 3LN
35	Mill Lane		BN43 5NA
10	Hartington Villas	Hove	BN3 6HF
130	Malines Avenue	Telscombe Cliffs	BN10 7RZ
77	Braeside Avenue, Patcham	Brighton	BN1 8RN
54	Nevill Avenue		BN3 7NA
15	Varndean Drive	Brighton	BN1 6RS
	Hunt		BN1 5HA
32	Wickham Close		RH16 1UH
7	Hillrise, High Street	Heathfield	TN21 8LU
15	Chelston Avenue	Hove	BN3 5SR
51	Freshfield Road		BN2 0BL
56	Hangleton Road		BN3 7GF
291	Worplesdon Road	Guildford	GU2 9XN
16	Downside	Hove	BN3 6QJ
46	Slonk Hill Road	Shoreham-By- Sea	BN43 6HY
24	Park Rise	Hove	BN3 8PG
17	Rosebarn Close	Burgess Hill	RH150HN
67	Glaisdale Court		DL3 7AE
130	Crescent Drive South	Brighton	BN2 6SA

13	Millbank	Burgess Hill	RH15 8DD
Flat 1 17	St Botolphs Road	Worthing	BN11 4JP
15	Elm Drive		BN3 7JS
Hayreed Cottage	Bayley's Lan	Wilmington	BN26 6RS
15	Coburn House	Crawley	RH10 7SS
30	Livingstone Road		RH15 8QP
90a	South Street		BN14 7NB
91	Applesham Avenue		BN3 8JN
62	Parham Road	Worthing	BN14 0BN
4a	Panwell Road		SO18 6BJ
45	King George V1 Drive	Hove	BN3 6XF
67	Halsbury Road		BS6 7ST
7	Brunel Close		SO30 2TA
129	Broomfield Avenue	Worthing	BN14 7SF
52	Petworth Drive	Burgess Hill	RH15 8JY
8	Barming Close	Eastbourne	BN23 7JP
21	Coleman Street	Brighton	BN2 9SQ
42	Withdean Crescent		BN1 6WH
25	Hammy Lane		BN436GL
Linndale	Crossways Park, West	Chiltington	RH20 2QZ
5	Seaview Road	East Preston	BN16 1LX
44	Leeward Road		BN17 6PQ
Pinecone	Upper Crabbick Lane	Denmead, Hampshire	PO7 6HQ
12	Parkmore Terrace	Brighton	BN1 6AL
3	Wrenway	Portchester, Hampshire	PO16 8HQ
34	Western Gardens	Crowborough	TN6 3EB
54	Brookway	Burgess Hill	RH15 0LN
22	Carisbrooke Road		TN38 0JN
Twynham	New Place Close	Uckfield	TN22 5DR
24	Court Farm Road		BN9 9DH
31	Sunnywood Drive		RH16 4PE
3	Knepp Close	Brighton	BN2 4LD
Brooksbank			BN44 3YW

43	Blakefield Road	Worcester	WR2 5DR
5	Patcham Grange		BN1 8UR
7	Saxons	Shoreham-By-Sea	BN43 5JE
32	Fernhurst Crescent		BN1 8FD
26	Careebong Road, Frenchs Forest, Nsw	Australia	BN42 4LJ
61	Old Malling Way		BN7 2EP
26	Mill Hill	Shoreham-By-Sea	BN43 5TH
17	Kings Road		BN15 8EB
2	Perry Hill	Saltdean	BN2 8FT
11	Wealden Way	Haywards Heath	RH16 4AF
8	Thornton Avenue		NG5 8PA
19	Pipit Meadow	Uckfield	TN22 5NG
Ramsay Hall	Maple Street	London	W1T 5HB
Bruce's Mill	Manningford Bruce		SN9 6JW
75	Mill Rise		BN1 5GJ
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
4	Reba Court, Tye Close,	Saltdean	BN2 8DY
Flat 10	Merle Court Gardens		PO20 1QL
	21 Mill Rise		BN1 5GD
19	Grasmere Avenue		CV3 6AY
Flat 3, 65	Lewes Road	Brighton	BN2 3HZ
	19 Ashwalk		BN9 9XH
19	Ashwalk		BN9 9XH
49	The Quadrant		BN6 8BS
	Faulkner		BN1 8DD
1	Barn Cottages	Piltdown	TN22 3YE
	Silk		BN1 5GH
	Hartley		BN14 7RF
55	The Grange	Hurstpierpoint	BN6 9FD
14	York Road		BN21 4ST
61	Graham Avenue		BN1 8HB
99	Valley Drive		BN1 5FF
55	Findon Road	Worthing	BN14 0BB

	Dawn Mill Lane	Worthing	BN13 3DE
9	Gleton Avenue		BN3 8LN
24	Rigden Road		BN3 6NP
18	Newton Grange		DL14 7RP
22	Westway		TN2 4EX
98	Valley Drive	Brighton	BN1 5FF
1	Allington Road	Newick	BN8 4NA
5	Firle Terrace, South Heighto	Newhaven	BN9 0HQ
36	Haverhill Road		SW12 0HA
10	Gleaners Close	Maidstone	ME145ST
5	Winfield Avenue	Brighton	BN1 8QH
	Goodman		BN13 3NG
145	Hangleton Way		BN3 8ES
21	Heathfield Crescent Portslade	Brighton	BN41 2YS
14	Clifton Place		BN1 3FN
22	Brasslands Drive		BN41 2PN
82	Hawth Park Road	Seaford	BN25 2RQ
39	Friar Road		BN1 6NH
296	Findon Road	Worthing	BN14 0HD
9	Hayes Close		BN8 5HN
32	Sharpthorne Crescent		BN41 2DP
1	The Burrells	Shoreham By Sea	BN43 5HF
9	Eastcourt Rd	Worthing	BN14 7DA
101	Mackie Ave		BN1 8SG
69	Highlands Road, Portslade	Brighton	BN41 2BN
93	Howlett Drive		BN27 1QW
60	Manor Way		BN2 5EF
28	Cooper Drive	Bexhill On Sea	TN39 5EF
35	Upper Boundstone	Lancing	BN159QX
1	Highlands Road		BN412BN
17	Wood Lane		TN23 3AQ
10	Wychwood Avenue	Thornton Heath, Surrey	CR7 8AQ

59	Dumbrills Close	Burgess Hill	RH158RT
4	South Lynn Drive		BN21 2JF
7a	Old Shoreham Road		BN41 1SP
141	Church Green	Shoreham	BN4 36JW
9	Poynings Close	Seaford	BN25 4EP
21	Belvedere Avenue		BN15 9QN
15	Leeward Road	Worthing	BN13 1NA
3 Beverley Court, 16-18	West Town Road, Backwell,	Bristol	BS48 3HH
5	Oaklands Close	Chessington	KT91NT
6	Pound Gate Lane		CV4 8HJ
77	Athelstan Park, Bodmin,	Cornwall	PL31 1DT
57	Natal Road		SW16 6JA
5	Canterbury Road		BN13 1AQ
40	Shalfleet Close		BN23 8DU
4	Hurst Road		BN6 9NJ
99	Abinger Road Portslade		BN411SD
44	Mackie Avenue	Brighton	BN1 8RB
35	Oakwood Rise	Tunbridge Wels, Kent	TN2 3HD
23	Semley Road		BN6 8PD
21	Waterfurs Drive		FK2 7GB
33a	Crescent Way		SE4 1QL
	Windsor		BN2 3PA
7	Old Harrier Close	Bexhill On Sea	TN39 4FE
21	Kernham Drive		RG316GB
62	Smallfield Rd	Horley, Surrey	RH6 9AT
19a	Grantham Road	Brighton	BN16EE
94	The Crestway		BN1 7BN
2	Holmbush Close,	Haywards Heath	RH16 4RS
41	Ladysmith Road	Brighton	BN2 4EH
Fairlight	Off School Lane	Pyecombe	BN45 7FQ
11	Martha Gunn Road		BN2 4BX
3	Wheat House, Bramber Road	Steyning	BN44 3QJ
	Mathews Halland East		BN8 6PL

	Sussex		
26	Barn Rise		BN1 5EE
51	Woodbourne Avenue		BN1 8EQ
	Amberley Drive	Hove	BN3 8JS
44	Lake Court		TN1 2FH
79	Noel Rise		RH15 8BU
21	Limeway	Heathfield	TN21 8YB
57	Carter Road, Maidenbower,	Crawley	RH10 7NY
19	Mulberrygardens	Goring-By-Sea	BN12 4NU
27	Lynchmere Avenue	Lancing	BN15 0PD
86	Barcombe Road	Brighton	BN1 9JR
19	Pipit Meadow		TN22 5NG
3	Cromer Way	Hailsham	BN27 3DW
8	Charles Kingston Gardens		BN1 8NB
6	Albert Road		BN1 3RL
16	Brighton Road,	Lewes	BN 71EB
9	Thyme Close		BN43 6JJ
8	The Ridings	Bramber	BN44 3PX
14	Stalbridge House, 231 Hampstead Road	London	NW1 3EB
14	Stalbridge House, 231 Hampstead Road	London	NW1 3EB
2a	Vernon Avenue, Woodingdean		BN2 6BF
Streele Farm	Five Ashes Road,	Rotherfield	TN6 3RW
65	Braeside Avenue		BN1 8RN
16 B	Pelham Road,	Lindfield	RH16 2ER
4	Serrin Way,	Horsham	RH12 5YN
11	Colnbrook Street	London	SE1 6EZ
9	Chalkers Lane,	Hurstpierpoint	BN6 9LR
	Thomas		BN5 9AW
	Rowden		BN2 7FH
11	Ashburnham Road		TN35 5JN
9	Sadlers Way,	Ringmer	BN8 5HG
Southways	28 Stone Road	Eccleshall,	ST21 6DJ



		Staffordshire	
5	Aldrington Avenue		BN3 7EL
Dodson's Cottage	Hooe		TN33 9ER
12	Iden Street		BN22 9HF
1	Ruskin Road		BN14 8DY
6	The Driveway	Shoreham By Sea	BN43 5GG
6	Woodpecker Drive		BN273EZ
1	Telscombe Road	Peacehaven	BN10 8AH
11	Mile Oak Road, Portslade	Brighton	BN41 2PF
88	Ladysmith Road		BN2 4EG
Avenue Cottage	Park Lane	Ashtead, Surrey	KT21 1HF
43	Charlock Way, Southwater	Horsham	RH13 9GS
12	Lansdowne Crescent	Hailsham	BN27 1LN
10	Westmeads		RH6 9AF
Sunny Corner	Nesbitt Road	Brighton	BN2 4BL
44	Eshton Road		BN22 7ER
21	Kings Avenue	Eastbourne	BN21 2PE
12	Sheppard Way, Portslade		BN41 2JD
67	Norwich Drive		BN2 4LB
12	Glebe Close		BN7 1LB
21	Hangleton Close Hove		BN3 8LT
37	Lower Station Road		RH14 9SU
35	Quebec Street		BN2 9UZ
91	Eldred Avenue		BN1 5EF
10	Warnham Gardens	Bexhill On Sea	TN39 3SP
4	Berberis Court	Shoreham By Sea West	BN43 6JA
189	New Church Road		BN3 4DA
2	The Hooe	Littlehampton	BN17 6PS
40	Westbrook, Lustrells Vale, Saltdean	Brighton	BN2 8EZ
251	South Farm Road		BN14 7TN
11	Winterbourne Close	Lewes	BN7 1JY

Mapleleaf House	Canterbury Rd	Worthing	BN13 1AW
14	Silbury Avenue		CR4 3SQ
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
39	Chates Farm Court, John St	Brighton	BN2 9JS
97	Victoria Rd	Bletchley	MK2 2PD
9	Montholme Road		SW11 6HX
53	Saltdean Vale	Saltdean	BN2 8HE
27	Larkfield Way	Brighton	BN1 8EG
10	Village Close, Portslade		BN41 2GT
26	Phoenix Way,	Southwick	BN42 4HP
32	Edward Street		TN4 8RP
230	Old Shoreham Rd	Hove	BN3 7EG
9	Downsview Ave		BN2 6BP
10	Harrington Place		BN1 7HL
4	Penn Gardens		RH20 3AR
12	Tivoli Crescent		BN1 5ND
27	Roman Way	Southwick	BN42 4TN
116	Lustrells Crescent		BN2 8FL
4d	Wellington Road		BN2 3AB
15	St Antonys	Ringmer	BN8 5LW
9	Kennett Close, Stone Cross,	Pevensy	BN24 5PN
40A	King Arthurs Drive,	Rochester, Kent	ME23NB
6	Gableson Avenue		BN1 5FG
108	New Church Road		BN3 4JB
14	New Road,	Uckfield	TN22 5TG
5	Pelham Rise	Peacehaven	BN10 8BD
94	London Road		BN27 3AH
2	Squirrels Close	Bishops Stortford	CM23 2SA
32	Sanyhils Avenue		BN1 8UN
Flat 1	Cloister Garth		EX1 1JS
27	Semley Road		BN6 8PD
77	Braeside Avenue Patcham		BN1 8RN

2	Hurdles Way	Cambridge	CB22 4PA
88			RH20 4QS
208	Honeydown Cottages		GU28 9JD
39	New Dorset Street		BN1 3LL
Ground Floor Flat, 67	Goldstone Road	Hove	BN3 3RG
2	Queens Approach	Uckfield	TN22 1RU
38	Meadow Lane		RH15 9JA
53	The Ridgway, Woodingdean	Brighton	BB2 6PD
29	Mill Mead		BN8 5JG
7	Elm Close		BN8 6BW
20	Queen's Park Rise		BN2 9ZF
19	Grasmere Avenue		CV3 6AY
52	Downsview		BN5 9YB
Basement Flat, 2	Devonshire Place		BN2 1QA
Little Pook Hill	Heathfield Road	Burwash Weald	TN19 7LA
98	Upper Brents	Faversham, Kent	ME137DL
41	Pashley Road		BN20 8DY
90	Peacock Lane		BN1 6WA
34	Flaxley Close,	Redditch Worcestershire	B98 0QS
Hartswood House			RH20 3LY
49	Marland Way	Stretford, Manchester	M32 0NQ
15	Chelston Avenue	Hove	BN3 5SR
Henfield Lodge	Woodmancote,	Henfield	BN5 9SU
11	Adversane Road		BN14 7QJ
14	Ringwood Close		RH10 6HH
48	Court Farm Road		BN3 7QR
29	Finches Close		BN158PP
83	Stanshawe Crescent	Yate	BS37 4EE
39	Emerald Crescent		ME10 5JJ
189	Arundel Road Central		BN10 7NT
Coatsworth			BN1 8SN
Flat 5 Gladstone House, 70	Stroudley Road	Brighton	BN1 4BH

Orchard Cottage	High St	Hartfield	TN7 4AA
Flat 33 Perrymount Court	Meliden Way	Stoke-On-Trent	ST4 5DD
	Dorfstr. 117, D 59581 Warstein	Germany	BN3 2LS
14	Mcwilliam Road	Brighton	BN2 6BE
171	London Road	Hailsham	BN27 3AN
Flat 14, 34-36,	Cliffe High Street		BN7 2AN
2	Denmark Road, Portslade		BN41 1GJ
8	Grafton Drive	Sompting	BN15 9SW
58	Chanctonbury Close	Burgess Hill	RH15 9EY
149	Middle Road	Shoreham-By-Sea	BN43 6LG
22	Brabourne Rise		BR3 6SG
40	Bishopstone Drive	Saltdean	BN2 8FF
40	Third Avenue	Bexhill On Sea	TN40 2PA
C/O 7	Belbourne Ct. Bread St		BN1 1TT
119	Mile Oak Road, Portslade		BN41 2PJ
Lower Shades	South St	Cuckfield	RH17 5LB
27	Bannings Vale	Saltdean	BN2 8DB
Flat 2, Arundel House, 22	The Drive	Hove	BN3 3JD
34	The Chase	Reigate, Surrey	RH2 7DH
13	Westdene Drive		BN1 5HE
32	Blackthorns	Hurstpierpoint	BN6 9TF
12a	Cairo Avenue		BN10 7HW
Flat 43 Elliott Court	Crestway, Portslade		BN41 2EY
21	Hangleton Close	Hove	BN3 8LT
6	Amherst Crescent		BN3 7ER
7	Birling Close		BN2 4DH
	Snowball		BN14 8AY
6	Becket Court		BN14 7PQ
46	Gateford Drive	Horsham	RH12 5FW
12	Powis Grove		BN1 3HF
	The Old Post House		TN33 0JN

34	King George Vi Mansion		BN3 7QW
103	Holland Road	Hove	BN3 1JP
23	Truleigh Drive, Mile Oak		BN412YQ
36	Harmers Hay Road		BN27 1SU
31	St.Keyna Avenue		BN3 4PN
8	Balmoral Close	Rustington	BN16 3UT
55	Balfour Road	Brighton	BN1 6ND
22	Woodland Avenue	Hove	BN3 6BL
18	Croshaw Close	Lancing	BN15 9LE
162	Court Lane	Hove	SE21 7ED
126	Sackville Road		BN3 7AA
35	Pipersfield	Uckfield	TN22 5SD
1	Millers Rise		BN27 3XE
The Bungalow	Wootton Manor	Polegate	BN26 5RY
28	Windlesham Close		BN41 2LJ
26	Lansdowne Road	Angmering	BN16 4JX
88	Fallowfield Crescent		BN3 7NN
103	The Chase		RG31 7DE
11	Deans Close		BN2 6RN
39	Outwoods Road		LE11 3LX
45	Chapel Street	Hemel Hempstead	HP2 5AA
31	Elm Rd		BN41 1SA
13	Pensford Drive	Eastbourne	BN23 7NX
3	Acacia Avenue		BN3 7JT
Flat 29	Park Royal		BN13BL
4	Fishersgate Close, Portslade		BN41 1QR
2 Marlow Court,10-14	Park Crescent Place		BN2 3HF
12	Clover Way, Portslade		BN41 2ET
11	Cookson Gardens		TN35 5QH
9	Walden Lodge Close	Devizes	SN10 5BU
30	Harrington Villas	Brighton	BN1 6RG
12	Tarragon Way		BN43 JG
8	Green Bank		SK13 6XT

3	Dawn Crescent		BN44 3WH
21	Hampstead Road	Brighton	BN15NG
13	Delius Walk	Waterlooville	PO75HU
136	Valley Drive	Brighton	BN1 5FF
29	Stoney Lane	Shoreham By Sea	BN43 6LA
	8 La Villette 79240 St Paul En Gatine	France	BN41 2WT
14	Saunders Close	Uckfield	TN22 2BK
63	Hawkers Close		SO40 3GG
3	Oak Bank	Lindfield	RH16 1RR
28	Silverdale Road	Burgess Hill	RH15 0EF
4	Ashover Road, Allestree	Derby	DE22 2PZ
31	Frobisher Way		BN16 2BB
Flat 3, 7	Grove Avenue	T Wells	TN1 1UP
14	Sheridan Mansions, Sheridan Terrace	Hove	BN3 5AJ
406	Upper Shoreham Rd		BN43 5ND
51	Nassau Drive	Crowborough	TN6 GT
28	Wellington Road		PO21 2RR
54	Surrey Street	Brighton	BN1 3PB
86	Coulstock Road	Burgess Hill	RH15 9XZ
73	The Martlets, Rustington	Littlehampton	BN162UG
37	North Road		BN1 6SP
130	Carden Hill		BN1 8DD
30	Horsham Avenue	Peacehaven	BN10 8HX
807	Masson Place	Manchester	M4 4AQ
Flat 6, Royal Court, 8	Kings Gardens,	Hove	BN3 2PF
	Collifields		BN1 8ZH
68	Sandgate Road Brighton		BN1 6JQ
68	Sandgate Road	Brighton	BN1 6JQ
3	Pipers Close	Hove	BN3 8FG
124	Amberley Drive		BN3 8JQ
5	Farncombe Road		BN11 2BE
122	Hurst Road		BN21 2PW
	Westdown Farm		TN19 7JT

1	Winkworth Place, Bolters Lane	Banstead, Surrey	SM7 2AA
66	Offington Avenue	Worthing	BN14 9PP
63	Green Ridge	Brighton	BN1 5LU
75	Arundel Drive		BN17 7PY
36	The Crescent		BN15 8PJ
34	Threadcutters Way,	Shepshes, Leicesteshire	LE12 9JY
129	Goring Road,	Worthing	BN12 4AZ
Flat 2, 9	Mill Hill Road	Norwich	NR2 3DP
9	Kennett Close, Stone Cross	Pevensey	BN24 5PN
77	Wilmington Way Patcham	Brighton	BN1 8JG
133	Parker Road		TN34 3TP
43	Newhaven Heights		BN9 9HD
39	Overhill	Southwick	BN42 4WH
87	Downside	Shoreham-By-Sea	BN43 6HF
70	George V Avenue	Worthing	BN1 15RL
35	Temple St	Brighton	BN1 3BH
15	Carronade Court, Eden Grove	London	N7 8EP
21a	Ferndale Road	Burgess Hill	RH15 0HB
17	Heathfield Avenue	Saltdean	BN2 8QB
19	Downsview Crescent		TN22 1TX
18	Tidy Street	Brighton	BN1 4EL
16	Euston Street	Huntingdon	PE29 3QS
3	Middle Road		SO41 9HE
37	Celandine Mead		TA1 3XF
31	Crescent Grove		SW4 7AF
13	Mile Oak Crescent	Southwick	BN42 4QP
5	Willow Close	Storrington	RH20 4RQ
24	Clarendon Villas	Hove	BN3 3RB
15	Lower Drive	Seaford	BN25 3AT
11	Porters Way		BN26 6AP
46	Beechwood Avenue		BN1 8EE



30	Eastbourne Road, Westham	Pevensey	BN24 5NF
11	Croft Road		SN1 4DG
40	Fontygary Road		CF62 3DS
17	Radway Road	Southampton	SO15 7PN
7	Holmes Avenue		BN3 7LA
81	Ladies Mile Road		BN1 8TB
77	Davey Drive, Hollingdean	Brighton	BN1 7BJ
23	Sandown Close		BN23 8EF
	Innisfree		BN14 0RD
26	Delves Close	Ringmer	BN8 5JW
105	Harbour View Road		PO21 4RJ
185	Wiston Road	Brighton	BN2 5PT
145	Downside Avenue	Worthing	BN14 0EY
25	Saltworks Lane	Stafford, Staffs	ST18 0LW
33	Claymoor Park		SL7 3DL
12 B	Roundhill Crescent	Brighton	BN2 3FR
22	Overdown Rise, Portslade		BN41 2YG
23	Petworth House, Davigdor Road,	Hove	BN3 1WG
23	Petworth House, Davigdor Road,	Hove	BN3 1WG
3	Lindisfarne Road		SW20 0NW
11	Mansfield Close	Worthing	BN11 2QR
7	Westmoreland Close	St. Leonards On Sea	TN38 9LF
76	Valley Drive	Brighton	BN1 5FD
104	Hazelwood Avenue	Eastbourne	BN22 0UX
23	Roman Way	Southwick	BN42 4TN
6	Alan Way		BN2 5PF
22	Chesham Close		BN12 4BJ
24	Cousins Way	Emersons Green	BS16 7DG
39	Horsecastle Close		BS49 4AZ
71	St Anthony's Avenue		BN23 6LN
27	Osborne Road		BN1 6LR

25	Hammy Lane	Shoreham By Sea	BN43 6GL
51	Balfour Road	Brighton	BN16NB
20	Bramley Road	Worthing	BN14 9DR
2	Stoaches Cottages Freshfield Lane	Danehill	RH17 7HQ
9	Addison Close	Petts Wood, Kent	BR5 1DS
42	Meeching Rise	Newhaven	BN9 9LD
69	Oakdene Crescent, Portslade		BN41 2RP
15	Windover Crescent		BN7 1DR
	Hughes		SW62JP
2	Lenham Road West		BN2 7GJ
99	Valley Drive		BN1 5FF
1	Sackville Way		BN14 8BJ
15	The Park, Rottingdean		BN2 7GQ
15	Beechers Road, Mile Oak		BN41 2RG
1	Vermeer Gardens		SE15 3AY
4	Ferring Court, Newick Road		BN1 9JY
41	Highfield Crescent		BN1 8JD
38	Hammonds Ridge		RH15 9QQ
7	Southon Close, Portslade		BN41 2RX
13	Prince Avenue	Lancing	BN15 8NH
125	Terringes Avenue	Worthing	BN131JN
38	Tivoli Crescent		BN1 5ND
12	Brentwood Crescent		BN1 7EU
24	Priory Way	Haywards Heath	RH16 3LT
6	Rossiter Road		BN150NP
8	Charlotte House, Station Road	East Preston	BN16 3AG
134	Auckland Drive		BN2 4JG
42	Chichester Drive West	Saltdean	BN2 8SH
45	Rushlake Road		BN1 9AE
22	Kiln Road,	Ringmer	BN8 5PJ
Flat 5 61c	High Street,	Lewes	BN7 1XG

13	Upper Lewes Road	Brighton	BN2 3FJ
28	Waldron Thorns	Heathfield	TN210AB
27	Ophir Road		BN11 2SS
46a	Bridge Road		BN14 7BX
29	Sunningdale Court, Jupps Lane,	Worthing	BN12 4TU
Flat 2, 36	Central Road		M20 4ZD
9	Thornhill Close	Hove	BN3 8JL
24	Barton Road		PO19 3LJ
5	Monument View	Brighton	BN2 0FR
Reading Room Cottage		Worthing	BN14 7NL
Flat 1, 16	Vernon Terrace	Brighton	BN1 3JG
Basement Flat, 20	Castlewood Road	London	N16 6DW
2	Elwood Close	Burgess Hill	RH15 9RE
4	Sherborne Road		BN3 8BB
Gamelands Farm Cottage			TN21 0LE
2	Perry Hill	Saltdean	BN2 8FT
Fir Cottage	The Avenue	Kingston	BN73LL
16	Liverpool Road		PO1 5DZ
35	Cowley Drive		BN26WB
28	Warren Avenue		BN2 6BJ
33	Powis Square		W11 2AY
Gavelacre	Pook Reed Lane	Heathfield	TN21 0XP
10	Harrington Place		BN1 7HL
	Clancy		BN2 3QG
Flat 6	The Curve, Carlton Hill	Brighton	BN2 0GX
Brigden	Waldron,	Heathfield	TN21 0RE
8	Franklin Road, Marsh	Brighton	BN2 3AD RH15 8JP
3	Grace Court, Pavilion Close,	Hassocks	BN6 9DQ
1	Ferndale Walk		BN16 4DB
21	By Sunte	Lindfield	RH16 2DL
16	Graham Road	Worthing	BN11 1TL

23	Downs Way		KT18 5LU
174	Carden Ave	Brighton	BN1 8LG
Wingle	Tye Road		RH15 9HR
77	South Street		BN15 8AP
56	Gordon Road	Fishersgate	BN41 PT
Kirkstone	Mayfield Lane,	Wadhurst	TN5 6HX
	Ullswater Drive		BN1 6SS
212	Elder Close, Portslade	Brighton	BN41 2ER
Edmundsbury	Cowbeech		BN2 7JF
9	Pilgrims Walk	Worthing	BN13 1RJ
40	Mill Hill	Shoreham-By-Sea	BN43 5TH
48	Oak Tree Way	Horsham	RH13 6BF
17	Lansdowne Road	Hove	BN3 1FE
13	Sandringham Drive		BN3 6XD
11	Modena Road	Hove	BN3 5QF
17	Coley Avenue	Reading	RG1 6LJ
134	Auckland Drive		BN2 4JG
87	Carlisle Road	Eastbourne	BN20 7EN
24	Clermont Terrace		BN16 SH
2	Hollingbury Gardens		BN14 0EF
33	Chalcraft Lane		PO21 5TZ
2	Fenwick Road	Oadby, Leicester	LE2 4UF
19a	Hartington Road		BN2 3LJ
8	Warren Crescent		BN16 1BH
11	Fishers Close		MK44 3JL
17	Greenway	Horsham	RH12 2JT
61	Graham Avenue		BN1 8HB
129	Old Shoreham Road		BN3 7AQ
2	Willow Wood Close	Angmering	BN16 4BA
13	Berriedale Avenue	Hove	BN3 4JF
22	Scotland Street	Brighton	BN2 9WA
68	Anglesey Road		PO12 2DX
21	Hangleton Close	Hove	BN3 8LT

40	Dale View Hove	Hove	BN3 8LB
89	Browns Lane		TN22 1UW
72	Odwin Rpad		BN3 7FR
4a	Wordsworth Street		BN3 5BG
22	Hangleton Manor Close		BN3 8AJ
42	Manor Road		TN40 1SN
97	Mackenzie Road		BR3 4RY
4	Drove Crescent Portslade		BN41 2TA
78	Oakwood Rise, Royal.	Tunbridge Wells, Kent	TN2 3HN
119	Lower Green Road	Tunbridge Wells	TN4 8TT
214	Bannings Vale		BN2 8DJ
68	Wish Hill	Eastbourne	BN20 9HA
Lower Ground Floor Flat, 21	Devonshire Place,	Brighton	BN2 1QA
16	Hillside Way, Withdean,	Brighton	BN1 5FE
57	Hillfarm Way		BN42 4YG
11	Discovery House		BN21 3AG
165	Heene Rd	Worthing	BN11 4NN
30	Osprey Drive	Uckfield	TN22 5PF
56	Wiston Avenue		BN14 7PT
36	Juniper Close Portslade		BN41 2GS
37	Stonecross Road, Moulsecoom	Brighton	BN2 4PQ
27	High Street, Rottingdea	Brighton	BN2 7HE
44	Woodland Avenue	Hove	BN3 6BL
34a	Sutherland Road		BN2 0EQ
14			RH12 3LE
53	Langley Drive		RH11 7TF
55	Reigate Road		BN1 5AG
62	Hannah Road	Sheffield	S13 7RU
92	Northcourt Road		BN14 7DU
The Beechings			BN44 3PD
2	Seaton Park		BN17 7PF
134	Auckland Drive		BN2 4JG

134	Auckland Drive		BN2 4JG
6	Benfield Way, Portslade		BN41 2DA
115	Station Road	Burgess Hill	RH15 9ED
2	Central Road		PO6 1QE
43	Elizabeth Avenue	Brighton	BN3 6WA
154	London Road		BN27 3AP
35	Berrall Way		RH14 9PQ
15	Upwick Road		BN208NB
3	The Courtyard	East Grinstead	RH193XU
61	Stanley Road	Peacehaven	BN107SP
7	Hamilton Close		BN41 2WY
54	Nevill Avenue		BN3 7NA
67	Carden Avenue	Brighton	BN1 8NF
35	Upperton Road		BN21 1LN
1 / 37	Fourth Avenue		BN3 2PN
Seymour House	Landgate	Rye	TN31 7LH
10	Wealden Close		TN6 2ST
183	Dominion Road,	Worthing	BN14 8LH
Amber	Alexandra Road	Heathfield	TN21 8EA
19	Meadow Crescent		BN112SQ
4	Somerset Close		BN14 1NH
23a	Melbourne Road,	Wallington	SM6 8SH
188	Stanley Park Road,	Carshalton	SM5 3JP
66	Wells Road,	Bath	BA2 3AR
28	Cornwall Avenue	Peacehaven	BN10 8SG
45	Summerhouse Lane	Chepstow	NP16 5SP
Stepney Farmhouse	Barcombe	Lewes	BN8 5BB
25	Stapley Rd		BN3 7FE
64	Glendale Avenue	Eastbourne	BN21 1UN
	Nash		BN42 4EJ
61	Graham Avenue		BN1 8HB
8	Upper Boundstone Lane	Lancing	BN15 9QX
9	Henry Burt Way	Burgess Hill	RH15 9UX
Meeching	Burwash		TN19 7JP

11	Howard Terrace	Brighton	BN1 3TR
5	Kipling Drive		ME206UJ
99	Bonchurch Road		BN2 3PJ
35	Kilpin Green	North Crawley, Bucks	MK16 9LZ
27	Chantrey Road, Tilgate	Crawley	RH10 5AJ
50	Saltdean Drive	Brighton	BN2 8SB
30	Becksbourne Close	Maidstone	ME14 2ED
18	The Green	Southwick	BN42 4GF
Flat 93	Wellend Villas, Springfield Road	Brighton	BN1 6BT
6	Morton Terrace		LS20 8BU
119	Tarring Road,	Worthing	BN11 4HE
76	Upper Belgrave Road		BN25 3AY
14	Hallett Road	Brighton	BN2 9ZN
72	Nutley Crescent	Worthing	BN12 4LB
34	Belfast Street,	Hove	BN3 3YS
56	Wiston Avenue		BN147PT
305	Findon Road	Worthing	BN14 0HA
18	Rowan Avenue,	Hove	BN3 7JG
10	Terry Drive		B76 2PT
38b	Newtown Road		BN3 6AB
46	Meadow Lane	Lindfield	RH16 2RL
6	Mercury House		BN43 6EW
9	The Martlet		BN3 6NT
22	Brabourne Rise		BR3 6SG
12	Hollingbury Rise	Brighton	BN1 7HJ
Stablecroft	Croft Road	Crowborough	TN6 1DS
14	Rylstone Road		BN22 7HH
2	Cedar Chase, Cross Lane	Findon	BN14 0US
18	Chiltern Close		BN43 6LE
67	The Priory, London Road		BN1 8QT
13	Orchard Gardens		BN3 7BH
8	York Mansions East, Temple Gardens	Brighton	BN1 3AS



18	Parklands Avenue		BN12 4NH
3	Jacaranda Place, Beecroft, Nsw	Australia	BN10 4EH
46	Down Terrace	Brighton	BN2 9ZH
9	Hillside		BN20 0HE
130	Malines Avenue,	Telscombe Cliffs	BN10 7RZ
14	Frobisher Close	Eastbourne	BN23 6BT
38	Allangate Drive, Rustington	Littlehampton	BN16 3JE
9	Mansfield Drive	Hoghton	PR5 0EJ
'Riley Oaks'	Hayes Lane,	Slinfold	RH13 0SJ
Flat 1, 11a	Palmeira Mansions, Church Road	Hove	BN3 2FA
55	Grampian Way		ME15 8TG
8	Amberley Close		RH20 4JA
15	The Cape	Littlehampton	BN17 6PL
68	Downsway	Shoreham By Sea	BN43 5GN
1	Hartington Villas	Hove	BN3 6HF
Flat 1, 43,	Medina Villas	Hove	BN3 2RP
51	Northeast Drive	Hove	BN3 8PP
8	Seaside Road	Lancing	BN15 8DD
56	Janes Lane		RH15 0QR
61	Little Paddocks Ferring	Worthing	BN12 5NH
Fiesta	The Street	East Preston	BN16 1HZ
Bolsters Gate,	Bardown Road, Stonegate,	Wadhurst	TN5 7EL
149	Shirley Drive	Hove	BN3 6UP
11	Bowmans Drive	Battle	TN33 0LT
6	Hazeldene Meads	Brighton	BN1 5LR
87	Widdicombe Way		BN2 4TH
5	Woodside Avenue	Brighton	BN1 5NF
6	Copperfield Place	Horsham	RH12 2HR
Danella	Treblers Road	Crowborough	TN6 3RL
9	Views Wood Path	Uckfield	TN22 1JL
17	Middleton Drive		BN23 6HD
3	Bridge End, High Street,	Pevensey	BN24 5JU

4	The Ridings	Waltham Chase, Hampshire	SO32 2TS
32	Applesham Avenue		BN3 8JJ
26	Lancing Road	Orpington, Kent	BR6 0QT
Flat 3, 14	Richmond Place	Brighton	BN2 9NA
65	Hillrise Avenue, Sompting	Lancing	BN15 0LU
Amy House	58 Hoblands	Haywards Heath	RH16 3SA
The Clock Tower	Chelwood Gate Road	Nutley	TN22 3HE
53	Saltdean Vale	Saltdean	BN2 8HE
16	The Quay Emerald Quay		BN43 5JP
34	Lenhurst Way		BN13 1JL
3	Armada Way	Littlehampton	BN176QY
19	Glendale Road		BN3 6ES
74	Hertford Road		BN1 7GF
9	Stroykins Close		DN34 4NF
14	Ramsey Close	Heybridge, Essex	CM9 4YZ
9	Kennett Close, Stone Cross	Pevensy	BN24 5PN
68	The Drove Way		BN3 6PR
The Cottage	South Lane,	Hurstpierpoint	BN6 9YD
69	Malvern Way		TN34 3PS
32	Albert Road		BN26 6BS
Flat 4, 3	Lake Drive	Peacehaven	BN10 7QD
9	Stroykins Close	Grimsby	DN34 4NF
6	School Road,	Hastings	TN35 5AZ
29	Vallance Gardens		BN3 2DB
18	Tongdean Rise		BN1 5JG
36	Ravenswood Drive, Woodingdean	Brighton	BN2 6WN
6			TN39 4JT
Flat 2, 32	Christchurch Road,	Cheltenham, Glos	GL50 2PL
7	Beckett Way		RH19 4SF
	Carter		BN15DD
20	Norway Street		BN411GN

8	Curie Avenue		SN1 4GB
56	New England Road	Haywards Heath	RH16 3LD
11	Peckham Close	Lewes	BN7 2EW
8	Watermint Close		TN38 9SZ
8	Watermint Close		TN38 9SZ
54	St Pancras Road	Lewes	BN7 1JG
61	Bevendean Road		BN2 4FN
47	The Seasons, September Way	Stanmore	HA72SE
51	Easthill Drive Portslade		BN41 2FD
24	Haleybridge Walk,	Tangmere	PO20 2HG
5	Jubilee Road		BN41 1SU
21	Dinmont House, Pritchards Road	London	E2 9BW
Flat 12, 3-4	Sillwood Place		BN1 2LH
139	Mill Lane		BN41 2FH
50	Falmer Avenue		BN2 8FG
33	Shirley Drive		BN3 6UA
52	Strathmore Road		BN13 1PG
100	Rugby Road		BN1 6ED
2	Maxwell Cottages, Findon Road		BN14 0RA
114	Pevensey Road		BN22 8AE
16	Lorna Road		BN3 3EN
34	Silver Lane		RH149RJ
6	Penhill Court		BN15 8HE
158	Ringwood Road	Eastbourne	BN22 8TT
	10 Havenside		BN43 5LN
Wyke Oliver	Stable Lane	Findon	BN14 0RR
27	Brownleaf Road		BN2 6LD
160	Mile Oak Rd, Portslade		BN41 2PL
	Hewland		BN1 8BA
24	Rigden Road		BN3 6NP
87	Station Road		BN26 6EB
14	Barrhill Avenue	Brighton	BN1 8UF
9	Garden Road	Tunbridge	TN1 2XJ

		Wells, Kent	
16	Vermont Drive, East Preston, West Sussex		BN16 1LA
15	Fairfield Gardens		BN41 2BJ
36	Torton Hill Road		BN18 9HL
6	Walnut Walk		BN26 5AD
64	St Thomass Road		TN34 3LQ
6	St Margarets Crescent	Bexhill On Sea	TN39 4RE
	25 Gateford Drive	Horsham	RH12 5FW
163	Upper Brighton Road	Worthing	BN14 9JS
74	Orchard Road	Burgess Hill	RH15 9PL
23	Dene Vale		BN1 5ED
40	Fontygary Road		CF62 3DS
72	Town Drove, Quadring,	Spalding	PE11 4QN
7	Princes Road	Eastbourne	BN23 6HS
52	Brangwyn Drive		BN1 8XD
52b	Nesbitt Road		BN2 4BL
70	C00mbe Road		BN2 4EE
25	Fairmead Road		RG2 9DL
22	Ventnor Villas		BN3 3DE
3	Church Terrace, Station Road,	Cowfold	RH13 8DA
17	Minster Road, London		NW2 3SE
331	Dyke Road		BN3 6TE
76	Hardwick Road		BN3 8BT
Cavatina Lodge			BN15 8RB
115	Merrion Avenue	Stanmore, Middlesex	HA7 4RZ
27	Chelation Avenue		BN3 5SR
Thrift Cottage	Station Road	Crawley Down	RH10 4JE
38	Ashenground Road		RH16 4PP
8	Nevill Close		BN3 7QT
336	Dyke Road	Brighton	BN1 5BB
20	Dudley Rd		TN1 1LF
Flat 38	Manhattan Court, Tongdene Lane		BN1 6XZ

125	Nevill Ave		BN3 7NE
10	Saxon Way	Lindfield	RH16 2NT
55	St. Leonard's Gardens	Hove	BN3 4QA
182	Mile Oak Road, Portslade	Brighton	BN41 2PL
141	Old Shoreham Road	Hove	BN3 7EA
10	Clarendon Road	Shoreham By Sea	BN43 6YG
205	Bear Road	Brighton	BN2 4DD
14	North Farm Road		BN15 9BS
295a	Rotherhithe Street		SE16 5EY
126	Hodshrove Road		BN2 4RS
38	Cooper Drive		TN39 5EF
9	Norman Close		BN17 6BY
64a	Sackville Road	Bexhill On Sea	TN39 3JE
6	Little Crossing		HG4 3LG
206	Ham Road	Worthing	BN11 2QJ
Flat 5 Cambridge Mill, 5	Cambridge Street	Manchester	M1 5GF
18	Saxons		BN43 5JE
17	Brackenbury Close, Portslade	Brighton	BN41 2ES
8	D'aubigny Rd		BN2 3FT
12	Friar Road		BN1 6NG
60	Abbey Close	Peacehaven	BN10 7SD
	140 Park Lane	Carshalton, Surrey	SM5 3DT
35a	Bolney Avenue,	Peacehaven	BN10 8HG
21	Hillside Road	Stratford-Upon- Avon	CV37 9EB
Flat 1	Tintagel Court		BN43 6WE
119	Stanford Avenue		BN1 6FA
16	Island Farm Road		KT8 2LH
7	Sovereign Close		BN25 3EP
143	Carden Avenue		BN1 8NH
Flat 1	Woodside Lodge		BN1 5ND
46	Shakespeare Street	Hove	BN3 5AG

Holly Tree Cottage			BN44 3GL
24	Brook Way	Lancing	BN15 8DG
28	The Broadway	Lancing	BN15 8NY
66	Furnace Drive	Crawley	RH10 6JE
Copper Beech	Malthouse Lane		RH15 9XA
71	Sompting Road		BN14 9EU
2	Adversane Road,	Worthing	BN14 7QH
16	Oldfield Road	Eastbourne	BN20 9QD
20	Artesian Grove,	New Barnet, Herts	EN5 5HU
20	Manvers Road		BN20 8HJ
129	Clementine Avenue		BN25 2XG
3	St Marys Cottage, Ridge Rd, Falmer		BN1 9PN
25	Lustrells Crescent	Brighton	BN2 8AS
Flat, 8, 9,	Kings Gardens	Hove	BN3 2PF
	Szypulski		BN2 1LE
	Lewington		LS17 9EZ
	David		BN6 8NU
30b	Mildmay Park		N1 4PH
68	Compton Road		BN1 5AN
63	Abbey Close		BN10 7SD
5	Byron Close	Horsham	RH12 5PA
12	Yardley Street		BN1 4NU
79	Cedar Drive		RH13 9UF
35	Elm Place	Rustington	BN16 3BL
54	Oakwood Rise	High Brooms	TN2 3HF
22	Elizabeth Avenue,	Hove	BN3 6WG
118	Royal George Road		RH15 9SL
23	Semley Road	Hassocks	BN6 8PD
10	Shirley Drive	Worthing	BN14 9AX
7	Sheppard Way, Portslade		BN41 2JD
113a	Marine Parade		BN2 1DD
54	Coleridge Crescent	Worthing	BN126LT
17	Bramble Close	Guildford	GU3 3BQ

Kellington Windmill			DN14 0XT
167a	Old Shoreham Road	Southwick	BN42 4QB
4	Abbey Road	Steyping	BN443SQ
61	Littlehampton Road	Worthing	BN13 1QP
72	Northcote Road		SO17 3AG
32	St Lukes Road		BN2 9ZD
9	Wilkinson Close		BN2 7EG
73a	Portland Road	Hove	BN3 5DP
Top Flat, 74	Highdown Road		BN3 6EB
66a	Northcote Road	London	SW11 6QL
1	Culpepper		RH15 8UB
Flat 16	The Willows		PO21 2AU
30	Fairfield Gardens		BN41 2BH
303	Bexhill Road Woodingdean		BN26QL
70	Marlcroft, Coventry		CV3 3FS
30	Becksbourne Close	Maidstone, Kent	ME14 2ED
27	Ironstone Way	Uckfield	TN22 1XJ
6	Heathfield Crescent, Mile Oak, Portslade		BN41 2YR
9	Braybon Ave		BN1 8EA
99	Ditchling Road	Brighton	BN1 4SE
15	Cobbetts Mead	Haywards Heath	RH16 3TQ
11	Colnbrook Street	London	SE1 6EZ
59	First Avenue	Lancing	BN15 9QF
3	Hanover Road	Eastbourne	BN22 7DG
4	Loxwood Avenue		BN14 7QZ
37	Bernard Road		BN2 3ER
148	Sutton Avenue North		BN10 7QL
The Barn	Polglaze,	Fowey	PL23 1JZ
Jaspe	Western Road,	Burgess Hill	RH15 8QN
16	Burwash Road		BN3 8GQ
31	New Barn Lane	Uckfield	TN22 5EL
9	Larch Close		BN2 6TT
11	Chanctonbury Drive	Shoreham By Sea	BN43 5FR



2	Cleveland Road		BN1 6FF
103	Milton Street	Maidstone, Kent	ME16 8LD
18	Upper Hamilton Road		BN1 5DF
15	Erica Close		BN23 8BT
8	Tamworth Road Hove		BN3 5FJ
57	Beuzeville Ave	Hailsham	BN27 3PB
22	Brabourne Rise		BR3 6SG
2	Kirkstall Close	Eastbourne	BN22 0HQ
5	Lomond Avenue Patcham		BN1 8SN
	Hubbard		BN3 2LF
48	Braybon Avenue	Brighton	BN1 8HE
The Lodge	Denham Mount	Denham Bucks	UB9 4HW
Pilbeams	School Hill		TN19 7DZ
72a	Beaconsfield Road		BN1 6DD
24	Rigden Road		BN3 6NP
24	Clarendon Road		BN43 6YG
68	The Droveaway	Hove	BN3 6PR
Studio D, 528	Hornsey Road	London	N19 3QN
24a	Buckingham Place		BN1 3PJ
	Walters		LE67 2ST
	Cowley		BN12 5HZ
19	Hillary Close		RH19 3XQ
5	Princess Court, Gordon Road	Haywards Heath	RH16 1EF
7	Oxford Road		GU1 3RP
20	Upper Abbey Road		BN2 0AD
104	Hodder Ave		BN10 7QU
5	North Court		BN7 2AR
3	Arundel Mews, Southdowns Park,	Haywards Heath	RH16 4SJ
Westands	Grange, Cowfold Road	West Grinstead	RH13 8LZ
57	Hertford Road,	Brighton	BN1 7GG
38	Shepham Avenue	Saltdean	BN2 8LS
66	Eley Drive		BN2 7FG
53	Thornhill Avenue,	Brighton	BN1 8RG

	Beresford Road		BN9 0LX
5	Downs Walk		BN10 7SN
73	Arundel Avenue		KT17 2RN
44	St Nicholas Road		BN1 3LP
85	Sigrist Square		KT2 6JY
32	Edward Street		TN4 8RP
22	The Warren	Burgess Hill	RH15 0DZ
18	Stamford House, Great Heathmead	Haywards Heath	RH16 1FH
67	Stanford Avenue	Brighton	BN1 6FB
56	Anglesey Ave		BN27 3BQ
15	Sherborne Lodge, Grand Avenue	Worthing	BN11 5BH
7	South Grove	Horsham	RH13 5BZ
35	Grenehurst Park, Capel,	Dorking, Surrey	RH5 5GB
30	Church Lane	Southwick	BN42 4GB
6	Ashmore Close	Peacehaven	BN10 8AQ
Highlands	Burwash Road, Broad Oak		TN21 8ST
6	Bloomsbury Street,	Brighton	BN2 1HQ
101	Goldstone Crescent	Hove	BN3 6LS
11	Hertford Rd,	Brighton	BN1 7GG
67	Lark Hill		BN3 8PH
23	Dukes Cl		BN25 2TU
Flat 3 Belle Vue Court 21-22	Preston Park Ave		BN1 6HL
2	Low Common, Bunwell	Norwich	NR16 1TD
7	Elvin Crescent, Rottingdean		BN2 7FF
178	Downside	Shoreham By Sea	BN43 6HD
166	Battle Road	Hailsham	BN27 1UD
73	Brentwood Road		BN1 7ET
Mill House	North Chailey		BN8 4DJ
	Orchard Way	Hurstpierpoint	BN6 9UB
59	Hill Top Road		HD3 3SJ
70	Woodland Drive	Hove	BN3 6DJ

16	Selham Close	Brighton	BN1 9EH
26	Hove Park Road		BN3 6LJ
26	Hove Park Road		BN3 6LJ
14	Whytings	Horsham	RH136JZ
42	Moulsecoomb Way		BN2 4PD
22	Goring Road		BN44 3GF
15	Capel Avenue	Peacehaven	BN10 8NB
415	Upper Shoreham Road		BN43 5NF
2	Prince Drive	Sandhurst	GU47 8LL
Flat E, 139	Marine Parade		BN2 1DF
21	Bath Road		BA15 1SW
26	Githa Road	Hastings	TN35 5JU
289	Queens Park Road	Brighton	BN2 9XL
	Hangleton Road		BN3 7LN
211	Ladies Mile Road		BN1 8TF
24	The Grampians, Shepherds Bush Road	London	W6 7LN
Ripperton	61 Sutton Avenue	Seaford	BN25 4LL
15	Madehurst Close	Brighton	BN2 0YR
46	Egmont Road		BN3 7FP
Honeypot House	Mill Lane	South Chailey Lewes	BN8 4PY
66	Cokeham Lane		BN15 9UR
25	Sycamore Close		BN2 6SJ
16	Rosslyn Road	Shoreham By Sea	BN43 6WP
4	Victoria Street		RH13 5DZ
121	Priory Way		RH163NS
36	Ridgeside Avenue		BN1 8WB
82	Barnmead	Haywards Heath	RH16 1UZ
22	Radford Meadow		DE74 2NZ
33	Upper Perry Hill		BS3 1NJ
16	Southall Avenue		BN2 4BB
200	Ladysmith Road		BN24EF
Flat 4	Stanford Avenue		BN1 6GA
97	Southwick Street		BN42 4TL

41	Castle Bolton		BN23 8NU
10	Terry Drive		B76 2PT
	Thomas		BN9 0SD
105	Beaumont Road	Petts Wood, Kent	BR5 1JG
42	Arundel Road	Peacehaven	BN10 8RY
303	Bexhill Road		BN2 6QL
64	Riverside Road		BN43 5RB
27	Trafalgar Road		BN411LD
28	Manor Road		RH15 0NL
41	Ravensbourne Avenue	Shoreham-By- Sea	BN43 6AA
Newlands Courtlands		Nutley	
29	Judd Road	Tonbridge	
54	Cross Road		
46	Craignair Avenue		
59	Rugby Road	Brighton	
121	Holland Road		
9	Vernon Road	Sheffield, South Yorks	
52	Waldergrave Rd		
4	Alder Close	Heathfield	
6	Amherst Crescent		
73	Chalky Road		
86C	Milward Road	Hastings	
8	Wheatfield Way	Moulsecoomb	
44a	Stanmer Park Road	Brighton	
12	Crown Hill	Seaford	BN25 2XJ
10	Crescent Drive South	Woodingdean	BN2 6RB
4	Muirfield, Aurum Close	Horley	RH6 9DW
29	29 Western Road		RH16 3LR
41	Liptraps Lane		TN2 3BU

68	Penland Road,	Haywards Heath	RH16 1PH
31 Fairlawns	159 Kingsway		BN3 4FZ
10	Branwyn Way		BN1 8XA
12 Priory court		Tonbridge	TN9 2AQ
37	Priory Road		RH15 9HD
47	Dene Vale		BN1 5ED
8	Collingwood		RH20 2JE
Verrall			BN10 7PP
79,	Woodland Avenue,	Hove	BN3 6BJ
1	Ariadne road,	Swindon	SN25 2JJ
33	Chyngton Way		BN25 4JB
		Bury	BN14 7AJ
60	Orleans Road		SE19 3TA
125	Timbermill	Southwater	RH13 9SP
23	Roseveare Close		PL9 8JJ
11	Orchard Gardens	BN3 7BH	
17	Cromer Way,	Hailsham	BN273DW
11b	Eshton Road		BN22 7ES
11	Wynddale Road		E18 1DY
Acacia.	Maudlyn Parkway	Steyning	BN44 3PT
59	Pebsham Lane	Bexhill-on-Sea	TN40 2RB
321	Ditchling Road		BN1 6JJ
1	Wyhperry Road		rh16 1hj

46	Great Innings North		SG14 3TD
37	Park Crescent		BN34 2PP
6	Woodpecker Way	Worthing	BN132TY
58	Coopers Hill		BN20 9JG
17	Erringham Road		BN43 5NQ
Flat 4	8 Cavendish Place		BN1 2HS
26	Clermont Terrace		BN16SH
112	Becket Road		BN14 7ET
97	Northeast Drive		BN3 8LH
19a	High Street Lewes		BN7 2LN
15	Gundreda Rd ,	Lewes	BN7 1PT
7	Church Walk		BN11 2LS
2	Harrington Road		NG33 5SJ
18	Hollingbury Road	Brighton	BN1 7JA
26	St. Lawrence way		BN23 5QE
Updown House			BR7 5PB
94	Sompting Road	Lancing	BN15 9LQ
54	Bodiam Avenue		BN2 4LQ
15	Wigmore Road	Worthing	BN149HH
27	Hudson Close		BN13 2SJ
	Lullington Avenue		BN3 7EQ
North Lodge	Jeremys Lane	Bolney	RH17 5QE
97	Dale Avenue	Hassocks	BN6 8LR

97	Northeast Drive	Hove	BN3 8L
Malvern Cottage	Pondcroft Road		RH16 2HQ
14	Oakdene Close	Wimborne, Dorset	BH21 1TJ
Flat 3, 50	Ditchling Rise	Brighton	BN1 4QP
Flat 3, 4	Medina Villas	Hove	BN3 2RJ
58	Harlands Road	Haywards Heath	RH16 1LS
30	Chichester Way	Burgess Hill	RH15 0RH
Haydown	Foxley Corner	Wiltshire	SN10 3PY
14	Nevill Ave	Hove	BN3 7NA
71	Rolleston Drive	Nottingham	NG5 7JA
41	Hollingdean Terrace	Brighton	BN1 7HB
26	Coleman Avenue		BN3 5NB
83	Shaftesbury Road	Brighton	BN1 4NG
19	Northcourt Close	Rustington	BN16 3HZ
1	Richmond Court		BN3 1TD
37	Harvard Road		BN8 5HH
6	Manor Street	Cleckheaton, W Yorkshire	BD19 6LU
143	Wantley Hill Estate	Henfield	BN5 9JN
33	Hazelwood Avenue		BN22 0SN
	Lower Beach Rd	Shoreham-by- Sea	BN43 5YH
12	Adam Close		SL1 9AR
29	Chippers Close		BN13 1DF
Byworth Rough	Byworth	Petworth	GU28 0HR
5	Fairhaven		BN73AH



29	Overhill	Southwick	BN42 4WL
10	Pine Court	Doune	FK16 6JE
23	Scott Street		ME14 2TA
86	Marine Crescent	Worthing	BN12 4 JH
1	Clark Drive	Melton Mowbray	LE13 1HU
6	Kirdford Road		BN18 9EF
16	St. Giles Close	Shoreham-by- Sea	BN43 6GR
	Jameson Road	Bexhill-on-Sea	TN40 1EJ
14	Combe Rise		BN20 9LG
13	Belton Road	Brighton	BN2 3RE
39	Friars Croft,	Southampton	SO40 2SS
5	Sadlers Way	Ringmer	BN8 5HG
10	Landbury Walk	Ashford	TN254PP
6	Wilmington Close	Brighton	BN1 8JE
142a	Coldharbour Lane	London	SE5 9QH
5	Yardley Street	Brighton	BN1 4NU
65	Bramble Way	Brighton	BN1 8GJ
18	Nevill Road	Hove	BN3 7BQ
		Hammond	RH20 3AR
Copse Cottage,	Chapel Lane	Guestling	TN35 4HP
Montserrat	Kiln Close	prestwood	HP16 9DJ
146	Cowley Drive	Brighton	BN2 6TD
Flat 3	29 Buckingham Road,	Shoreham	BN43 5UA

18	Batsmans Drive	Rushden	NN10 6EW
Rosemount	Elm Grove		BN15 8PD
27	Sunny Close		BN12 4BD
44	Cissbury Crescent		BN2 8RJ
17	Fromondes Road	Cheam	M3 8QP
58	Braybon Avenue	Brighton	BN1 8HG
Flat 9, Bradwell Court	Godstone Road,	Surrey	CR3 0GJ
105	Waldegrave Road	Brighton	BN1 6GJ
29	Grove Road	Seaford	BN251TR
36	New Barn Road		BN43 6HN
27	St. Helens Road	Dorchester	dt1 1sd
44A	Braemore Road		BN3 4HB
60	Montgomery Street		BN3 5BE
74	Norwich Drive	Lincoln	LN4 2TF
226	Old Shoreham Road		BN42 4LT
16	Darlington Walk	Rustington West Sussex	BN16 3GD
Larkspur	Rosemary Lane	Alfold, Surrey	GU6 8EU
7	Lexden Drive		BN25 3BD
14	High Park Avenue		BN3 8PE
76	Davey Drive	Brighton	BN1 7BJ
26	Middleton Avenue	Hove	BN3 4PJ

## Appendix C - Letters of Comment

Property Name / Number	Street	Town	Postcode
14	Ambleside Road, Sompting	Lancing	BN15 9SE
	Croft Road	Hastings	TN34 3PQ
271	Bexhill Road		BN26QL
The White Cottage	Amberley Road	Storrington	RH20 4JQ
5	Finians, Field Barns Green	Horsham	RH13 0JX
15	St Lawrence Way	Hurstpierpoint	BN6 9SH
51a	Foxdown Road		BN2 6TJ
39	Woodland Road	Worcester	WR3 8HH
Flat 155	Cavendish Court, Cavendish Street	Derby	DE1 1UD
43	Overhill	Southwick	BN42 4WH
Flat 10	Murison House		BN1 6SJ
28	Lawrence Rd		BN3 5QB
26	Hever Croft	Rochester, Kent	ME22NN
	Albany Road	Market Harborough	LE16 7QG
118	Havelock Rd		BN1 6GQ
4	Rectory Close	Shoreham-By- Sea	BN43 6EG
47	Church Marks Lane	East Hoathly	BN8 6EQ
11a, Flat 3,	Sillwood Place		BN1 2LH
	Weston Gate, Station Road	Lewes	BN8 4HE
	Upper Chalvington Place		BN2 5GY
6	Meadowridge	Basingstoke	RG22 4QH

1	Clockhouse Wisborough Green	Billingshurst	RH14 0DY
Harbet	Shipleigh Road Southwater	Horsham	RH13 9BG
	6 Hamilton Road	Horsham	RH12 2JJ
Lasatt	Western Road	Crowborough	TN6 3EH
	Haybourne Road		BN2 5QR
24	Ellis Avenue	Worthing	BN13 3DY
41	Lynchets Cres		BN3 8EL
55	Honey Croft		BN3 8EZ
3	Old Mill Park	Bexhill On Sea	TN394UD
27	Beacon Hill	Brighton	BN2 7BN
61	Sandgate Road		BN1 6JP
15	Glebe Close	Eastbourne	BN20 8AW
67	The Fairway	Newhaven	BN9 9XX
39	Hill Road	Eastbourne	BN20 8SN
46	Surrenden Road		BN1 6PP
77	Lexden Road	Seaford	BN25 3BA
6	Stonery Road	Portslade	BN41 2PQ
The Middle House		Haywards Heath	RH16 1PD
21	Larkspur Grove	Bedworth	CV12 0GZ
27	Hansfield, Navan Road	Republic Of Ireland	Dublin 15
26 Carlton Court	St Lawrence Road	Clontarf, Republic Of Ireland	Dublin 3
44	Middleway	Lewes	BN7 1NL

81	Compton Rd	Brighton	BN15AL
	Albert Mansions, Church Road		BN3 2FS
21	Willow Park	Haywards Heath	RH16 3UA
57	Crest Way		BN41 2EY
2	Lambardes Close	Pratts Bottom	BR6 7QB
143	Royal George Road	Burgess Hill	RH15 9TD
Flat 1a Rufford Court 109	Marine Parade	Brighton	BN2 1AT
6	High Street	Abingdon, Oxfordshire	OX14 4NB
2	Windlesham Cottages		BN16 1GJ
39-41	Vale Road		BN41 1GD
Bluebell Cottage		Plumpton Green	BN7 3FB
119	Chester Terrace		BN1 6GD
15	Gardener Close	Eastbourne	BN23 6DQ
The Honetpot	Honey Lane	Angmering	BN16 4AB
12	Shepherds Croft, Withdean	Brighton	BN1 5JF
No 3	Oak Tree Villas	Crowborough	TN6 2FE
5	Le Clos Des Blanchés	Jersey	JE2 6PB
1	D'Aubigny Road	Brighton	BN2 3FT
39	Ditchling Hill, Southgate	Crawley	RH11 8QJ
Beestons Farm	Vine's Cross		TN21 9HB
Flat 19, 18	The Drive	Hove	BN3 3JB
28	Old Shoreham Road		BN36ET
39	Ripley Road	Worthing	BN115NG
43	Swanfield Drive		PO19 6SS

6	Reaper Rd	Colchester	CO3 4SH
60	Hillside		BN2 4TF
14	Peggotty Place		GU47 0GY
40	Sunnydale Avenue	Brighton	BN1 8NR
96	Elm Grove		BN2 3DD
37	Hexham Close, Worth	Crawley	RH10 7TZ
59	Barn Rise		BN25 3DB
3	Chanctonbury		RH20 3QE
2	Curds Farm Cottages, Handset Road	Barcombe	BN8 5TQ
14	Meadow Views, Eastbourne Road	Ridgwood	TN22 5TL
1	Gleneagle Avenue	Plymouth	PL3 5HL
		Eastbourne	BN237QN
86	Crescent Drive South		BN2 6SA
22	Sharpthorne Crescent,	Portslade	BN41 2DP
50	St Botolph's Road	Worthing	BN11 4JS
24	Ennismore Avenue		GU1 1SR
151	New Church Road	Hove	
Springs,	Spring Lane	Clayton	BN6 9PN
Flat 6	Dubarry House, Hove Park Villas		BN3 6HP
12	Lockwood Close	Brighton	BN2 UJ
27	The Gallops		SS16 6RR
4	Galliers Close		BN1 8TR
Harraway			BN2 9XD

Vanda Mew, 1	Telscombe Road	Peacehaven	BN10 8AH
1	Meadway Court		BN43 4SL
46	Woodland Court	Hove	BN3 6DQ
39	Chailey Avenue	Brighton	BN2 7GH
122	Argosy Way	Newport	NP19 0LN
6	Highdown Close		BN42 4QW
211		Freshfield Road	BN2 9YE
23	Denton Drive		BN9 PU
12	Manor Green, Manor Farm		BN2 5ED
17	Buckingham Road		LE15 6RX
13	Overhill Gardens		BN1 8ND
232b	Queens Park Road		BN2 9XL
31b	Newton Grange	Toronto, Bishop Auckland	DL14 7RP
27	Millcroft		BN1 5HA
19	Gainsborough House		BN3 3UA
7	Sevenfields		RH15 9XE
8	Tollgate		BN10 8ED
63	Powell Gardens		BN9 0PS
Wrenbury			CW5 8HG
	Beaver Close	Horsham	RH12 5GB
13	Orchard Cott, Glebe Road		RH17 5BP
11	Grassmere Close	Felpham	PO22 7NU
10	Ely Road		BN131BD
16	Ashmore Close	Peacehaven	BN10 8AQ



61	Brookway	Lindfield	RH16 2BP
45	Wrestwood Avenue		BN22 0ES
10	Challow Close	Hassocks	BN6 8JW
18	Southampton Street		BN2 9UT
18	Newick Drive, Newick	Lewes	BN8 4PA
4	Eastern Terrace Mews		BN2 1EP
The Old Ranch			RH162QQ
126a	Church Road		BN3 2EA
7	Strathfield Close		RH16 3PF
3	Arun Close, Sompting	Lancing	BN15 0EQ
11	Western Road		BN6 9SU
46	Felmersham Road,	Luton	LU15SG
8	Battle Road,	Hailsham	BN27 1DS
76	Carden Avenue, Patcham		BN18NE
15	Baranscraig Avenue		BN1 8RF
3	Cavendish House		RH16 4SL
37	Regency Court, Withdean Rise	Brighton	BN1 6YG
11	Balcombe Road		BN10 7QF
73	Brambletyne Avenue	Saltdean	BN2 8EL
16	Woodlands		BN3 6TJ
1	Rose Cottage, Green Road	Wivelsfield	RH17 7QA
27	Sussex Square		BN2 5AB
10	Challow Close	Hassocks	BN6 8JW

14	Tophill Close, Portslade		BN412QB
42	Saxon Close	East Preston	BN161DX
9	Montholme Road	London	SW11 6HX
32	Monterey Court		BN1 6TE
7	Whitely Road	Eastbourne	BN22 8NH
35	Hucknall Garth	Bransholme Hull	HU7 4LR
11	Centrecourt Road		BN14 7AG
23	Phelps Close	Chard, Somerset	TA20 1EA
10	Hotham Gardens		PO22 8PE
24	Wimbledon Road		GU15 4AY
39	Bramber Avenue	Peacehaven	BN10 8HR
17	Hill Farm Way		BN42 4YJ
115	Woodland Avenue		BN3 6BJ
112	Lyminster Ave		BN1 8JN
26	Coldean Lane		
Old School House	Falmer		
11	Rushlake Close		

**LIST OF MINOR APPLICATIONS**

<b><u>No:</u></b>	<b>BH2011/03956</b>	<b><u>Ward:</u></b>	<b>WESTBOURNE</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>191 Kingsway, Hove</b>		
<b><u>Proposal:</u></b>	<b>Demolition of existing building and construction of nine residential flats.</b>		
<b><u>Officer:</u></b>	Adrian Smith, tel: 290478	<b><u>Valid Date:</u></b>	16/01/2012
<b><u>Con Area:</u></b>	Sackville Gardens	<b><u>Expiry Date:</u></b>	12 March 2012
<b><u>Listed Building Grade:</u></b>	None		
<b><u>Agent:</u></b>	John Coleman Architects, Rivermead, Berwick St James, Salisbury, Wiltshire		
<b><u>Applicant:</u></b>	Castlemist Properties Ltd, Mr & Mrs P Coleman, 20 Tongdean Avenue, Hove		

**1 RECOMMENDATION**

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves to be **MINDED TO GRANT** planning permission subject to a S106 agreement and the following Conditions and Informatives.

**S106 Heads of Terms:**

- £1,200 towards sustainable transport infrastructure.

**Regulatory Conditions:**

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.  
**Reason:** To ensure that the Local Planning Authority retains the right to review unimplemented permissions.
2. The development hereby permitted shall be carried out in accordance with the site plan received on the 30<sup>th</sup> December 2011; and the approved drawing nos. 724-1 rev B, 724-2 rev A, 724-3A rev A, 724-4 rev A2, 724-6 rev A, 724-7 rev A, 724-8 rev A, 724-9a rev A & the stairlift drawing received on the 4<sup>th</sup> April 2012.  
**Reason:** For the avoidance of doubt and in the interests of proper planning.
3. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation facing a highway.  
**Reason:** To safeguard the appearance of the building and the visual amenities of the locality and to comply with policies QD1 and QD27 of the Brighton & Hove Local Plan.

4. In the event mechanical ventilation or any other machinery is required to service the development hereby permitted, all noise associated with such machinery shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5dB below the existing LA90 background noise level. Rating Level and existing background noise levels to be determined as per the guidance provided in BS 4142:1997.  
**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
5. The vehicle parking areas shown on the approved plans shall not be used otherwise than for parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.  
**Reason:** To ensure that adequate parking provision is retained and to comply with policy TR19 of the Brighton & Hove Local Plan.

Pre-Commencement Conditions:

6. The works of demolition hereby permitted shall not be begun until documentary evidence is produced to the Local Planning Authority to show that contracts have been entered into by the developer to ensure that building work on the site the subject of this consent is commenced within a period of 6 months following commencement of demolition in accordance with a scheme for which planning permission has been granted.  
**Reason:** To prevent premature demolition in the interests of the character and appearance of the Conservation Area and to comply with policy HE8 of the Brighton & Hove Local Plan.
7. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, including a timetable for the investigation, which has been submitted by the applicant and approved in writing by the local planning authority and the works shall be undertaken in accordance with the approved details.  
**Reason:** To enable the recording of any items of historical or archaeological interest, as the development is likely to disturb remains of archaeological interest, in accordance with requirements within Policy HE12 of the Brighton & Hove Local Plan.
8. No development shall take place until full details have been submitted to demonstrate that the development will be constructed to meet all Lifetime Homes Standards. Unless otherwise agreed in writing by the Local Planning Authority, the new dwellings hereby permitted shall be constructed to the agreed Lifetime Homes standards prior to their first occupation and shall be retained as such thereafter.  
**Reason:** To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.
9. No development shall take place until samples of the materials (including colour of render, paintwork and colourwash) and samples and details of

the balconies to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.

10. Unless otherwise agreed in writing by the Local Planning Authority, no residential development shall commence until:
  - (a) evidence that the development is registered with an accreditation body under the Code for Sustainable Homes and a Design Stage/Interim Report showing that the development will achieve Code level 3 for all residential units have been submitted to the Local Planning Authority; and
  - (b) a Design Stage/Interim Code for Sustainable Homes Certificate demonstrating that the development will achieve Code level 3 for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

Pre-Occupation Conditions:

11. Unless otherwise agreed in writing by the Local Planning Authority, the residential unit hereby approved shall not be occupied until a Final/Post Construction Code Certificate issued by an accreditation body confirming that it has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

12. The development shall not be occupied until the building has been soundproofed in accordance with the recommendations contained within the Noise Impact Assessment received on the 30<sup>th</sup> December 2011, and the implemented measures shall thereafter be retained as such.

**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

13. The development hereby permitted shall not be occupied until the cycle parking facilities shown on the approved plans have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor

vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

14. The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

**Reason:** To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.

15. The development shall not be occupied until the parking areas have been provided in accordance with the approved plans and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles in association with the approved dwellings.

**Reason:** To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway and to comply with Local Plan policies TR1, TR19 and SPG4

Informatives:

1. This decision to grant Planning Permission has been taken:

- (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:

(Please see section 7 of the report for the full list); and

- (ii) for the following reasons:-

The proposed development represents an efficient and effective use of this brownfield site, and a suitable standard of design that would improve the appearance of the Kingsway and the character and appearance of the Sackville Gardens Conservation Area, without harming the amenities of adjacent residents. Subject to the recommended conditions, the development would represent sustainable development in accordance with development plan policies and the National Planning Policy Framework.

**2 THE SITE**

The application relates to a two storey building located on the north side of Kingsway, Hove, within the Sackville Gardens Conservation Area. The building forms part of Girton House, a four storey Victorian building attached to the west, and accommodates a mix of eleven studio and one bedroom flats. The site sits directly adjacent to the former Sackville Hotel, now a vacant plot of land.

**3 RELEVANT HISTORY**

191 Kingsway:

**BH2011/03957:** Conservation Area Consent for the demolition of existing building. Awaiting determination.

189 Kingsway:

**BH2012/00097:** Erection of 5no houses facing Kingsway in five storey terrace with basement and roof terrace and separate five storey building with basement facing Sackville Gardens of 2no flats and 2no maisonettes, with all underground parking accessed from Sackville Gardens. Refused 09/03/2012.

#### **4 THE APPLICATION**

Planning permission is sought for the demolition of the two storey building (retaining Girton House adjacent) to enable the construction of a five storey plus basement block of nine flats. The proposal includes a basement parking level for up to ten vehicles.

#### **5 CONSULTATIONS**

##### **External**

**Neighbours: Six (6)** letters of representation have been received from **8 Girton House, the owners of 191 Kingsway (3), and 15 & 39A Sackville Gardens** objecting the application for the following reasons:

- The external elevations of the block are characterless and do nothing to blend in with or compliment the adjoining existing property- Girton House
- A new modern block of flats would look appalling, would be out of keeping with the history and charm of the city, and would spoil the view down towards the sea
- The proposal will result in physical disruption and potential danger. Any consideration should ensure that no work can start until there has been full and lengthy consultation with every flat owner, including the provision of safeguards.
- The closeness of the building to the east boundary will impact on side facing windows in the proposed development at 189 Kingsway, causing loss of amenity and light to this building.
- No.189 Kingsway benefits from a legal 'right-to-light' to west facing windows. The proposed building would sit directly adjacent to these windows, blocking all light. The 'right-to-light' for these windows is a material planning consideration in the determination of the application at 191 Kingsway.
- The design of the building is ill-conceived, and does not reflect the historic character of the Sackville Gardens Conservation Area. It does not offer a high quality design.
- The east flank wall is a large unrelieved mass which will be very overbearing in the absence of any building adjacent at 189 Kingsway.
- The raised ground floor and underground car park offers a bland and uninteresting frontage, and would fail to relate in a satisfactory manner to the floor levels to Girton House adjacent.
- It would create a restrictive precedent for storey heights for 189 Kingsway.
- The widened access would encroach onto the zig-zag lines to the nearby pelican crossing.
- Increased vehicle movements of at least 20 vehicles onto a classified road.



- The access ramp appears insufficient given the change in levels and would compromise the safe use of parking spaces 9 & 10.
- The proposal would result in a net loss of residential units from 11 to 9.
- The kitchens to each flat would have no direct natural light or ventilation.

**Hove Civic Society** have objected on the grounds that the façade should be improved to better reflect the scale of the Victorian terraces, and that the site could accommodate a higher sustainability level, including green outdoor amenity spaces.

**CAG: Objection**

The group would support the principal of demolition and redevelopment of this site as long as the replacement building was of a quality that was sympathetic to the area. The group felt that although the proposal was of an acceptable height it was of poor design and did not reflect the character of the area and therefore recommended this application be refused. The group requested that it be referred to the Planning Committee to determine if officers are minded to grant.

**Archaeological Society: No objection**

**County Archaeologist: No objection**

The proposed development is situated within an Archaeological Notification Area defining an area of prehistoric activity potential focused on Woolwich Beds Sand geology. In the wider landscape there have been finds of Palaeolithic, Neolithic and Bronze Age material as well as evidence of medieval activity including the village of Hove. In the light of the potential archaeological significance of this site, the area affected by the proposals should be the subject of a programme of archaeological works.

The following condition should be applied to any planning permission that is granted in respect of this application:

*No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, including a timetable for the investigation, which has been submitted by the applicant and approved in writing by the local planning authority and the works shall be undertaken in accordance with the approved details.*

*(Reason: To enable the recording of any items of historical or archaeological interest, as the development is likely to disturb remains of archaeological interest, in accordance with requirements within PPS 5 'Planning for the Historic Environment'; and Policy HE12 of the Brighton & Hove Local Plan.)*

**Internal:**

**Design & Conservation: No objection**

There is no objection in principle to demolition of the existing building and the opportunity to replace it with a contemporary apartment building of greater

scale and architectural quality, which would contribute to a more coherent townscape on this part of Kingsway, is welcomed. The application has been subject to pre-application advice and, in general, the design has evolved positively over the course of the pre-application discussions.

There is no objection in principle to a building of this height and occupying full width on the site. The building line is appropriate and the simple, formal design approach to the front elevation, with rendered finish, is also appropriate. The ground floor is suitably raised and there would be some graduation in scale as the building ascends, with the 2<sup>nd</sup> and 3<sup>rd</sup> floor windows c300mm less high than the ground and first floor windows. The balconies would have a suitably lightweight feel, subject to agreement of detailing. The central entrance with curving steps and curving projecting canopy gives the ground floor an appropriate degree of legibility and visual interest.

This site, as elsewhere along Kingsway, is very prominent in longer views from the seafront lawns and the roofline is therefore very important. The semi-circular central element and the deeply projecting eaves to the flanking sections (in dark GRP) would help to give the roofline interest and it the steps up by c600mm at a point 3.5m back from the eaves with a 'parapet' to screen the solar panels. The main concern is that the top storey, which has windows c200m higher than the 3<sup>rd</sup> and 4<sup>th</sup> floors, would appear somewhat top heavy. This could have been disguised by a tall, solid parapet but the largely glazed parapet results in too much attention being drawn to the heavy top storey. This issue needs to be addressed before a recommendation can be made for approval.

A contextual street elevation shows the proposal in relation to Girton House. It is considered that the proposal relates satisfactorily to Girton House and would help to create a more coherent townscape and a more consistent scale on this part of Kingsway.

**Environmental Health:** No objection

The Noise Impact Assessment is satisfactory and the recommendations for glazing and ventilation of the flats that are made by the consultants in their report should be followed.

**Sustainability:** No objection

**Sustainable Transport:** Objection

The Highway Authority has no particular view of this proposal in terms of the affects to public safety or capacity on the highway network, but recommend refusal as proposal does not protect the interests of the public using the roads and footways owing to the cycle parking not being designed to a suitable standard. The cycle parking should be convenient and wherever practical close to the main entrance of the premises. The cycle parking is located in an unsuitable location and is inaccessible due to car parking spaces and refuse storage space. Hence it is not convenient and not likely to encourage cycle

use by residents and visitors at the proposed site.

In the event permission is granted, conditions should be attached to secure improved cycle parking, secure the parking areas prior to occupation, and ensure that the widened crossover is built to standard. A contribution of £1200 should be sought to provide sustainable transport infrastructure in the vicinity of the site.

**Access Officer:** The plans as submitted do not conform with all 16 lifetime homes standards. Amendments to the layouts of the flats, including better access for wheelchair users, will be required, and are achievable, to meet the standards.

**Private Sector Housing:** No objection

## 6 MATERIAL CONSIDERATIONS

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

National Planning Policy Guidance:

National Planning Policy Framework

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR7	Safe development
TR14	Cycle access and parking
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU10	Noise nuisance
SU13	Minimisation and re-use of construction industry waste
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD4	Design – strategic impact
QD15	Landscape design
QD27	Protection of Amenity
QD28	Planning Obligations
HO3	Dwelling type and size

HO4	Dwelling densities
HO5	Provision of private amenity space in residential development
HO13	Accessible housing and lifetime homes
HE6	Development within or affecting the setting of conservation areas
HE12	Scheduled ancient monuments and other important archaeological sites

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD08 Sustainable Building Design

## 8 **CONSIDERATIONS**

Matters relating to disruption during the building operation are not material planning considerations. The main considerations in the determination of this application relate to the principle of redevelopment, the design of the building and its impact on adjacent buildings and the character and appearance of the Sackville Gardens Conservation Area, the standard of accommodation to be provided, its impacts on neighbouring amenity, and sustainability and transport issues.

### **Planning Policy:**

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.

The Framework identifies that there are three dimensions to achieving sustainable development- economic, social and environmental- which should be sought jointly and simultaneously through the planning system.

To support these three dimensions, the Framework identifies twelve core land use planning principles. These principles include (amongst others) the desire to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; take account of the different roles and character of different areas, promoting the vitality of urban areas; encourage the effective use of land by reusing land that has been previously developed; and conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

Within the Brighton & Hove Local Plan, policy QD3 seeks the efficient and effective use of land for housing, including the re-use of previously developed land including land and buildings which are vacant or derelict and land which is currently in use but which has the potential for re-development. Policy HO4 states that development is permitted at a higher density than those typically found in the locality where it can be adequately demonstrated that the proposal exhibits a high standard of design and respects the capacity of the local area to accommodate additional dwellings. Policies QD1, QD2, QD3 and

HE6 state that all new developments within Conservation Areas should preserve or enhance the character or appearance of the area, should show a consistently high standard of design and detailing reflecting the scale and character or appearance of the area. Development should emphasise and enhance the positive qualities of the local neighbourhood, by taking into account the local characteristics, including a) the height, scale, bulk and design of existing buildings.

Policy HO5 requires the provision of private useable amenity space in all new residential development whilst Policy QD27 states that planning permission for any development will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

**Design and Appearance:**

The building as existing forms a two storey block attached to the larger Girton House adjacent to the west. Both buildings are of a Victorian appearance, with Girton House at 193 Kingsway being of a considerably grander scale and overall design. The building at 191 Kingsway is of a significantly lesser scale and appearance such that it appears out of keeping with its surrounding and does not contribute positively to the Sackville Gardens Conservation Area. The site to the east is separated by a hardstanding to 191 Kingsway, and forms the derelict former Sackville Hotel plot.

The wider Kingsway is characterised by a mix of building forms, with traditional Victorian terraces set in juxtaposition with considerably larger and bulkier modern blocks of flats. There is a general lack of continuity and rhythm to the buildings with some set tightly together, and others set in more spacious plots. The frontage that falls within the Sackville Gardens Conservation Area is generally Victorian in appearance and consistent in scale, however the smaller 191 Kingsway building and vacant Sackville Hotel site are clear anomalies that disrupt this limited continuity. Current development plan policy encourages modern design approaches to new development within Conservation Areas therefore, provided the scale and form of the proposed building compliments the existing pattern of development, a contemporary design approach can be supported in principle.

The proposal seeks to replace 191 Kingsway with a modern five storey building incorporating a basement parking level and rooftop penthouse. The building would be extended across the entire width of the site and would follow the front and rear building lines to Girton House. It would have an overall height of 17.8m, set marginally higher than the 17.4m main ridge level to Girton House. No objection is raised in terms of the principle of the building's increased scale and footprint across the entire width of the site, and its alignment with the front and rear building lines to Girton House. In this respect in general terms the proposed building is considered to represent a suitable addition to the Kingsway such that it would not overdominate or draw attention away from the other buildings in the immediate vicinity of the site.

The design of the building is contemporary, with rendered elevations and aluminium windows, and hanging balconies. The building represents a strong symmetry, with a curved stepped access providing continuity with the curve of the canopy above and the curved front bay to the penthouse. The penthouse level sits atop the main four storey body of the building, and is suitably set back from the front, side and rear walls such that it would be read as a subordinate addition to the main building form. In angles views from the west, the penthouse level would be appropriately recessed off the main front elevation and largely disguised by the existing more dominant gables and chimney stacks to Girton House. The central bay to the penthouse would extend towards the front of the building and is considered acceptable in this instance as it would help reinforce the symmetry of the building and reflect the curved entrance canopy below. It is noted that the floor levels do not align with those to Girton House, but step instead to accommodate an additional floor. This is not in itself considered a significant concern, and it would not be considered reasonable to expect that the tall Victorian floor-to-ceiling heights be reflected in a modern development such as this. In any case, the floor-ceiling heights to the building have been adjusted to place greater emphasis on the ground and first floor levels such that a hierarchical arrangement is maintained. In this respect, the building as proposed pays respect to the development pattern in the immediate area, and would integrate a modern form into the conservation area and seafront frontage without dominating or detracting from the more historic buildings in the area. In this regard it represents a good design standard that would have a positive impact on the character and appearance of the Sackville Gardens Conservation Area. Further, the proposed building is considered to set a suitable precedent on terms of scale, form and floor levels for future development in the area, in particular the adjacent vacant site at 189 Kingsway where an application for a six storey modern building was recently refused consent (BH2012/00097).

The Conservation officer supports the general scale, form and design of the building, but raised initial concerns over the width of the penthouse level and the treatment of the front part solid part glazed parapet. The drawings have subsequently been amended to reduce the width of the penthouse and solidify the parapet. These amendments have satisfactorily addressed these concerns and strengthened the overall design of the building, in particular the strength and continuity of the parapet roofline.

Density:

The proposal is for nine residential flats, equating to a density of 234 units per hectare. This level of density compares favourably with the previous density (470 units per hectare), the density of Girton House (231 units per hectare), and the general density of the other seafront buildings in the locality (ranging from 207 to 276 units per hectare). In this regard the development makes an efficient and effective use of this brownfield site in this location, in accordance with policy QD3 of the Brighton & Hove Local Plan.



**Standard of Accommodation:**

The application proposes the replacement of eleven small studio and one bedroom flats with a block of nine flats. The size, layout and outlook to all flats is considered acceptable, with individual balconies providing outside amenity space in accordance with policy HO5. The number of units has been reduced from eleven to nine, with the change in unit types the number of bedrooms has been increased from eleven to between nineteen and twenty three, thereby representing an increase in residential accommodation such that no harm is identified.

The site fronts a main road where there is a high risk of noise disturbance to future residents of the building. A noise report has been submitted to the satisfaction of the Environmental Health officer that recommends minimum standards of glazing to meet acceptable noise level thresholds. These levels are secured by condition to ensure the long term amenity of future residents is protected. The Environmental Health officer has highlighted that mechanical ventilation may be required given the nature of the glazing proposed. As a precautionary measure a condition is attached to ensure that any noise from ventilation machinery (in the event it is required) operates below background noise levels. This would help preserve the amenities of residents within and adjacent to the building.

Policy HO13 requires all new residential units to demonstrate that all Lifetime Homes standards have been incorporated into the design. No information has been submitted to demonstrate that all flats can meet the 16 lifetime homes standards. The access officer is of the opinion that the standards can be met, however, concern has been raised that a number of standards are not currently met in the layouts to each flat. A detailed summary has been provided specifying the exact shortcomings. More fundamentally, there is limited accessibility for wheelchair users given the front steps and steep access to the basement parking level and lift. The applicants have adapted the front wall of the building to accommodate a discrete chairlift facility. This would enable wheelchair users not accessing the basement level by car to better enter and exit the site in a safe manner, and is considered sufficient to ensure the longer term sustainability of the site for future users. The requirement to meet all lifetime homes standards, including the installation of the stairlift, is secured by condition, with full details and plans to be submitted for approval prior to the commencement of works.

**Impact on Amenity:**

The main impact would be on the amenities of the adjacent residents within Girton House, and on the amenities of the residents within the four storey block of flats at Clarke Court to the rear. The proposed building would follow the front and rear most building lines to Girton House. Given the position and footprint of the building, it is not considered that the proposed development would obscure outlook, or result in a significant loss of light or privacy to Girton House, despite its additional height and the inclusion of small balconies to the rear elevation. In this respect the proposed development is considered



to accord with policy QD27 of the Brighton & Hove Local Plan.

Similarly, Clarke Court is located approximately 33m to the rear/north of the site, a sufficient distance such that outlook and light to the nearest facing windows would not be excessively disrupted by the proposed building.

**Sustainable Transport:**

Local Plan policy TR1 requires all new development to provide for the travel demand it creates, whilst policy TR7 states that planning permission will not be granted for developments that increase the danger to users of pavements, cycle routes and roads. Policy TR14 requires that new development must provide covered cycle parking facilities for residents. SPG04 'Parking Standards' requires new dwellings within controlled parking zones to provide one parking space per dwelling and one additional space per five dwellings. The proposal provides for 10 parking spaces within a basement parking compound, all accessed from a front driveway. This level of parking provision is considered acceptable under the above guidance and is secured by condition for sole use by residents and visitors of the block. The existing dropped kerb access is to be widened to allow greater ease of access to the proposed basement parking bays. Although the dropped kerb would encroach further on the nearby pedestrian crossing, it would not materially increase danger to users of the crossing or other vehicles. The new access has good visibility and would sit close to pedestrian traffic lights such that there would be breaks in traffic to allow safe passage both into and out of the site. In this respect the intensification of use of this access point and its proximity to a pedestrian crossing would not result in a significant risk to highway users, in accordance with policy TR7 of the Brighton & Hove Local Plan. The Transport officer has raised no objection in this regard.

Given that the development represents an intensification of use of the site, a contribution of £1200 towards sustainable transport infrastructure in the local vicinity of the site is sought under the terms of policies TR1 and QD28 of the Brighton & Hove Local Plan. Such monies would be required to be secured by way of a S106 unilateral undertaking prior to permission being formally granted.

Cycle parking for nine bicycles is proposed within the basement level. This level of provision falls short of SPGBH1 guidance (12 bicycles), but not to a degree that would warrant the refusal of permission. Access to the cycle parking would be via front steps that include a side ramp. Although not ideal, given the form of the building and the basement parking arrangement, this is not considered so poor as to warrant the refusal of permission. Cyclists would be able to enter/exit the basement via the main ramp if any of bays 7-10 are vacant, with the steps and ramp acting essentially as a backup arrangement. This arrangement is secured by condition.

**Sustainability:**

Policy SU2 of the Brighton & Hove Local Plan, including SDP08 'Sustainable

Building Design', requires new development to demonstrate a high level of efficiency in the use of water, energy and materials. Proposals for new build residential development of this size should include a completed sustainability checklist, should achieve level 3 of the Code for Sustainable Homes, and should meet all Lifetimes Homes Standards.

As stated, the site is capable of meeting all 16 lifetime homes standards subject to further plans and layout changes. The application includes a Sustainability Checklist and EST credits estimator, whilst the building itself would have 28 solar panels contained discretely at roof level. The sustainability officer is satisfied that Code for Sustainable Homes Level 3 can be achieved at this site in accordance with policy SU2 and SPD08. This is secured by condition. Suitable bin storage is provided for at basement level and is secured by condition.

**Other Considerations:**

The owners of the vacant site adjacent at 189 Kingsway have raised an objection to the development on the grounds that it would result in loss of light to facing side windows proposed in the future development of 189 Kingsway. The objectors contend that their side facing windows are preserved by way of a 'right-to-light', and stated that they would be prepared to serve an injunction accordingly against the proposed development of 191 Kingsway should permission be granted. Right-to-light issues are not material planning considerations in the determination of planning applications, as supported in case law, but are instead a separate civil matter between land owners. The application has been considered on its own merits based on both the absence of a building at 189 Kingsway, and its impacts on any future development of 189 Kingsway. There are no material planning considerations with regard this application that would unnecessarily or unreasonably prejudice the future development of the vacant site at 189 Kingsway.

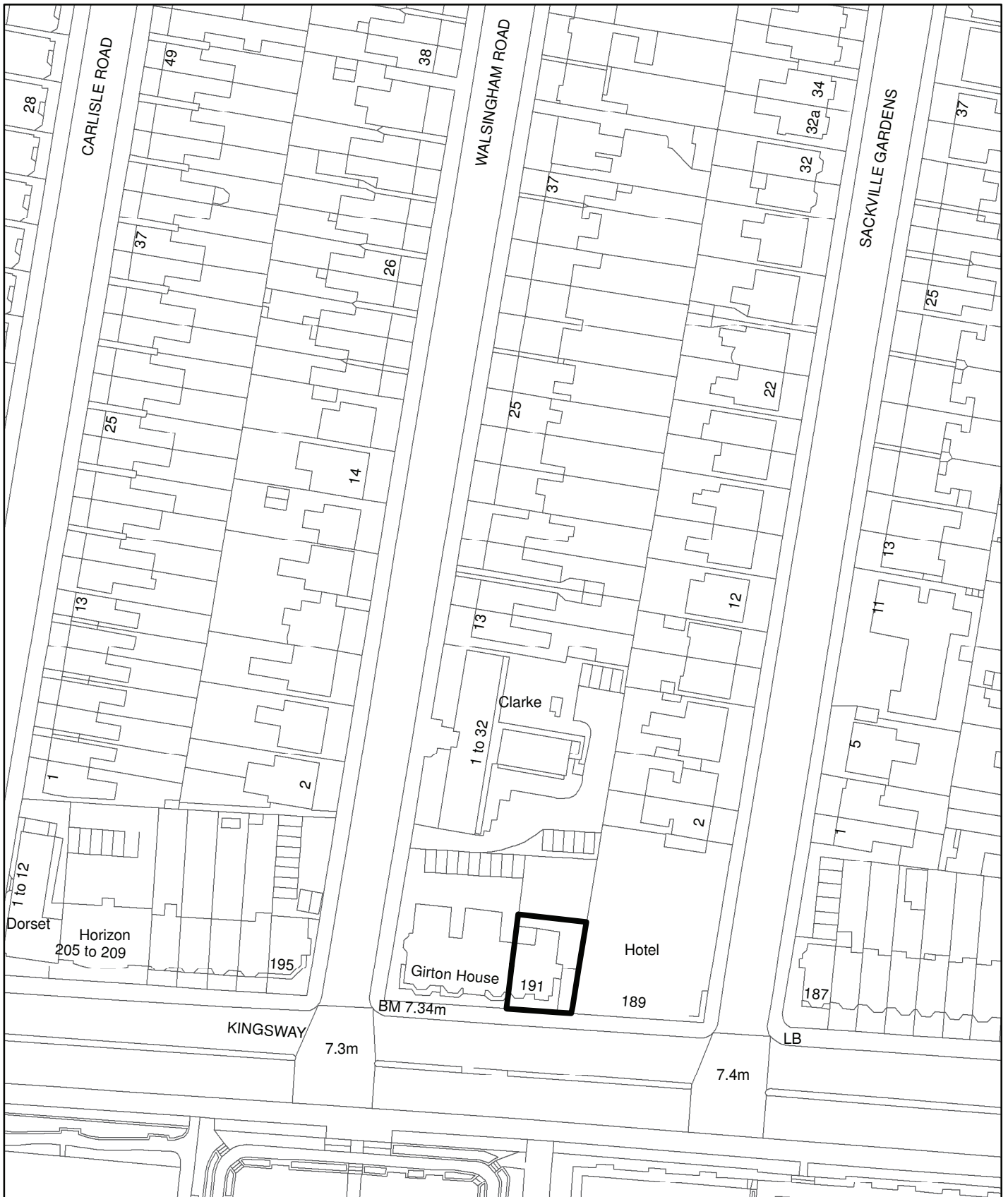
**9 CONCLUSION**

The proposed development represents an efficient and effective use of this brownfield site, and a suitable standard of design that would improve the appearance of the Kingsway and the character and appearance of the Sackville Gardens Conservation Area, without harming the amenities of adjacent residents. Subject to the recommended conditions, the development would represent sustainable development in accordance with development plan policies and the National Planning Policy Framework.

**10 EQUALITIES IMPLICATIONS**

The proposed development is required to meet all lifetime homes standards.

# BH2011/03956 191 Kingsway, Hove.



**Brighton & Hove  
City Council**



**Scale: 1:1,250**



<b><u>No:</u></b>	<b>BH2011/03957</b>	<b><u>Ward:</u></b>	<b>WESTBOURNE</b>
<b><u>App Type:</u></b>	<b>Conservation Area Consent</b>		
<b><u>Address:</u></b>	<b>191 Kingsway, Hove</b>		
<b><u>Proposal:</u></b>	<b>Demolition of existing building.</b>		
<b><u>Officer:</u></b>	Adrian Smith, tel: 290478	<b><u>Valid Date:</u></b>	30/12/2011
<b><u>Con Area:</u></b>	Sackville Gardens	<b><u>Expiry Date:</u></b>	24 February 2012
<b><u>Listed Building Grade:</u></b>	None		
<b><u>Agent:</u></b>	John Coleman Architects, Rivermead, Berwick St James, Salisbury, Wiltshire		
<b><u>Applicant:</u></b>	Castlemist Properties Ltd, Mr & Mrs P Coleman, 20 Tongdean Avenue, Hove		

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves to **GRANT** Conservation Area Consent, subject to the following conditions and informatives:

### Conditions:

1. BH01.04 Conservation Area Consent.

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

**Reason:** To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. BH12.08 No demolition until contract signed.

The works of demolition hereby permitted shall not be begun until documentary evidence is produced to the Local Planning Authority to show that contracts have been entered into by the developer to ensure that building work on the site the subject of this consent is commenced within a period of 6 months following commencement of demolition in accordance with a scheme for which planning permission has been granted.

**Reason:** To prevent premature demolition in the interests of the character and appearance of the Conservation Area and to comply with policy HE8 of the Brighton & Hove Local Plan.

### Informatives:

1. This decision is based on the design and access statement and site plan received on the 30<sup>th</sup> December 2011; and the approved drawing nos. 724-1 rev B, 724-2 rev A, 724-3A rev A, 724-4 rev A2, 724-6 rev A, 724-7 rev A, 724-8 rev A, 724-9a rev A & the stairlift drawing received on the 4<sup>th</sup> April 2012.

2. This decision to grant Conservation Area Consent has been taken:
  - (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance: (Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-

The loss of the existing building at 191 Kingsway and its replacement with a superior building would not be harmful to the historic character or appearance of the Sackville Gardens Conservation Area, and is supported in accordance with development plan policies.

## **2 THE SITE**

The application relates to a two storey building located on the north side of Kingsway, Hove, within the Sackville Gardens Conservation Area. The building forms part of Girton House, a four storey Victorian building attached to the west, and accommodates a mix of eleven studio and one bedroom flats. The site sits directly adjacent to the former Sackville Hotel, now a vacant plot of land.

## **3 RELEVANT HISTORY**

**BH2011/03956:** Demolition of existing building and construction of nine residential flats. Awaiting determination.

## **4 THE APPLICATION**

Conservation Area Consent is sought for the demolition of the two storey building (retaining Girton House adjacent) to enable the construction of a five storey plus basement block of nine flats under application reference BH2011/03956.

## **5 CONSULTATIONS**

**External:**

**Neighbours:** None received.

**CAG:** Objection

The group would support the principal of demolition and redevelopment of this site as long as the replacement building was of a quality that was sympathetic to the area. The group felt that although the proposal was of an acceptable height it was of poor design and did not reflect the character of the area and therefore recommended this application be refused. The group requested that it be referred to the Planning Committee to determine if officers are minded to grant.

**Internal:**

**Design and Conservation:** No objection

Whilst the existing building is a Victorian house dating from the early development of the area it has been much altered and is now dwarfed by later development, including larger scale Victorian terraces. The existing building

does not contribute positively to the appearance or character of the Sackville Gardens conservation area and there is no objection in principle to the demolition of the existing building, as the opportunity to replace it with a contemporary apartment building of greater scale and architectural quality, which would contribute to a more coherent townscape on this part of Kingsway, is welcomed.

## **6 MATERIAL CONSIDERATIONS**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## **7 RELEVANT POLICIES & GUIDANCE**

National Planning Policy Guidance:  
National Planning Policy Framework

Brighton & Hove Local Plan:  
HE8 Demolition in conservation areas

## **8 CONSIDERATIONS**

The main issue for consideration is whether the loss of the existing building on the site would adversely affect the character and appearance of the Sackville Gardens Conservation Area.

Policy HE8 of the Brighton & Hove Local Plan states proposals should retain building, structures and features that make a positive contribution to the character or appearance of a conservation area. The demolition of a building and its surroundings, which make such a contribution, will only be permitted where all of the following apply:

- a) supporting evidence is submitted with the application which demonstrates that the building is beyond economic repair (through no fault of the owner/applicant);
- b) viable alternative uses cannot be found; and
- c) the redevelopment both preserves the area’s character and would produce substantial benefits that would outweigh the building’s loss.

Demolition will not be considered without acceptable detailed plans for the site’s development. Conditions will be imposed in order to ensure a contract exists for the construction of the replacement building(s) and/or the landscaping of the site prior to the commencement of demolition.



The building as existing forms a two storey block attached to the larger Girton House adjacent to the west. Both buildings are of a Victorian appearance, with Girton House at 193 Kingsway being of a considerably grander scale and overall design. The building at 191 Kingsway is of a significantly lesser scale and appearance such that it appears out of keeping with its surrounds and does not contribute positively to the Sackville Gardens conservation area. The site to the east is separated by a hardstanding to 191 Kingsway, and forms the derelict former Sackville Hotel plot.

The wider Kingsway is characterised by a mix of building forms, with traditional Victorian terraces set in juxtaposition with considerably larger and bulkier modern blocks of flats. There is a general lack of continuity and rhythm to the buildings with some set tightly together, and others set in more spacious plots. The frontage that falls within the Sackville Gardens conservation area is generally Victorian in appearance and consistent in scale, however the smaller 191 Kingsway building and vacant Sackville Hotel site are clear anomalies that disrupt this limited continuity. For these reasons the loss of the existing building at 191 Kingsway can be supported in principle, as any acceptable new building would likely be of a greater scale and form to provide continuity with the general scale and form of the buildings in the immediate area, in particular Girton House. A concurrent application has been submitted (BH2011/03956) for a block of nine flats on the site. The general scale, form and design of the new building is considered acceptable and the application is recommended for approval. Subject to this concurrent application being permitted, the loss of the existing building at 191 Kingsway would not be harmful to the historic character or appearance of the Sackville Gardens Conservation Area, in accordance with policy HE8 of the Brighton & Hove Local Plan.

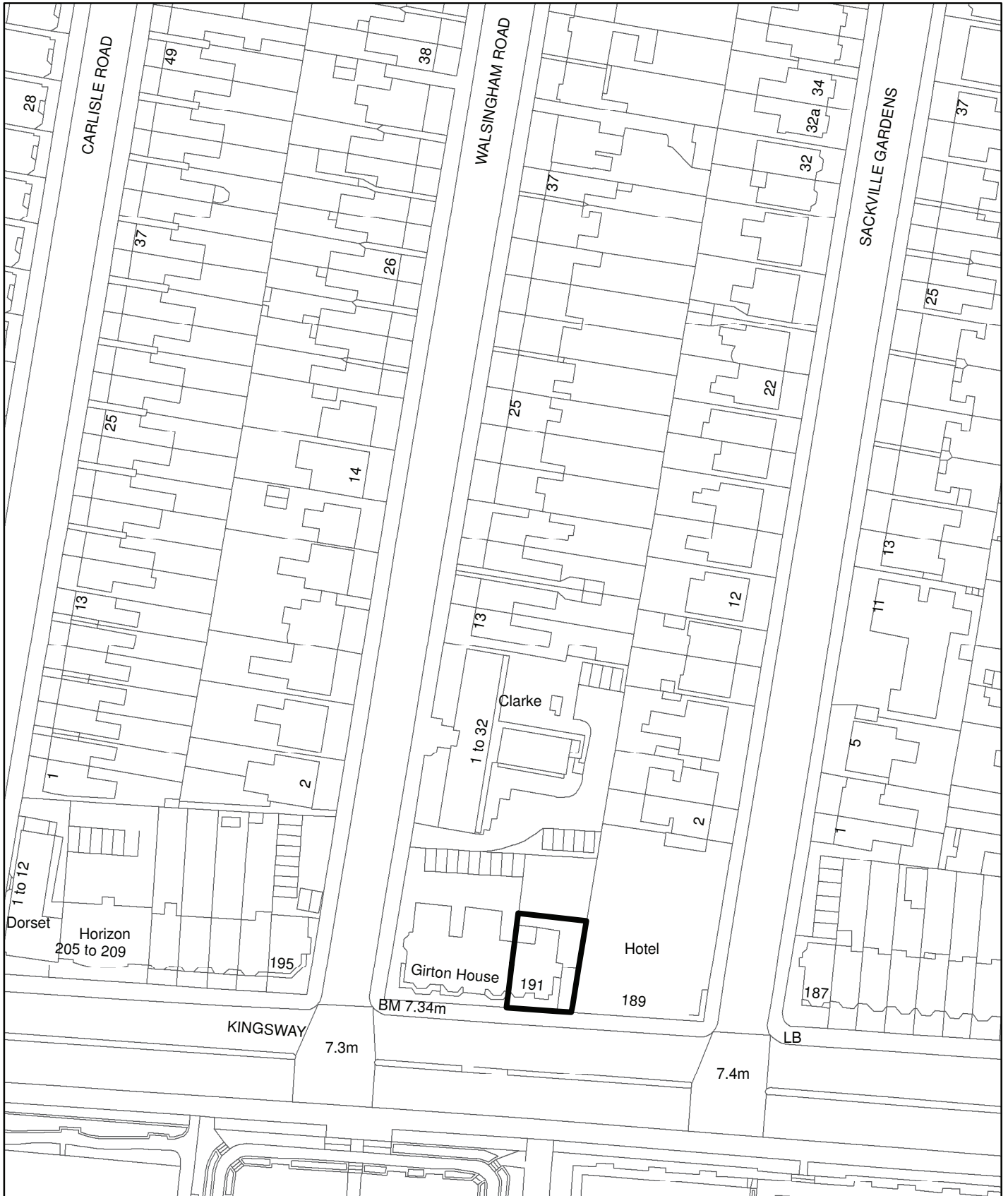
**9 CONCLUSION**

The loss of the existing building at 191 Kingsway and its replacement with a superior building would not be harmful to the historic character or appearance of the Sackville Gardens Conservation Area, and is supported in accordance with development plan policies.

**10 EQUALITIES IMPLICATIONS**

None identified.

# BH2011/03957 191 Kingsway, Hove.



**Brighton & Hove  
City Council**



**Scale: 1:1,250**



<b><u>No:</u></b>	<b>BH2010/03696</b>	<b><u>Ward:</u></b>	<b>QUEEN'S PARK</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>6 - 8 St James's Street, Brighton</b>		
<b><u>Proposal:</u></b>	<b>Installation of acoustic panelling to fixed freezer unit and waste storage area within service yard. Removal of Dawson's chiller unit and storage containers. Removal of existing palisade fencing and erection of new acoustic fencing and gates to service yard. (Part retrospective).</b>		
<b><u>Officer:</u></b>	Chris Swain, tel: 292178	<b><u>Valid Date:</u></b>	19/01/2011
<b><u>Con Area:</u></b>	East Cliff and adjoining Valley Gardens	<b><u>Expiry Date:</u></b>	16 March 2011
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	PW Davis Architects, Unit 7B, Estate Yard, Harewood, Leeds		
<b><u>Applicant:</u></b>	Wm Morrisons Supermarket Plc, Hilmore House, Gain Lane, Bradford		

This application was deferred on 14/03/12 for a Planning Committee site visit.

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves to **GRANT** planning permission subject to the following Conditions and Informatives.

### Regulatory Conditions:

- 1) The development hereby permitted shall be carried out in accordance with drawings No. 09109-PL106 and 09109-PL-105, a Design and Access Statement, a Waste Management Statement, a Heritage Statement and an Acoustic Report (dated 25 November 2010) received on 26 November 2010, an acoustic report (dated 4 March 2011) received on 23 March 2011, and drawing No.09109-PL112-Rev D received on 11 January 2012.  
**Reason:** For the avoidance of doubt and in the interests of proper planning.
- 2) Within 30 days of the grant of this planning permission the external surfaces of the existing freezer unit shall be fully clad in accordance with the specification set out in the second paragraph of the submitted Acoustic Report by Belair Research Limited dated 4<sup>th</sup> March 2011. The cladding shall be retained as such thereafter.  
**Reason:** To safeguard the amenities of the locality and to comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.
- 3) The delivery bay (including freezer unit and bin store) shall only be accessed by members of staff or vehicles between the hours of 07.00-20.30 on Mondays to Saturdays and Bank Holidays and between the hours of 09.00-16.00 on Sundays. The gates to the delivery bay hereby

approved shall only be open during these hours.

**Reason:** To safeguard the amenities of the locality and to comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.

- 4) No development shall take place until samples of the materials (including colour of paintwork) to be used in the construction of the external surfaces of the fencing/cladding hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.

- 5) Within 30 days of the grant of this planning permission the existing Dawson's chiller and the external container units shall be permanently removed from the service yard unless expressly agreed in writing by the Local Planning Authority.

**Reason:** To safeguard the amenities of the locality and to comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.

#### Informatives:

1. This decision to grant Planning Permission has been taken:

- (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:

(Please see section 7 of the report for the full list); and

- (ii) for the following reasons:-

The proposed development is not considered to detract significantly from the appearance or character of the site or the wider East Cliff and Valley Gardens Conservation Areas. The proposal is not considered to impact significantly on the residential amenity of neighbouring properties.

## **2 THE SITE**

This application relates to the unloading bays/service area located in the north-west corner of Morrisons car park, which is accessible via Dorset Street to the north. The car park is an open tarmaced area and is situated above the retail floorspace of the store. The rear service yard is flanked to the west by St James's Place and Parochial Terrace/Parochial Mews, to the north by Dorset Mews and Dorset Street and to the east by George Street. The supermarket and wider car park site are located within the East Cliff Conservation Area and immediately adjacent to the Valley Gardens Conservation Area.

## **3 RELEVANT HISTORY**

**BH2010/03717:** Variation of condition 5 of permission BN84/0222/F (Erection of supermarket complex comprising of 1no floor of retail space with 1no level of open car parking for 96 cars) for delivery hours to be extended to 07.00 to 20.30 on Monday to Saturday (including Bank Holidays) and 09.00 to 16.00 on Sunday. Currently under consideration and reported elsewhere on the agenda.

**BH2009/02764:** Removal of existing palisade fencing and erection of new fencing and gates to service yard. Withdrawn 5 July 2010.

**BH2009/02750:** Installation of 2No. storage containers and 2no. chiller units in rear storage yard (retrospective). Withdrawn 5 July 2010.

**BH2001/02097/FP:** Variation of Condition 5 to allow permanent use of site for deliveries and use of unloading bays. Granted 22/11/01 for a temporary period of 7 months to assess the effects on a newly built residential development located adjacent to the loading bays and to assess if Safeways could adhere to their specified time.

**BH2001/001763FP:** Variation of Condition 5 of planning permission BN84/0222/F to allow deliveries to the store on Sundays between the hours of 09.00am and 16.00pm. Approved 30 April 2003.

**BH1998/02590/FP:** Variation of Condition 5 of permission BN84/0222/F to allow for service deliveries and use of the unloading bays on Sundays and Bank Holidays between 09.00am and 16.00pm Granted 16/02/99 for a temporary period of 6 months.

**BN84/0222/F:** Erection of supermarket, approved in April 1984, with Condition 5 attached relating to deliveries and the use of the unloading bays to take place between the hours of 07.00am and 19.00pm Monday – Saturday, and at no other time.

#### 4 THE APPLICATION

Planning permission is sought for the installation of storage containers incorporating sound insulated panelling and the removal of the Dawson's chiller unit from the service yard. Removal of existing palisade fencing and erection of new acoustic fencing and gates to service yard.

There is a current planning enforcement investigation into noise nuisance from the freezer unit and the Dawsons's chiller unit and the unauthorised installation of palisade fencing to the north of the site. The approval of this application should address these concerns.

#### 5 CONSULTATIONS

##### External

**Neighbours:** Letters of representation have been received from **15 Dorset Mews** and **18 and 19 George Street** objecting to the application for the following reasons:

- Adverse visual impact of fencing,
- Overbearing impact and loss of light/overshadowing,
- Concern expressed over noise from freezers/chillers,
- Gates will create noise problems when open,
- Noise will travel over fence gates to nearby bedrooms,
- Heavy gates will make noise when opening/closing,
- Delivery lorries are a source of noise disturbance,
- Fence/gate may make access for delivery vehicles more difficult.

**Cllr Fryer** objected to the proposal (comments attached).

Whilst Cllr Fryer is no longer a Ward Councillor for Queen's Park, the three

current Ward Councillors, **Cllrs Bowden, Duncan and Powell** have agreed to uphold the original comments and have requested that the application be heard at Planning Committee if the recommendation is for approval.

**Internal:**

**Heritage Team:** This is a parking/service area within the East Cliff Conservation Area. Due to its use and the lack of any attractive screening it is not an area which makes a positive contribution to the character of the Conservation Area.

This is a proposal to enclose a part of the open area with high security fencing. The proposed fencing is very tall and it is suggested that a slight reduction to 2.5m high would make a less imposing impact on the site. As the use and general appearance of the area does not currently contribute to the historic area in a positive way, it is considered that subject to the proposed amendment the fencing will not significantly worsen the effect of this space on the Conservation Area.

**Environmental Health:** The comments made on these applications have been reviewed having regard to the National Planning Policy Framework published on 27 March 2012. It is not considered that any amendments to comments and recommendations are necessary in light of the new legislation.

Original Comments – 23 February 2011.

Drawing 09109 – PL107 in elevation G makes reference to the Dawson Chiller. It is understood this was to be removed

The walk in freezer unit detailed on the plan has been the subject of noise complaints and a noise abatement notice was served relating to the noise from the plant serving the unit. It is acknowledged that some noise mitigation measures have been introduced and reduced the noise coming from the unit. However, further noise mitigation measures are still needed. It is understood that sound insulation material was proposed on the roof of the unit. This is not detailed on any drawings or plans. It is noted that 18mm acoustic buffalo boarding will be used which is a good mitigation measure. However, residents in George Street who have complained about noise from the unit overlook the site and their houses sit above the site so they overlook the roof of the freezer. They will therefore be affected by noise breaking through the roof. Screening alone using buffalo fencing is not sufficient to protect the George Street residents. The application should include an acoustic report demonstrating that the operation of the freezer can achieve at least 5 dB(A) below background at the nearest residential premises. This unit operates 7 days a week and 24 hours a day.

Even though the chiller unit and dry storage units are to be removed they are being replaced by a bin store and waste cupboard storage unit. Staff accessing the bin store and collection lorries accessing the stores can all impact on the resident in the adjoining house at 15 Dorset Mews. Conditions



are recommended to address the following issues:

- Times restricting the use of the bin store and cardboard store;
- Times restricting the use of the service bay area created by the fencing and gate; and
- Times restricting the collection times from the bin store and cardboard store.

Revised comments – 22 June 2011

The chiller and dry storage units will be removed. These have been the subject of complaint and the noise from the chiller unit has been the subject of a noise abatement notice.

The specification for additional cladding detailed in the Belair Research Ltd letter dated 14<sup>th</sup> March 2011 confirms that noise from the operation of the freezer unit will be reduced to 33dB(A) or less at the nearest dwellings. This cladding specification needs to be added to the plans for this application. A noise abatement notice was served in relation to noise from the freezer unit and some work was done to reduce this noise. Complaints are still being made about noise from the freezer and the additional cladding is required to reduce the noise impact of this unit.

Recommend the use of the delivery bay, and access to the bins, and waste collection bins, and gate opening times to be all restricted to the delivery times.

**Sustainable Transport:** No objection.

## **6 MATERIAL CONSIDERATIONS**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## **7 RELEVANT POLICIES & GUIDANCE**

The National Planning Policy Framework (NPPF)

Section 4: Promoting sustainable development

Section 7: Requiring good design

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

Brighton & Hove Local Plan:

TR7 Safe development

QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD14	Extensions and alterations
QD27	Protection of Amenity
SU9	Pollution and noise control.
SU10	Noise nuisance
HE6	Development within or affecting the setting of conservation areas

## 8 CONSIDERATIONS

The main considerations in the determination of this application relate to the visual impact of the proposed development upon the character and appearance of the site, the surrounding East Cliff Conservation Area and the adjoining Valley Gardens Conservation Area and the potential of noise disturbance upon the adjoining residents.

### **Policy Context:**

Policies SU9, SU10 and QD27 of the Brighton & Hove Plan seek to ensure that development does not cause noise nuisance and does not cause harm to neighbouring amenity. This is reaffirmed by paragraph 123 of the National Planning Policy Framework. Policies QD1, QD2 and QD14 seek to ensure a high level of design whilst policy HE6 looks to ensure any development preserves or enhances the appearance and character of the Conservation Area.

### **Appearance and Design:**

The application relates to alterations to the service/delivery yard, located to the north of the supermarket. Planning approval is sought for the existing freezer unit adjacent to the eastern elevation of the Morrisons delivery building to the rear of the wider car park site. The freezer unit is 8.4m in length, 3.8m in width and 2.3m in height. The existing palisade fencing and the solid masonry wall are to be replaced with a 3m high acoustic fence that fully encloses the freezer unit. The roof of the freezer unit will also be enclosed in acoustic cladding.

To the north west corner of the site, a 9.5m by 4.5m area is to be used for bin storage. The proposed bin storage area would be accessed from the south and enclosed in 3m high acoustic fencing. The existing Dawson's chiller unit and the two container units are to be removed.

The proposed 3m high acoustic fencing would extend north from the east facing elevation of the existing freezer unit to within 2.3m of the retaining wall, adjacent to the closest property on Dorset Mews (No.15). The fencing would then run westwards and adjoin the proposed fencing enclosing the bin store. The palisade fencing would be removed and 2m high fencing would enclose the existing access steps. Access to the service yard from the car park would be via sliding gates within the eastern elevation of the fencing. There would also be a pedestrian gate to the northern end of this elevation.

The existing service yard and wider car park area have little townscape merit and whilst the fencing, taken as a whole, would be a dominant feature within the site, it would screen the freezer unit and bin storage from views from the public domain and provide separation from the existing car park. That said, the height, in conjunction with the solid nature of the black painted, metal fencing would result in a somewhat stark and functional appearance that would detract from the appearance and character of the conservation areas.

The Heritage Team have stated that whilst the existing parking/service area does not make a positive contribution to the character of the Conservation Area the proposed fencing is very tall and would have an imposing impact on the site. A reduction in height to 2.5m is suggested to ensure that the proposal will not significantly worsen the effect upon this space within the Conservation Area. However, any reduction in height would negate the effectiveness of the sound insulation.

**Impact on Amenity:**

The wider site is in use as car park open to both Morrisons customers and the general public. There is a high level of vehicular and pedestrian movements within this built up urban area and the application has been assessed against this background.

The specification for additional cladding to the freezer unit, confirms that noise from the operation of the freezer unit will be reduced to 33dB(A) or less at the nearest dwellings. This would be within 5dB(A) of the background noise level. The proposed acoustic fencing separating the delivery area from the public car park and enclosing the bin store and freezer unit is considered to satisfactorily mitigate against potential noise disturbance from the freezer unit and the bin store to residential dwellings to the west, (St James's Place and Parochial Terrace), to the north (Dorset Mews and Dorset Street) and to the east (George Street). Whilst it is acknowledged that during deliveries the sliding gates would be open and thus reduce the sound proofing qualities of the acoustic fencing to a degree it would still be an improvement on the existing situation where there is no fencing. A condition is recommended to stipulate that the use of the service yard area, as well as the operating of the sliding gates shall be confined to the agreed delivery hours. This should mitigate against any significant harm to the residential amenity of neighbouring properties with regard to noise disturbance.

The Environmental Health Team is satisfied that the acoustic fencing around the freezer compound in conjunction with the acoustic cladding to the roof and sides of the unit will offer adequate mitigation against potential noise disturbance to adjoining properties and will ensure that noise disturbance to the nearest residential windows will be within 5dB of background noise levels (set out in BS 4142: 1990). The Environmental Health Team are also satisfied that the proposed acoustic fencing will also reduce the potential noise disturbance for more general activities within the enclosed service yard area.

Revisions to the height of the fencing have been secured to ensure that there is not any significant impact upon the residential amenity of the adjoining property to the north, No.15 Dorset Mews. The closest section of fencing (enclosing the existing stairwell) has been reduced to 2m with the main 3m high fencing set back approximately 2.3m from the retaining wall. These revisions ensure that the proposed fencing does not result in any significant loss of light or outlook or any overshadowing to the front elevation of No.15. It is noted that the two windows to the south facing side elevation of the property serve the internal stairwell and there is not considered to be any significant impact to this elevation with regard to loss of light or overshadowing. The fencing is set away from the rear of the property and there is not considered to be any significant impact to the rear garden.

The main bulk of the proposed fencing would be screened from views from the front elevation and garden of the property by the existing substantial retaining wall and given that the positioning of the 3m high fencing has been set back from the property, on balance is not considered to result in a significantly overbearing impact to No.15. Similarly the fencing is not considered to be a significant visual intrusion.

As stated above, the Heritage Team suggest a reduction in height of the fencing to 2.5m. The acoustic report received on 23 March 2011 assessed two different scenarios with fencing at both 2.5m and 3m in height. There was a 5dB(A) attenuation at 2.5m at the nearest noise sensitive windows as opposed to 10dB(A) using a 3m fence. It is considered that, whilst a 2.5m high fence would reduce the impact of the proposal upon the appearance and character of the conservation areas it would also significantly reduce the effectiveness of the fence as an acoustic barrier and, on balance, and given the history of noise complaints the 3m high fence is considered acceptable. Furthermore, it is noted that the existing unauthorised palisade fencing would be removed from the site and the enclosure around the access steps at the northern end of the site would be reduced to 2m in height and this will lessen the impact of the proposed fencing in views from the public domain.

**Sustainable Transport:** It is not considered that the proposal would result in any significant detrimental impact to the safety of users of the car park. The Sustainable Transport Team has no objections to the scheme.

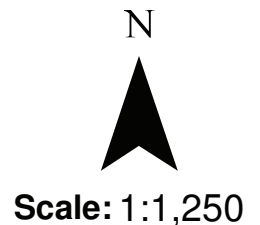
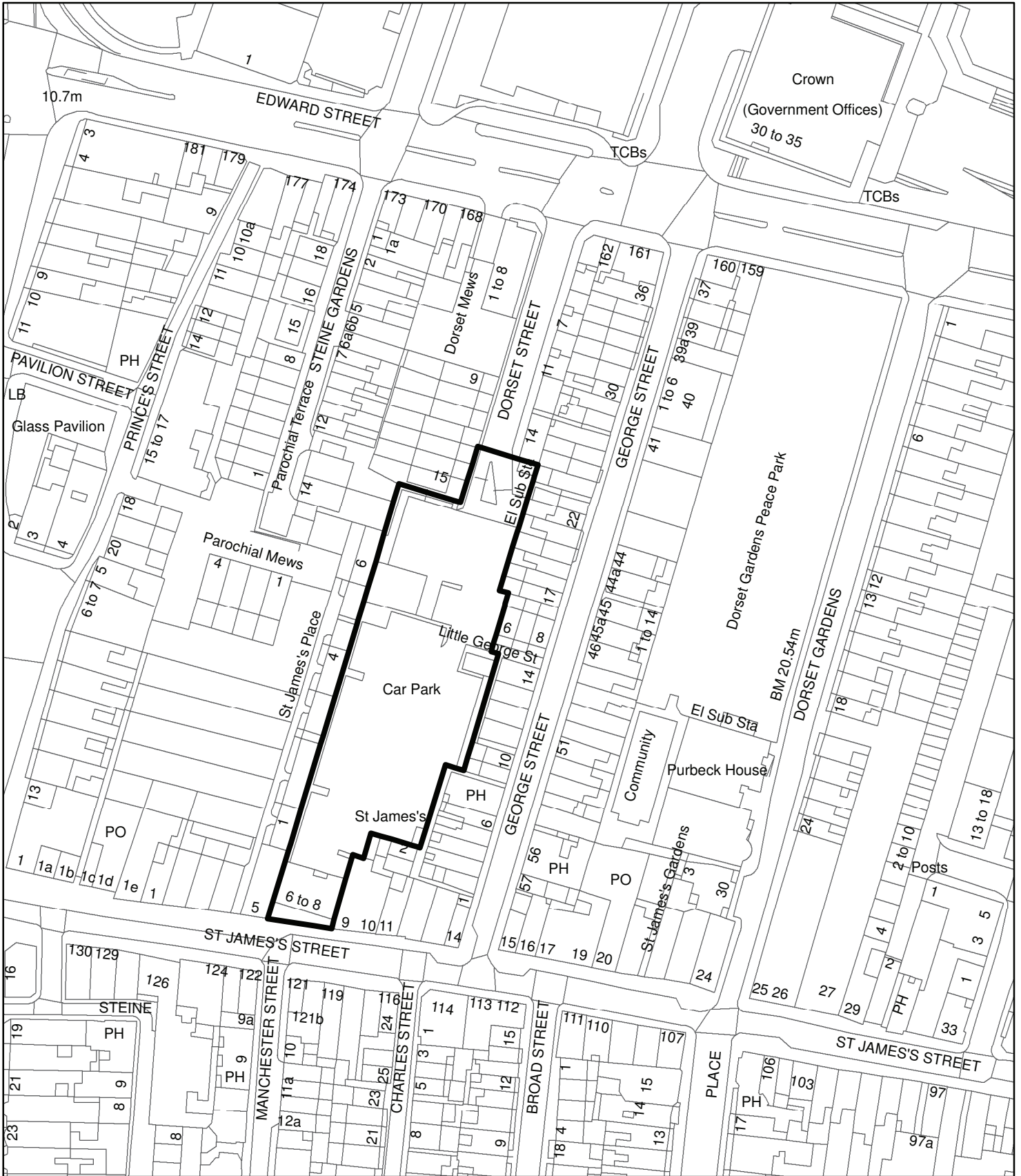
## **9 CONCLUSION**

The proposed development is not considered to detract significantly from the appearance or character of the site or the wider East Cliff and Valley Gardens Conservation Areas. The proposal is not considered to impact significantly on the residential amenity of neighbouring properties.

## **10 EQUALITIES IMPLICATIONS**

None.

# BH2010/03696 6-8 ST James's Street, Brighton.







PLANS LIST – 25 APRIL 2012

**Brighton & Hove** COUNCILLOR REPRESENTATION  
**City Council**

**From:** Geoffrey Bowden  
**Sent:** 14 January 2012 11:14  
**To:** Chris Swain  
**Cc:** Ben Duncan; Stephanie Powell  
**Subject:** Re: Objections

Dear Chris

Good to speak to you yesterday. This message is to confirm that ward councillors would like these two matters to come the planning committee for determination. As you correctly pointed out they are related and should be considered together.

Best wishes  
Geoffrey

*Cllr Geoffrey Bowden  
Green Party Councillor Queen's Park Ward  
Cabinet Member Culture Recreation & Tourism  
Email: [geoffrey.bowden@brighton-hove.gov.uk](mailto:geoffrey.bowden@brighton-hove.gov.uk)  
Mobile: 07557 197601*

**From:** Geoffrey Bowden  
**Sent:** 06 January 2012 18:03  
**To:** Chris Swain  
**Cc:** Ben Duncan; Stephanie Powell  
**Subject:** Re: Objections  
**Importance:** High

Dear Chris

Firstly happy new year and apologies that your message got swept up in the pre-Christmas rush and was consequently overlooked by me. Having seen the original comments from former Cllr Fryer, my inclination is to trust her judgement and ask for the applications to be referred to the Planning Committee. However, I would like to discuss this with my ward colleagues first before getting back to you with a definitive response in time for your deadline.

Best wishes  
Geoffrey

*Cllr Geoffrey Bowden  
Green Party Councillor Queen's Park Ward  
Cabinet Member Culture Recreation & Tourism  
Email: [geoffrey.bowden@brighton-hove.gov.uk](mailto:geoffrey.bowden@brighton-hove.gov.uk)  
Mobile: 07557 197601*



**Brighton & Hove  
City Council**

PLANS LIST – 25 APRIL 2012

COUNCILLOR REPRESENTATION

**From:** Rachel Fryer  
**Sent:** 24 February 2011 00:43  
**To:** Chris Swain; Rachel Fryer; Ben Duncan  
**Subject:** Objections

**Hi Chris**

**I'm writing to register my objections to the two applications from Morrisons below and request that if you are minded to grant that the decision be referred to the Planning Committee for consideration:**

**BH2010/03696 : On the grounds that it has caused visual problems for residents of Dorset Mews**

**BH2010/03717:** On the grounds that residents have complained about noise problems created by delivery which will only be made worse by widening the hours of delivery

Best wishes

Councillor Rachel Fryer  
Green Party, Queens Park ward  
Spokesperson for Children, Families and Schools  
Brighton and Hove City Council  
Telephone: 01273 296442





<b><u>No:</u></b>	<b>BH2010/03717</b>	<b><u>Ward:</u></b>	<b>QUEEN'S PARK</b>
<b><u>App Type:</u></b>	<b>Removal or Variation of Condition</b>		
<b><u>Address:</u></b>	<b>6 - 8 St James's Street, Brighton</b>		
<b><u>Proposal:</u></b>	<b>Variation of condition 5 of permission BN84/0222/F (Erection of supermarket complex comprising of 1no floor of retail space with 1no level of open car parking for 96 cars) for delivery hours to be extended to 07.00 to 20.30 on Monday to Saturday (including Bank Holidays) and 09.00 to 16.00 on Sunday. (Part retrospective).</b>		
<b><u>Officer:</u></b>	<b>Chris Swain, tel: 292178</b>	<b><u>Valid Date:</u></b>	<b>17/02/2011</b>
<b><u>Con Area:</u></b>	<b>East Cliff and adjoining Valley Gardens</b>	<b><u>Expiry Date:</u></b>	<b>14 April 2011</b>
<b><u>Listed Building Grade:</u></b>	<b>N/A</b>		
<b><u>Agent:</u></b>	<b>P W Davis Architects, Estate Yard, Harewood, Leeds</b>		
<b><u>Applicant:</u></b>	<b>Wm Morrisons Supermarket PLC, Hilmore House, Gain Lane, Bradford</b>		

This application was deferred on 14/03/12 for a Planning Committee site visit.

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves to **GRANT** planning permission subject to the following Conditions and Informatives.

### Regulatory Conditions:

- Deliveries shall not be made except between the hours of 07.00 and 20.30 Monday to Saturday and between 09.00 and 16.00 on Sunday.  
**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU9, SU10 and QD27 of the Brighton & Hove Local Plan.
- The delivery bay (including freezer unit and bin store) shall only be accessed by members of staff or vehicles between the hours of 07.00-20.30 on Mondays to Saturdays and Bank Holidays and between the hours of 09.00-16.00 on Sundays. The gates to the delivery bay hereby approved shall only be open during these hours.  
**Reason:** To safeguard the amenities of the locality and to comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.
- There shall be no more than four deliveries on a Sunday.  
**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
- The development hereby permitted shall be carried out in accordance with drawing No. 09109-PL105 received on 26 November 2010, an acoustic report (dated 14 April 2011) received on 18 April 2011, an email

from the planning agent outlining details of existing deliveries received on 18 July 2011, a Quiet Delivery Statement received on 17 January 2012 and an email from the planning agent outlining justification for the extended delivery hours received on 18 January 2012.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

5. The proposed car park shall be kept open for use by the public at all hours as may be reasonably be required by the Local Authority having regard to its parking policy and to the level of demand for the car parking out of shopping hours.

**Reason:** To accord with policies TR1, TR2 and TR7 of the Brighton & Hove Local Plan.

6. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any subsequent amending Order, the retail space shall be used primarily for the sale of foodstuff and other convenience goods.

**Reason:** To ensure that the use of the premises accords with the principle use of the area and policy SR1 of the Brighton & Hove Local Plan.

7. Delivery vehicles shall not be parked within the service area overnight.

**Reason:** To protect the amenities of the locality and comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.

8. Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5dB below the existing LA<sub>90</sub> background noise level. Rating Level and existing background noise levels to be determined as per the guidance provided in BS 4142:1997. In addition, having reference to BS7445:2003, there should be no significant low frequency tones produced by the plant.

**Reason:** To safeguard the amenities of the locality and to comply with policies QD27, SU9 and SU10 of the Brighton & Hove Local Plan.

Informatives:

1. This decision to grant Planning Permission has been taken:

- (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and

- (ii) for the following reasons:-

The extended delivery hours, as proposed, are not considered to result in any significant increased harm to the residential amenity of the neighbouring occupiers.

## 2 THE SITE

This application relates to the unloading bays/service area located in the

north-west corner of Morrisons car park, which is accessible via Dorset Street to the north. The car park is an open tarmaced area and is situated above the retail floorspace of the store. The rear service yard is flanked to the west by St James's Place and Parochial Terrace/Parochial Mews, to the north by Dorset Mews and Dorset Street and to the east by George Street. The supermarket and wider car park site are located within the East Cliff Conservation Area and immediately adjacent to the Valley Gardens Conservation Area.

### 3 RELEVANT HISTORY

**BH2010/03696:** Installation of storage containers incorporating sound insulated panelling. Removal of existing palisade fencing and erection of new fencing and gates to service yard. Currently under consideration and reported elsewhere on the agenda.

**BH2009/02764:** Removal of existing palisade fencing and erection of new fencing and gates to service yard. Withdrawn 5 July 2010.

**BH2009/02750:** Installation of 2No. storage containers and 2no. chiller units in rear storage yard (retrospective). Withdrawn 5 July 2010.

**BH2001/02097/FP:** Variation of Condition 5 to allow permanent use of site for deliveries and use of unloading bays. Granted 22/11/01 for a temporary period of 7 months to assess the effects on a newly built residential development located adjacent to the loading bays and to assess if Safeways could adhere to their specified time.

**BH2001/001763FP:** Variation of Condition 5 of planning permission BN84/0222/F to allow deliveries to the store on Sundays between the hours of 09.00am and 16.00pm. Approved 30 April 2003.

**BH1998/02590/FP:** Variation of Condition 5 of permission BN84/0222/F to allow for service deliveries and use of the unloading bays on Sundays and Bank Holidays between 09.00am and 16.00pm. Granted 16/02/99 for a temporary period of 6 months.

**BN84/0222/F:** Erection of supermarket, approved in April 1984, with Condition 5 attached relating to deliveries and the use of the unloading bays to take place between the hours of 07.00am and 19.00pm Monday – Saturday, and at no other time.

### 4 THE APPLICATION

Permission is sought to vary condition 5 of permission BN84/022F to extend the delivery hours to 07.00 to 22.30 on Monday to Saturday (including Bank Holidays) and 09.00 to 16.00 on Sunday.

### 5 CONSULTATIONS

**External:**

Original Consultation

**Neighbours:** Letters of representation have been received **No.15 Dorset Mews, Nos.18, 19, 22 and 26 George Street and one unspecified address** objecting to the proposed extension of the delivery hours due to the potential for increased noise disturbance.

**Cllr Fryer** objected to the proposal (comments attached).

Reconsultations

The application was re-advertised with amended delivery hours on 23 November 2011. **No. 15 Dorset Mews** and **Nos.18 and 22 George Street** reaffirmed their objection, and there was an additional objection from **No.12 Dorset Mews**, both stating that the proposed delivery hours would result in increased noise disturbance.

There were no retractions of previous objections.

Whilst Cllr Fryer is no longer a ward councillor for Queen's Park the three current ward councillors, **Cllrs Bowden, Duncan and Powell** have agreed to uphold the original comments and have requested that the application should be heard at Planning Committee if the recommendation is for approval.

**Environmental Health:** The comments made on these applications have been reviewed having regard to the National Planning Policy Framework published on 27 March 2012. It is not considered that any amendments to comments and recommendations are necessary in light of the new legislation.

This application requested a variation to the current condition relating to permitted delivery times.

Delivery noise consists of vehicle noise as lorries arrive and leave, vehicle reversing alarms, noise from chiller compressors fitted to the lorries to keep the goods cold or frozen, noise from radios, noise from lorry drivers talking, noise from the tail gate dropping on the floor, noise from delivery cages being rolled across the ground and noise from goods and pallets being dropped. These intermittent noises of varying character and duration may be intrusive and annoying and may attract attention.

Since the original condition for deliveries was applied in 1984 shopping patterns and supermarket opening hours have changed. At this store the warehousing and storage facilities are very limited so the majority of stock is unloaded straight on to the shelves and shop floor. When Morrison's took over the site they placed a portable chiller unit, portable freezer unit and two additional ambient storage containers in the car park adjacent to residential accommodation. Complaints were then received about noise from employees accessing the units late at night and noise from compressors serving the chiller and freezer. These units did not have planning permission.

If additional delivery times are permitted then it is proposed to remove the two ambient storage containers and the chiller storage container both currently in the car park.

The delivery area remains in the same place, which is part of a bigger public car park. The car park is not for sole use of Morrison's shoppers and is available for public use 24 hours / 7days a week. Application BH2010/03696 includes the details of a scheme for fencing off the delivery bay area and

making it secure and separate from the car park.

The applicant has provided background noise levels for the site and there appears to be consistently lower levels from 8.30 pm to 9pm so any additional delivery noise will be more evident.

Deliveries are currently happening 7am to 7pm Monday to Saturday. Having regard to the lower background from 8.30pm it is suggested that the condition be varied to extend deliveries 7am to 8.30pm Monday to Saturday.

Note that the background noise survey includes observations of deliveries already taking place on Sundays. The noise levels 8.30 -8.45 before the delivery started are consistently low. After that the survey is routinely interrupted by delivery noise. It is understood that some goods will be needed on Sundays, but it is believed that the delivery window could be started later in the morning and for a shorter period. With perhaps a restriction on the number of deliveries.

**Sustainable Transport:** No comments to make.

## 6 MATERIAL CONSIDERATIONS

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Section 11: Conserving and enhancing the natural environment

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR2	Public transport accessibility and parking
TR7	Safe development
QD27	Protection of Amenity
SU9	Pollution and noise control
SU10	Noise nuisance; and
SR1	New retail development within or on the edge of existing defined shopping centres

## 8 CONSIDERATIONS

The main consideration in the determination of this application relates to the

impact of the increased delivery hours upon the amenity of neighbouring occupiers.

**Planning Policy:**

Policies SU9, SU10 and QD27 of the Brighton & Hove Plan also seek to ensure that development does not cause noise nuisance and does not cause harm to neighbouring amenity. This is reaffirmed by paragraph 123 of the National Planning Policy Framework.

**Impact on Amenity:**

Condition 5 of the original application (BN84/0222/F) stated:

*Delivery of goods and use of the unloading bay shall take place only at certain times between the hours of 07.00 and 19.00 from Monday to Saturdays in accordance with a scheme to be agreed by the Borough Engineer and at no time on Sundays. The aforesaid scheme shall be submitted to the Borough Engineer before the completion of the development and no part of the development shall be brought into the use until such times as the scheme shall have been approved. The approved scheme shall be strictly adhered to all times except with the prior approval in writing of the Borough Engineer.*

The applicant originally applied for an extension of delivery hours from 19.00-21.00 from Monday to Saturday, an increase to the delivery window of an additional 2 hours each evening. There are currently no deliveries permitted on Sunday. The application originally also proposed to introduce deliveries from 08.00 to 17.00 on Sundays.

Three temporary permissions have previously been granted for delivery hours on Sunday though there have not been any previous applications to extend the delivery hours on Monday to Saturday. The last of the temporary applications (BH2002/01763/FP – approved 1 May 2003) permitted deliveries to take place from 9.00 to 16.00 on Sundays. The application was granted for a temporary period of 9 months to access potential noise disturbance with rubber flooring to the delivery area and rubber wheels to be installed on all delivery hardware (cages, pump-trucks etc).

Since that temporary permission lapsed there have been no further applications regarding delivery times and the original delivery times remain extant.

There are currently unauthorised deliveries on a Sunday. It appears likely that these have been ongoing since the last temporary permission expired and the supermarket was operated by the previous owner. This application, including Sunday deliveries, is an attempt to regularise the existing delivery times and follows an enforcement investigation into the site. It has also resulted in another application (BH2010/03696) for further alterations to the delivery yard being submitted.



Justification for the extension of delivery hours has been submitted by the applicant. It is stated by the applicant that the original permission was approved before the store traded on a Sunday. It is further stated that the limited storage space on the site makes it impossible to hold enough stock to be able to service the levels of trade on a Sunday which have increased since Morrisons took over the store. Furthermore, it is stated that the removal of the Dawson's chiller from the service yard will reduce the level of storage on the site which will make regular deliveries critical to the operation of the store.

Whilst part of the existing shop floor could be converted for use as additional storage it is acknowledged that there is limited storage space within the existing store and a certain numbers of deliveries of fresh produce on a Sunday may be justified. The Dawson's chiller has been the subject of a noise nuisance investigation by the Environmental Health Team and the removal of this unit would mitigate for the potential for increased noise disturbance of later weekday or Sunday deliveries for adjoining occupiers.

A noise assessment report was submitted by the applicant outlining various noise levels at different times of the day. The report states that the soundscape readings were similar for weekday evenings and Sundays. The report concludes that between 19.00 and 21.00 on weekday evenings and during Sundays that the soundscape readings were fairly consistent and that there appears to be little difference in sensitivity between the proposed extended hours and the existing delivery times.

The Environmental Health Team refuted these conclusions to a degree. They state that there appears to be a quieter level of background noise after 20.30 on weekdays and before 9.00 on Sundays.

Revised hours were therefore sought to ensure that deliveries were not made in these quieter periods, with the weekday times reduced to 20.30 (from 21.00) and Sunday deliveries from 09.00 to 16.00 (from 08.00 to 17.00). These revised hours have been agreed by the applicant.

The applicant has also submitted a document titled "Instructions for Receipt of Deliveries" outlining measures that the staff will use to limit the amount of noise from deliveries and the service yard. The document states that measures will be put in place to reduce the noise disturbance from reversing delivery trucks and also the unloading process. Whilst these measures are welcomed and may mitigate for some of the delivery noise it is acknowledged that these cannot be conditioned satisfactorily and notwithstanding these measures it is likely there will always be some level of noise disturbance during deliveries of goods.

It is not considered that the extension of the delivery window by an additional hour and a half on weekday evenings would result in any significantly increased noise disturbance. It is noted that the wider site is in use as car park open to both Morrisons customers and the general public and there is a

high level of vehicular and pedestrian movements throughout the day. Whilst the extension of the delivery window would result in some level of increased noise disturbance, on balance, it is not considered to be significantly detrimental to the residential amenity of neighbouring properties. It is further noted that the supermarket has been in operation for a significant period of time and, whilst the number of deliveries may have increased during this time, the supermarket use is well established on the site. The Environmental Health Team is satisfied with the proposed extension of delivery hours to weekday evenings.

Regarding Sunday deliveries, whilst it is acknowledged that a number of deliveries are currently taking place in contravention of the original planning permission there is not considered to be an “in principle” objection to some deliveries on a Sunday. No planning enforcement notice has been served on the site as regarding Sunday deliveries. Since the original condition for deliveries was applied in 1984, shopping patterns and supermarket opening hours have changed and it is considered reasonable to allow a limited number of deliveries on a Sunday.

The proposed delivery hours on Sunday (9.00 to 16.00) would ensure that neighbouring occupiers are not disturbed too early on Sunday mornings and the delivery hours are considered acceptable in this regard. The planning agent stated in correspondence dated 18 July 2011 that there are three deliveries expected on Sundays. A condition to limit deliveries to a maximum of four per Sunday is considered reasonable to further restrict disturbance on Sundays.

The Environmental Health Team are satisfied that the Sunday delivery hours are acceptable in principle given that some fresh goods will be required on Sundays. The revised delivery times in conjunction with the condition limiting the number of deliveries proposed should ensure that there is no significant adverse impact to residential amenity.

To help mitigate for additional vehicular movements and to address concerns raised by residents, a condition is recommended to ensure that the use of the delivery yard area is also not used outside the delivery hours.

**Sustainable Transport:** Delivery vehicles currently access the delivery yard via Dorset Gardens and the customer car park. It is not considered that the extended delivery hours would result in any significant increase in deliveries over and above existing levels and it is not considered that there would be any intensification of the use. The Sustainable Transport team has no objection to the proposal and there is not considered to be any significant impact on highway safety.

## 9 CONCLUSION

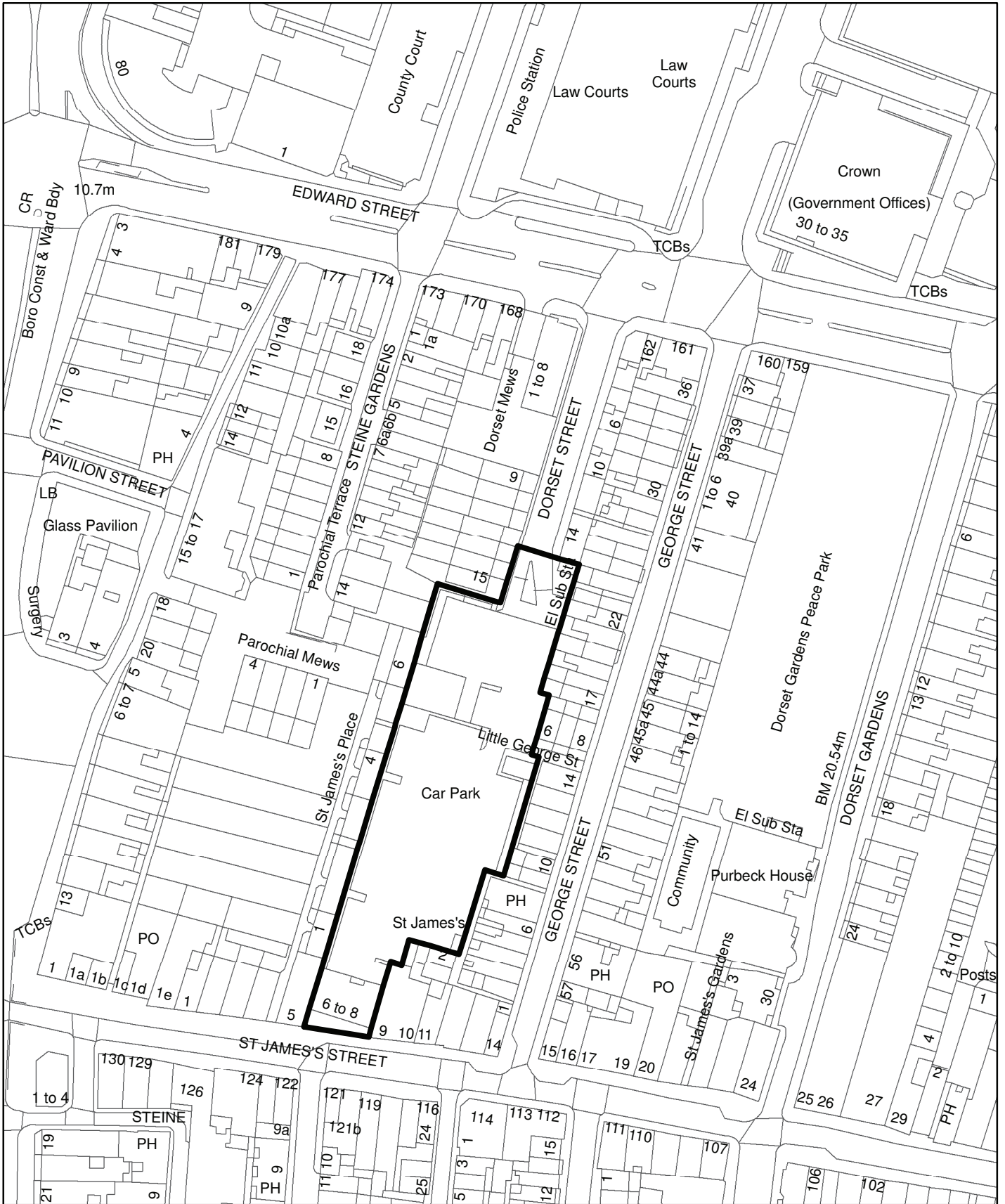
The extended delivery hours, as proposed, are not considered to result in any significant increased harm to the residential amenity of the neighbouring

occupiers.

**10 EQUALITIES IMPLICATIONS**

None.

# BH2010/03717 6 - 8 St James's Street , Brighton.



Scale: 1:1,250



PLANS LIST – 25 APRIL 2012

**Brighton & Hove** COUNCILLOR REPRESENTATION  
**City Council**

**From:** Geoffrey Bowden  
**Sent:** 14 January 2012 11:14  
**To:** Chris Swain  
**Cc:** Ben Duncan; Stephanie Powell  
**Subject:** Re: Objections

Dear Chris

Good to speak to you yesterday. This message is to confirm that ward councillors would like these two matters to come the planning committee for determination. As you correctly pointed out they are related and should be considered together.

Best wishes  
Geoffrey

*Cllr Geoffrey Bowden  
Green Party Councillor Queen's Park Ward  
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Email: [geoffrey.bowden@brighton-hove.gov.uk](mailto:geoffrey.bowden@brighton-hove.gov.uk)  
Mobile: 07557 197601*

**From:** Geoffrey Bowden  
**Sent:** 06 January 2012 18:03  
**To:** Chris Swain  
**Cc:** Ben Duncan; Stephanie Powell  
**Subject:** Re: Objections  
**Importance:** High

Dear Chris

Firstly happy new year and apologies that your message got swept up in the pre-Christmas rush and was consequently overlooked by me. Having seen the original comments from former Cllr Fryer, my inclination is to trust her judgement and ask for the applications to be referred to the Planning Committee. However, I would like to discuss this with my ward colleagues first before getting back to you with a definitive response in time for your deadline.

Best wishes  
Geoffrey

*Cllr Geoffrey Bowden  
Green Party Councillor Queen's Park Ward  
Cabinet Member Culture Recreation & Tourism  
Email: [geoffrey.bowden@brighton-hove.gov.uk](mailto:geoffrey.bowden@brighton-hove.gov.uk)  
Mobile: 07557 197601*



PLANS LIST – 25 APRIL 2012

**Brighton & Hove** COUNCILLOR REPRESENTATION  
**City Council**

**From:** Rachel Fryer  
**Sent:** 24 February 2011 00:43  
**To:** Chris Swain; Rachel Fryer; Ben Duncan  
**Subject:** Objections

**Hi Chris**

**I'm writing to register my objections to the two applications from Morrisons below and request that if you are minded to grant that the decision be referred to the Planning Committee for consideration:**

**BH2010/03696 : On the grounds that it has caused visual problems for residents of Dorset Mews**

**BH2010/03717:** On the grounds that residents have complained about noise problems created by delivery which will only be made worse by widening the hours of delivery

Best wishes

Councillor Rachel Fryer  
Green Party, Queens Park ward  
Spokesperson for Children, Families and Schools  
Brighton and Hove City Council  
Telephone: 01273 296442

<b><u>No:</u></b>	<b>BH2011/02401</b>	<b><u>Ward:</u></b>	<b>ST. PETER'S &amp; NORTH LAINE</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>Land at 27 - 31 Church Street, Brighton</b>		
<b><u>Proposal:</u></b>	<b>Erection of mixed use development comprising 9no residential dwellings, retail and offices incorporating basement level parking and associated landscaping.</b>		
<b><u>Officer:</u></b>	Anthony Foster	<b><u>Valid Date:</u></b>	17/08/2011
<b><u>Con Area:</u></b>	North Laine	<b><u>Expiry Date:</u></b>	12 October 2011
<b><u>Listed Building Grade:</u></b>			
<b><u>Agent:</u></b>	Morgan Carn Partnership, Blakers House, 79 Stanford Avenue, Brighton		
<b><u>Applicant:</u></b>	Brockhampton Land Co Ltd, C/o Morgan Carn Partnership		

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and the policies and guidance in section 7 of this report and resolves that it is **MINDED TO GRANT** planning permission subject to the applicant entering into a Section 106 Planning Obligation Agreement and to the following Conditions and Informatives:

### S106

- A contribution of £33,000 towards improvements to the North Road bus stops located on Queens Road.
- A restriction to ensure that the car parking spaces are retained for the occupiers/users of the development and that the residential units are allocated one space per unit.

### Regulatory Conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.  
**Reason:** To ensure that the Local Planning Authority retains the right to review unimplemented permissions.
2. The development hereby permitted shall be carried out in accordance with the approved drawings no. 0970-P-101-P1, Design & Access Statement, Planning Statement, Sustainability Checklist, Biodiversity Checklist, Transport Statement, received on 12 August 2011, External Daylight (VSC) Analysis, Lifetime Homes Standards Checklist received on 21 October 2011, Report on Phase I Desk Study received on 8 November 2011, and drawings no. 0970-P-102-P4, 103-P3, 104-P3, 105-P3, 106-P3, 107-P4, 108-P3, 109-P4, 110-P4, 111-P4, 112-P2, 113-P2, 114-P2, 115-P3, 116-P1, Study of Stepped entrances and railing detail in the North Laine area, Brighton, received 16 March 2012.  
**Reason:** For the avoidance of doubt and in the interests of proper planning.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and



re-enacting that Order with or without modification), no window, dormer window, rooflight or door other than those expressly authorised by this permission shall be constructed without planning permission obtained from the Local Planning Authority.

**Reason:** To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

4. The new dwellings shall be constructed to Lifetime Homes standards to the satisfaction of the Local Planning Authority.

**Reason:** To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.

5. The hard surface hereby approved shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

**Reason:** To reduce the risk of flooding and pollution and increase the level of sustainability of the development and to comply with policy SU4 of the Brighton & Hove Local Plan.

6. The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

**Reason:** To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.

7. Access to the flat roof areas hereby approved shall be for maintenance or emergency purposes only and the flat roof areas shall not be used as a roof garden, terrace, patio or similar amenity area.

**Reason:** In order to protect adjoining properties from overlooking and noise disturbance and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

8. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.

9. No deliveries or waste collections shall occur at the premises except between the hours of 08:00 and 19:00 on Mondays to Fridays and 08:00 and 19:00 on Saturdays and not at anytime on Sundays, Bank or Public Holidays.

**Reason:** To safeguard the amenities of the occupiers of adjoining

properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

10. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation facing a highway.

**Reason:** To safeguard the appearance of the building and the visual amenities of the locality and to comply with policies QD1 and QD27 of the Brighton & Hove Local Plan.

Pre-Commencement Conditions:

11. No development shall take place until the following details have been submitted to and approved by the Local Planning Authority in writing:

- i) sample elevations and sections at 1:20 scale of the shopfronts, railings, gates, bays, balconies, basement ventilation louvres or grilles, windows, doors, door canopies, steps parapets, balustrades, copings, eaves, brises soleil, louvres, bin stores, meter cupboards, cycle stores, and all other features,
- ii) details and sections at 1:5 scale of the eaves, copings, cills, door thresholds and steps,
- iii) elevations at 1:10 scale of the railings and the gates,
- iv) sectional profiles at 1:1 scale of the window frames, door frames and shopfront frames showing their relationship to their reveals and cills,
- v) details and samples of materials and colours including of the rainwater goods and paving,

and the works shall be carried out and completed in strict accordance with the approved details and maintained as such thereafter.

**Reason:** To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.

12. Unless otherwise agreed in writing by the Local Planning Authority, no residential development shall commence until:

- (a) evidence that the development is registered with an accreditation body under the Code for Sustainable Homes and a Design Stage Report / Interim Report showing that the development will achieve Code level 3 for all residential units have been submitted to the Local Planning Authority; and
- (b) a Design Stage / Interim Code for Sustainable Homes Certificate demonstrating that the development will achieve Code level 3 for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

13. Unless otherwise agreed in writing by the Local Planning Authority, no non-residential development shall commence until:

- a) evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a 'BREEAM Buildings' scheme or a 'bespoke BREEAM') and a Design Stage Assessment Report showing that the development will achieve an

BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' for all non-residential development have been submitted to the Local Planning Authority; and

- b) a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' for all non-residential development has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

- 14. No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the local planning authority:

- (a) A desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated land Research Report Nos. 2 and 3 and BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice;

(Please note that a desktop study shall be the very minimum standard accepted. Pending the results of the desk top study, the applicant may have to satisfy the requirements of b and c below. However, this will be confirmed in writing);

and unless otherwise agreed in writing by the local planning authority,

- (b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175; and, unless otherwise agreed in writing by the local planning authority,

- (c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

- (ii) The development hereby permitted shall not be occupied or brought into use until there has been submitted to the local planning authority verification by a competent person approved under the provisions of condition (i)c that any remediation scheme required and approved under the provisions of condition (i)c has been implemented fully in accordance with the approved details (unless varied with the written agreement of the local planning authority in advance of implementation). Unless otherwise agreed in writing by the local planning authority such verification shall comprise:

- a) built drawings of the implemented scheme;
- b) photographs of the remediation works in progress;
- c) certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in

accordance with the scheme approved under condition (i) c.”

**Reason:** To safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.

16. Notwithstanding the approved plans, details of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority, the development hereby permitted shall not be occupied until the approved details have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

17. No development shall take place until details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.

18. No development shall commence until a scheme for the suitable treatment of all plant and machinery against the transmission of sound and/or vibration has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

**Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

19. No development shall take place until a scheme detailing the provision of a disabled visitor parking space shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out prior to occupation of the development in strict accordance with the approved details and be retained as such thereafter.

**Reason:** To ensure that adequate parking provision is retained and to comply with policy TR19 of the Brighton & Hove Local Plan.

Pre-Occupation Conditions:

20. Unless otherwise agreed in writing by the Local Planning Authority, none of the residential units hereby approved shall be occupied until a Final/Post Construction Code Certificate issued by an accreditation body confirming that each residential unit built has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.  
**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.
21. Unless otherwise agreed in writing by the Local Planning Authority, none of the non-residential development hereby approved shall be occupied until a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the non-residential development built has achieved a BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' has been submitted to, and approved in writing by, the Local Planning Authority.  
**Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

Informatives:

1. This decision to grant Planning Permission has been taken:
- (i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-  
The development provides a high quality mixed use development which would make effective and efficient use of land within the built up area is of an appropriate scale, design and detailing and would preserve the character and appearance of the area, and the setting of adjoining listed buildings.
2. The applicant is advised that details of the Code for Sustainable Homes can be found on the Planning Portal ([www.planningportal.gov.uk](http://www.planningportal.gov.uk)), on the Department for Communities and Local Government website ([www.communities.gov.uk](http://www.communities.gov.uk)) and in Supplementary Planning Document SPD08 Sustainable Building Design, which can be accessed on the Brighton & Hove City Council website ([www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk)). Accreditation bodies at March 2010 include BRE and STROMA; other bodies may become licensed in future.
3. The applicant is advised that details of the BREEAM assessment tools and a list of approved assessors can be obtained from the BREEAM



websites ([www.breeam.org](http://www.breeam.org)). Details about BREEAM can also be found in Supplementary Planning Document SPD08 Sustainable Building Design, which can be accessed on the Brighton & Hove City Council website ([www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk)).

4. The applicant is advised that the details of external lighting required by the condition above should comply with the recommendations of the Institution of Lighting Engineers (ILE) 'Guidance Notes for the Reduction of Light Pollution (1995)' for Zone E or similar guidance recognised by the council. A certificate of compliance signed by a competent person (such as a member of the Institution of Lighting Engineers) should be submitted with the details. Please contact the council's Pollution Team for further details. Their address is Environmental Health & Licensing, Bartholomew House, Bartholomew Square, Brighton, BN1 1JP (telephone 01273 294490 email: [ehlpollution@brighton-hove.gov.uk](mailto:ehlpollution@brighton-hove.gov.uk) website: [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk)).
5. The applicant is advised that advice regarding permeable and porous hardsurfaces can be found in the Department of Communities and Local Government document 'Guidance on the permeable surfacing of front gardens' which can be accessed on the DCLG website ([www.communities.gov.uk](http://www.communities.gov.uk)).

## 2 THE SITE

The site is on the south west corner of Portland Street & Church Street. The site was formerly in industrial use and the former buildings were cleared from the site in 1996/1997. The site and surrounding area slopes significantly downwards from north to south. The site is located within the North Laine Conservation Area.

To the east on Portland Street there are terraces of brick flint and stucco 19<sup>th</sup> Century and 1980s two storey dwellings with attic dormer windows and ridged roofs. To the south in Portland Street is a row of modern houses built in the last few years in a traditional style using flint and brick.

The buildings on either side of Church Street are 19<sup>th</sup> Century buildings with hipped and ridged roofs comprising ground floor shops. Those to the east have first floors and attic accommodation. The corner one (No.25/26) has a large dormer above its bay, whilst No.24 has a gable window in it.

To the west of the site on the corner of Windsor Street and Church Street is a three storey early Victorian building which is a public house on the ground floor (No.46 Windsor Street). It is rendered and has small paned windows and a hipped roof. A group of early 19<sup>th</sup> three storey century terraced properties present on Windsor Street back onto the application site on the western elevation (Nos.43-45 Windsor Street). To the south of these are factory and warehouse buildings. There is a significant drop in levels between the Windsor Street plots and the application site.

Directly opposite the site on the north side of Church Street is the tall stucco

fronted Listed former Drill Hall.

The buildings to the east and south are small scale and domestic in character. However, there are taller buildings present to the south on Windsor Street (Windsor Court) and present fronting North Street.

The site is identified for a mix of housing, business/light industrial workshops and high tech uses and small scale retail uses under policies EM2, EM9, and EM10 of the Brighton & Hove Local Plan.

### 3 RELEVANT HISTORY

**BH2007/01058:** Mixed use development accommodated on 6 floors consisting of 5 studio flats, 24 one-bedroom flats, 10 two-bedroom flats and 1 three-bedroom flat, 7 office units (Portland Street), 4 retail units (Church Street) and 21 carparking spaces. Resubmission and revised scheme following withdrawal of application BH2006/01813. Refused 16/05/2008.

**BH2006/01813:** Mixed use development accommodated on seven floors comprising 12 studio flats, 31 one bedroom apartments, 7 two bedroom apartments, 3 three bedroom apartments, 2 A1 (shop) units and 1 A3/A4 (cafe/bar) unit. Provision of 21 car parking spaces. Withdrawn by the applicant 20/09/2006.

**BH2003/01193/FP:** Amend Condition 1 of the planning approval Ref: BH2002/00211/FP to read 'The Development hereby approved shall be carried out wholly in accordance with amended plans No. 0127-36c, 31d,32d,33e, 34j, 35i,36h and 37c submitted on 6th November 2002 unless otherwise agreed in writing by the Local Planning Authority.' Approved 04/06/2003.

**BH2002/00211/FP:** Amendments to extant and commenced planning permission (93/1046/FP) involving the erection of four storey building comprising lower ground floor car and cycle parking, A1/A2 or A3 ground floor unit (fronting Church Street) with the remainder as offices. Approved 04/03/2002.

**BH2001/02823/FP:** Construction of four storey building with basement car park. comprising offices at upper ground to second and A1, A2 or A3 unit at ground floor on Church Street (amendment to previously approved and commenced permission ref. 93/1046/FP). Withdrawn by the applicant.

**BH2001/02739/FP:** Adjacent site to the south – 42/44 Portland Street Temporary use for 6 months as a car park whilst building works are completed according to previous planning approval. Approved 08/01/2002.

**BH2000/03276/RM:** Adjacent site to the south – 42/44 Portland Street. Approval of reserved matters for the design and external appearance of 9 x two-storey town houses and associated landscaping. Approved 07/03/2001.

**BH1999/02516/OA:** Adjacent site to the south – 42/44 Portland Street. Removal of derelict former commercial buildings and existing scaffolding yard; erection of 9no. two storey town houses with associated parking; and regularisation of existing car parking. Refused – a subsequent appeal was allowed.

**96/0447/AD:** Installation of 3 advertisements hoardings fronting Church Street and a 6 foot fence along Portland Street frontage. Approved 17/09/1996.

**96/0286/CA:** Adjacent site to the south – 42/44 Portland Street. Demolition of



existing buildings. Approved 23/04/1996.

**BN96/0285/FP:** Erection of 4 storey block of class B1 studio workshops (660 sqm), 8 town houses, basement parking for 30 cars (19 for studio workshops, 11 for town houses) on site of 43-44 Portland Street. (Renewal of BN89/0750/F). Approved 23/04/1996.

**94/0204/FP:** Use of site as car-park (84 spaces) for 2 years. Refused 09/05/1994.

**93/1090/FP:** Installation of 3 advertisement boardings fronting Church Street and 6 foot fence along Portland Street frontage. Withdrawn by the applicant on 02/02/1994.

**93/1046/FP:** Erection of 5 storey building comprising basement car park, A1, A2 or A3 unit (ground) remainder offices. Amendment to 89/0749 including raising floor levels, elevation changes and general re-arrangements. Approved 12/08/1996.

**89/0750/F:** Erection of 5 storey building comprising basement car park, A1, A2 or A3 unit (ground) remainder offices. Amendment to 89/0749 including raising floor levels, elevation changes and general re-arrangements. Approved 12/08/1996.

**89/0750/FP:** Erection of 4 storey block of Class B1 studio workshops (660 sq.m), 8 town houses, basement parking for 30 cars (19 for studio workshops, 11 for town houses) on site of 43-44 Portland Street, demolition of existing buildings. Approved 06/06/1991.

**89/0749/FP:** Erection of 4 storey office block (3,020 sq. m.) plus an A1 and/or A2 and/or A3 unit fronting Church Street with basement parking for 28 cars, demolition of existing buildings (amendment to refusal 88/1348/F). Approved 06/06/1991.

#### **4 THE APPLICATION**

Planning permission is sought for 2 retail units providing a total of 341sqm of retail space at ground floor level fronting onto Church Street. At first, second and third floor levels the application proposes a total of 631sqm of B1 office space. Six no. 3 storey 3-bed houses are proposed fronting onto Portland Street, and a further 3 no. 3 storey 2-bed houses are proposed along the western boundary of the site.

The application proposes a basement parking area which would be accessed via the existing car park to the south of the site, which is in the ownership of the applicants. The proposed parking comprises 25no. spaces, 8 of which are disabled parking bays. A total of 16 secure cycle parking spaces are proposed along with refuse and recycling storage.

Pedestrian access to the retail and office component of the application would be from Church Street and the residential units would be accessed from Portland Street or the central courtyard within.

The proposed development would be 3 storeys in height along Portland Street and 4 storeys plus basement along Church Street. The third storey fronting onto Church Street would be set back from the frontage of the floors below by a minimum of 0.3m.

The proposed buildings would be finished in clay facing brick, natural zinc panels, coloured render, slate cladding and natural zinc. All metal work including windows and rainwater goods are to finished in powdercoated aluminium.

## 5 CONSULTATIONS

### External

**Neighbours: Two (2) letters of representation have been received from 45 Windsor street, and an undersigned letter from Flats 1, 2, 3, 4, 5, 6, 7, 10, 11 Raglan Court, Portland Street objecting to the application for the following reasons:**

- Loss of light to residents fronting on to Portland Street
- Overshadowing to adjoining residents
- The north west corner of the development will result in overshadowing and loss of light due to the close proximity of the building and height of the proposal
- Increased overlooking resulting from the scheme

### **North Laine Community Association: Support**

We write to support this application. The massing and scale of the application is far less than any previous application and is in scale with the North laine.

We understand that the occupants of the flats opposite in Portland Street are concerned regarding the loss of light given the narrow nature of the street.

### **CAG: Support**

The group welcomed the development of this site and were happy with the overall mass and form of the proposal. The group agreed to support this application subject to the conservation team negotiating improvements to the design and detailing. In particular it was felt that more attention should be paid to the entrance to the residential accommodation and courtyard, which should have more presence, to the turning of the corner, to the buildings' relationship to ground levels in respect of the car park and to materials which should be in keeping with the surrounding area.

### **Internal:**

#### **Heritage:**

##### Initial comment received 6/9/2011

The proposal does not respect the scale and character of Church Street and Portland Street and would be over-dominant. It would rise substantially above the established historic rooflines and skylines of the streets. The design and the choice and use of materials do not respect the character of the streets. It would neither preserve nor enhance the character of the conservation area and would harm the setting of the Listed former Regimental Drill Hall and Headquarters and would be contrary to Local Plan Policies, QD1, QD2, QD4, QD5, QD27, HE3 and HE6 and The North Laine Conservation Area Study.

##### Further comment received 2/12/2011

Whilst some minor improvements have been made to the design, the proposal does not respect the scale and character of Church Street and

Portland Street and would be over-dominant. It would rise substantially above the established historic rooflines and skylines of the streets. The design and the choice and use of materials do not respect the character of the streets. It would neither preserve nor enhance the character of the conservation area and would harm the setting of the Listed former Regimental Drill Hall and Headquarters and would be contrary to Local Plan Policies, QD1, QD2, QD4, QD5, QD27, HE3 and HE6 and The North Laine Conservation Area Study.

Final comment received 4/4/2012

The applicants have presented evidence to support their proposals for the steps to the units on Portland Street. It is considered that the applicants have sufficiently addressed earlier concerns about the height, massing and design of the building and consider that the proposals are now acceptable subject to conditions.

**Sustainable Transport:**

Sustainable modes

Although the standard of local provision for sustainable modes is considered in the application this is done only in general terms and the proposed development will cause additional trip generations using infrastructure which requires maintenance and improvement. Use of the standard contributions formula indicates that a contribution of £33,000 for the combined uses of the scheme. This would be spent on improvements to the North Road bus stops in Queens Road.

Parking

The parking provision proposed corresponds exactly to the SPG4 requirements except that (1) Only 1 disabled space is provided for the retail use for which at least 2 are required. (2) At least 5 bicycle parking places are required for the office use compared to the proposal of 3. Revised plans should be required by condition to address these shortfalls. Also, SPG4 requires that the retail and office general parking should be for operational use only. To help partially achieve this and prevent the bays being hired out to inappropriate users, it is suggested that a condition should be attached to any consent requiring that those parking in the bays are residents or users of the building

**Planning Policy:** The site lies in the North Laines area within a mixed use employment allocation (EM2, EM9, EM10 and HO1) and within the Regional Shopping Centre prime frontage (SR4).

A mixed use scheme providing office space, with retail fronting Church Street and an element of housing is welcomed on this site. The principle of the proposal is in general conformity with policy and is acceptable. Full compliance with policy therefore depends on detailed matters.

**Economic Development:** Support the application as it accords with the local plan policies for the site, namely EM2 and EM9, however it is disappointing in economic development terms that the site has not been made to work harder for its city centre location.

The proposal will provide 631m2 of office accommodation and 341m2 of retail accommodation which has the ability to provide 50 jobs based on the offPAT employment densities which are welcomed.

**Environmental Health:** The standard contaminated land condition should apply in this case. Also conditions requesting further information regarding plant and machinery are required.

## 6 MATERIAL CONSIDERATIONS

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

### The National Planning Policy Framework (NPPF)

- Section 1: Building a strong, competitive economy
- Section 2: Ensuring the vitality of town centres
- Section 4: Promoting sustainable development
- Section 6: Delivering a wide choice of high quality homes
- Section 7: Requiring good design
- Section 8: Promoting Healthy Communities
- Section 10: Meeting the challenge of climate change, flooding and coastal change
- Section 12: Conserving and enhancing the historic environment

### Brighton & Hove Local Plan:

- TR1 Development and the demand for travel
- TR7 Safe development
- TR14 Cycle access and parking
- TR19 Parking standards
- SU2 Efficiency of development in the use of energy, water and materials
- SU13 Minimisation and re-use of construction industry waste
- QD1 Design – quality of development and design statements
- QD2 Design – key principles for neighbourhoods
- QD3 Design – efficient and effective use of sites
- QD4 Design – strategic impact
- QD15 Landscape design
- QD16 Trees and hedgerows
- QD27 Protection of Amenity
- HO3 Dwelling type and size
- HO4 Dwelling densities
- HO5 Provision of private amenity space in residential development

## PLANS LIST – 25 APRIL 2012

HO6	Provision of outdoor recreation space in housing schemes
HO7	Car free housing
HO9	Residential conversions and the retention of smaller dwellings
HO13	Accessible housing and lifetime homes
EM1	Identified employment sites (industry and business)
EM3	Retaining the best sites for industry
EM5	Release of redundant office floorspace and conversions to other uses
EM6	Small industrial, business units and warehouse units

### Supplementary Planning Guidance:

SPGBH4 Parking Standards

### Supplementary Planning Documents:

SPD02	Shop Front Design
SPD03	Construction & Demolition Waste
SPD08	Sustainable Building Design
SPD09	Architectural Features
SPD11	Nature Conservation & Development

## **8 CONSIDERATIONS**

The main considerations in the determination of this application relate to the principle of development and proposed mix of uses, the impact of the development upon the character and appearance of the surrounding conservation area, amenity of future occupiers, impact of the proposal upon neighbouring occupiers, highways implications and sustainability issues.

### **Background**

The adjoining site to the south was developed for 9 terraced dwellings plus car parking. When allowing the appeal (1999/02516/OA) the Inspector concluded that residential use was acceptable for the site, as the Council's requirement for mixed development under local development plan policy would be met by the commercial redevelopment of the north site (the current application site) for office and retail uses, either in accordance with the permission, or an alternative scheme.

Previous permissions granted for the application site include BH2003/01193/FP, BH2002/00211/FP and 93/1046/FP, for a mixed use of A1/A2 and A3 uses at ground with 3,020 sqm of office floorspace above, within a 5 storey building. No residential units were proposed as part of these schemes. The 1993 scheme was considered to be implemented, prior to the submission of applications BH2002/00211/FP and BH2003/01193/FP. As both applications BH2002/00211/FP and BH2003/01193/FP were for amendments to extant and commenced planning permission reference 93/1046/FP, it is also considered that development has commenced with regard to the 2002 and 2003 permission (as they are linked to the 1993 permission).

Whilst some weight must be given to these permissions, the original permission and subsequent amendments to the scheme were approved



under the previous Brighton Borough Local Plan 1995. The current Brighton & Hove Local Plan was adopted in July 2005.

**The principle of development/mix of uses**

National Planning Policy Framework (NPPF) section 1 seeks to build a strong, competitive economy, whereby the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Section 2 of the NPPF recognises that town centres form the heart of their communities and policies should support the viability and vitality of Town Centres, and also recognise that residential development can play an important role in ensuring the vitality of centres.

Section 4 Promoting Sustainable Transport states that policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Policy EM2 of the Local Plan designates sites for high-tech and office uses, whilst policies EM9 and EM10 state that the site is suitable for a mixed use development with suggested uses including offices and small workshops, mixed housing types and ground floor retail frontage to Church Street. The Church Street frontage of the site also falls within the Regional Shopping Centre, as designated within the Local Plan.

The breakdown of the proposed mix of floorspace is 341sqm retail (A1/A2/A3), 631sqm office (B1a), and 812sqm residential (C3), comprising of 9 residential units.

With regard to the proposed level of employment floorspace, Planning Policy have commented that whilst the proposal only offers 631sqm of employment floorspace, the proposed employment space is to be split between 6no. units and provides a level of flexibility of the overall size of the units and could be easily converted to other forms of employment space such as workshops.

The application proposes 341sqm of retail floorspace which is split between two units. This is to be provided at ground floor level along the frontage of Church Street and will therefore add to the vitality and offer in the prime frontage in the regional shopping centre in accordance with policy SR4.

The proposed scheme provides 6no. three bedroom dwellings and a further 3no. two bedroom dwellings. The previously refused scheme ref BH2007/01058 provided 41 residential units, including 24no. 1 beds, 10no. 2 beds and 1no. 3 beds, within a flatted scheme. This proposal was considered to provide an inappropriate mix of accommodation. The provision of single dwellings suitable for family accommodation is welcomed given the mix which was proposed under application reference BH2007/01058.

When compared to the extant scheme the proposed application would result in the net loss of employment floorspace, it is however considered that the

application, as proposed, provides a balanced mix of uses on a site which has been vacant for almost two decades and is considered to be in accordance with Local Plan policies EM9 and EM10, and the wider aims of the NPPF.

### **Design**

Section 7 of the NPPF attaches great importance to the design of the built environment, that good design is indivisible from good planning, and should contribute positively to making places better for people.

Policy QD3 of the Local Plan seeks the more efficient and effective use of sites, however, policies QD1 and QD2 require new developments to take account of their local characteristics with regard to their proposed design.

In particular, policy QD2 requires new developments to be designed in such a way that they emphasise and enhance the positive qualities of the local neighbourhood, by taking into account local characteristics such as height, scale, bulk and design of existing buildings, impact on skyline, natural and built landmarks and layout of streets and spaces.

Policy HE6 of the Local Plan requires development within or affecting the setting of conservation areas to preserve and enhance the character and appearance of the area and should show, amongst other things:

- a high standard of design and detailing reflecting the scale, character and appearance of the area, including the layout of the streets, development patterns, building lines and building forms;
- the use of building materials and finishes which are sympathetic to the area;
- no harmful impact on the townscape and roofspace of the conservation area; and
- the retention and protection of trees, gardens, spaces between buildings and any other open areas which contribute to the character and appearance of the area.

The applicant has submitted amended drawings in response to the initial comments raised by the Heritage Officer.

### Portland Street Frontage

The proposed residential buildings are three storeys in height on this frontage with the second floor set back approximately 0.6m from the front building line of the floors below. The properties are a maximum of 9m in height from the existing street level of Portland Street. Portland Street is typified by ridged roofs with eaves and dormer windows. The proposed residential properties fronting onto Portland Street would have flat parapeted roofs.

Portland street gradually slopes down from north to south resulting in approximately 1m difference in levels across the frontage. The amended drawings propose that the Portland Street block steps down to follow the gradient of the road. Amendments to the scheme have resulted in a reduction in the overall height of the residential properties to appear more inline with the height of the adjoining terraced properties. The amendments have also



introduced stepped entrances onto Portland Street and railings to this elevation, providing a defensible area to the Portland Street elevation.

The proposed residential properties seek to maintain the rhythm of the existing terrace properties on Portland Street and are to be finished in like materials including facing brick. The top storeys of the proposed residential dwellings are to be finished in a darker material to reflect the traditional use of slate roofs within the North Laine Conservation Area. It is considered that this frontage is of an appropriate height and appearance in relation to adjoining development subject to conditions in relation to the final materials. The Heritage Team have confirmed that they are happy with the amendments made to the scheme.

#### Church Street frontage

The building is four storey on this frontage with the third floor set back from the building line by approximately 1.7m. An entrance archway is proposed along this elevation with a height of 3.2m-3.4m and a width of 2.5m, this entrance is to be gated. The elevation is broken up by the choice of materials providing vertical subdivision along the façade. The scheme has been amended in order to relate to the topography of the land, as there is a significant difference in levels along the Church Street frontage.

A fin-like projection divides the two parts of the façade at the point where the building steps down the hill. The design of which has been amended so it no longer rises above the roof.

The existing Church Street frontage is of mixed quality and appearance. The majority of the buildings are two/three stories in height with rooms contained within the roof spaces. The proposed Church Street frontage is comparable to the height of the neighbouring buildings within the area. The Heritage team have comment that the height of the four-storey building is comparable with that of the Listed Building on the opposite side of Church Street.

The proposed fourth storey floor is set back to varying degrees along this frontage. At the corner with Portland Street the fourth storey is set back a minimum of 1.2m, the central element of the Church Street frontage is set back 0.3m, and the western element is set back 1.7m from the Church Street frontage. This varied set back not only reduces the perceived bulk of the upper floor but also provides a varied and interesting façade from views within Church Street.

The Church street frontage is to consist of rendered panels and aluminium windows. It is considered that this frontage is of an appropriate height and appearance in relation to adjoining development and is acceptable subject to conditions in relation to the final materials.

Overall in design terms the proposed development is of an appropriate scale, design and detailing in relation to the existing street scene. The development would preserve the character and appearance of the North Laine Conservation Area, and the adjoining Listed Building, and therefore complies

with the overriding aim of the NPPF and local plan policies QD1, QD2, QD4, HE3 and HE6.

**The impact on the living conditions of surrounding residents**

Policy QD27 of the Local Plan requires new development to respect the existing amenity of neighbouring properties. The properties which are adjacent to the western boundary of the site are set at a higher level and is bounded by a large retaining wall at a height of approximately 6m and 8m, from the proposed finished basement floor level.

The proposed built form along this western boundary, to the rear of the properties fronting onto Windsor Street would consist of a five storey including basement element, with a height of 12m to 16.4m for a length of 10m projecting back from the Church Road frontage, this then reduces to a three storey block including basement, with a height of 7.2m for a length of 9.5m, then a two storey element including basement with a height of 5.5m for a length of 4.4m. The final section is a 4 storey element including basement with a height of approximately 11m. This built form is set at least 1m from the adjoining boundary of the site.

Objections have been received stating that the proposal would be detrimental to residential amenity by way of overlooking, loss of privacy, overshadowing and loss of light.

A Daylight Assessment has been submitted which compares the current scheme to a permission granted in 1996, which was commenced in 1997. No planning application reference number is supplied, but it is assumed that the scheme relates to the scheme approved under 93/1046/FP.

The BRE guidelines state that where the Vertical Sky Component to a window is less than 27% and there would be more than a 20% reduction in levels of daylight received, the loss of light would then be noticeable to that room. The guidelines are intended to be used for adjoining properties and any existing non-domestic uses where the occupants would have a reasonable expectation of daylight. This would normally include schools, hospitals, hostels, small workshops and most offices.

The report for the properties fronting onto Windsor Street concludes that a total of 16 windows were assessed out of 4 properties along the rear elevation. With the extant scheme 11 of the windows would fail to meet the BRE minimum guidelines. The currently proposed scheme is an improvement with 3 of the windows failing to meet the BRE minimum requirements.

The report for the properties fronting onto Portland Street concludes that a total of 31 windows were assessed which front onto Portland Street. With the extant scheme 5 of the windows fail to meet the BRE minimum guidelines. As part of the currently proposed scheme a total of 8 windows would fail to meet the BRE minimum guidelines which is an increase in 3 windows.

Although the Daylight Assessment allows for a comparison with the previously

approved permission in 93/1046/FP, the noticeable impact of loss of light to windows has been calculated using the impact of 93/1046/FP, when the site has actually be cleared for over 10 years.

Whilst it is regrettable that three additional habitable windows would fail to meet the BRE minimum guideline, in terms of daylight, it is considered that the proposal would not result in the demonstrable harm of the existing amenities over and above that which would be apparent if the extant scheme were to be implemented.

The proposed 5 storey element to the north west corner of the site directly adjoins the Earth and Stars Public House, there are no windows proposed on this flank elevation on the first 4 storeys of the building, however full height floor to ceiling windows are proposed to the 5<sup>th</sup> storey of the building. This 5<sup>th</sup> storey is set in by 1.7m from the floors below. To ensure that no additional overlooking will take place it is considered prudent to impose a suitably worded condition to restrict the use of the flat roofed areas of the development for maintenance purposes only.

The rear elevation of the residential units proposed within the south-west corner of the site will have obscurely glazed windows to ensure that no overlooking occurs to the properties to the rear.

The proposed fenestration to the residential properties fronting onto Portland Street may give rise to an increase in perceived overlooking for the neighbours due to the occupiers having benefited from a vacant site for the past decade. This may also be exacerbated by the raised ground level of the residential properties, resulting in an awkward relationship between the opposite sides of the road, whereby the proposed dwellings would be looking down upon the existing dwellings opposite. However, the site is located within the North Laines which is characterised by narrow streets with rows of terrace properties either side, resulting in a level of mutual overlooking. It is considered that on-balance refusal of the scheme on the grounds of overlooking could not be sustained.

#### **Standard of accommodation to be provided**

Local Plan policy QD27 requires that new residential development provides suitable living conditions for future occupiers. Policy HO5 requires the provision of private amenity space where appropriate to the scale and character of the development. The policy does not contain any quantitative standards for private amenity space but the supporting text indicates that balconies would be taken into account.

The application proposes a central communal courtyard and semi-private terraces facing into the site. All future users of the site will have access to the communal courtyard. Balconies are also proposed at first and second floor level looking inward toward the courtyard and additional small balconies are proposed at second floor level to the residential units fronting onto Portland Street.

Whilst the size of these balconies is relatively small they would be of sufficient size to allow for outdoor seating and planting. It is therefore considered that the provision of a mix of private amenity space and communal space is acceptable in this instance.

There would be the potential for inter-visibility between balconies and roof terraces throughout the scheme but particularly across the southern courtyard area. This is not though considered to be unusual for higher density schemes in central locations and potential future occupants would be aware of this arrangement. It is therefore considered that the mutual overlooking across the courtyard would not lead to a poor standard of amenity for future occupants.

Policy HO13 requires new residential dwellings be built to lifetime home standards. The Planning Statement advises that all units have been designed to meet lifetime home standards and this is apparent on the proposed floorplans. The plans clearly show that the units are can be adapted to meet the needs of people with disabilities without major structural alterations. On this basis the proposal is considered to comply with the overall aims of policy HO13.

### **Sustainable Transport**

Section 4 of the NPPF seeks to promote sustainable transport. Policy TR1 of the Local Plan requires that development proposals provide for the demand for travel they create and maximise the use of public transport, walking and cycling.

A Transport Statement has been submitted demonstrating that the site is conveniently located for walking, cycling and public transport. Access to the site is to be from the south, to the rear of the existing terrace properties.

The basement car park would provide 25 parking spaces for the mix of the scheme and in general accordance with the requirements as set out in SPGBH4. The level of proposed residential disabled parking, at 8 spaces, is in 1 space short of what is required. The Transport Statement says that 1 disabled space is allocated for the retail element whereby 2 disabled spaces are required. This can be controlled by a suitably worded condition.

Concern has been raised by Sustainable Transport as SPGBH4 requires that the retail and office general parking should be for operational use only and not be hired out to other non-operational users. This forms part of the heads of terms for the s.106 agreement to ensure that the parking spaces are retained for the occupiers of the scheme.

The site is well within a controlled parking zone where there is currently a waiting list for resident permits. Any future occupants of the proposed development would be required to join the waiting list in order to receive a residents parking permit. On this basis and the proposed provision of on-site parking is not expected to cause problems of displaced parking for existing residents.

The proposal is to provide 16 cycle parking places, 12 for the residential units, 3 for the office use and 1 for the retail use. The provision falls slightly short compared to the SPG4 minimum requirement for 5 spaces however this can be overcome by the imposition of a suitably worded condition requiring 3 additional cycle parking spaces for the office element.

The Sustainable Transport officer has suggested that a contribution of £33,000 would be required. This has been calculated using the standard contributions formula for the office and residential elements combined. However, the Sustainable Transport officer has stated that it is more difficult to assess the required contribution due in respect of the retail element as there are few relevant multi-modal surveys and no exact comparators for this proposed use in TRICS. Given this fact, the central and accessible nature of the site, and the likelihood of linked trips, it would be inappropriate to rely completely on the use of TRICS and it is proposed that a transport contribution of £33,000 for the application as a whole should be required. This would be spent on improvements to the North Road bus stops in Queens Road.

The applicant has indicated that they are happy to enter into an agreement for such a contribution therefore subject to the completion of which the application is in accordance policies TR1, TR17 and HO7 and should be refused on these grounds.

#### **Sustainability issues**

Policy SU2 of the Brighton & Hove Local Plan requires new development to demonstrate a high level of efficiency in the use of water, energy and materials. The application must also be assessed with regard to the Supplementary Planning Document on Sustainable Building Design (SPD08). The recommended standards for this level of development is Level 3 of the Code for Sustainable Homes for the residential element and a 50% reduction in energy and water sections of relevant BREEAM assessment with an overall 'very good' for the shop and office components.

The proposal shows several design features that encourage sustainability including, photovoltaic and the applicant states that the scheme will achieve level 3 of the Code for Sustainable Homes and a BREEAM rating of 'very good'. A condition to secure this is recommended.

#### **9 CONCLUSION**

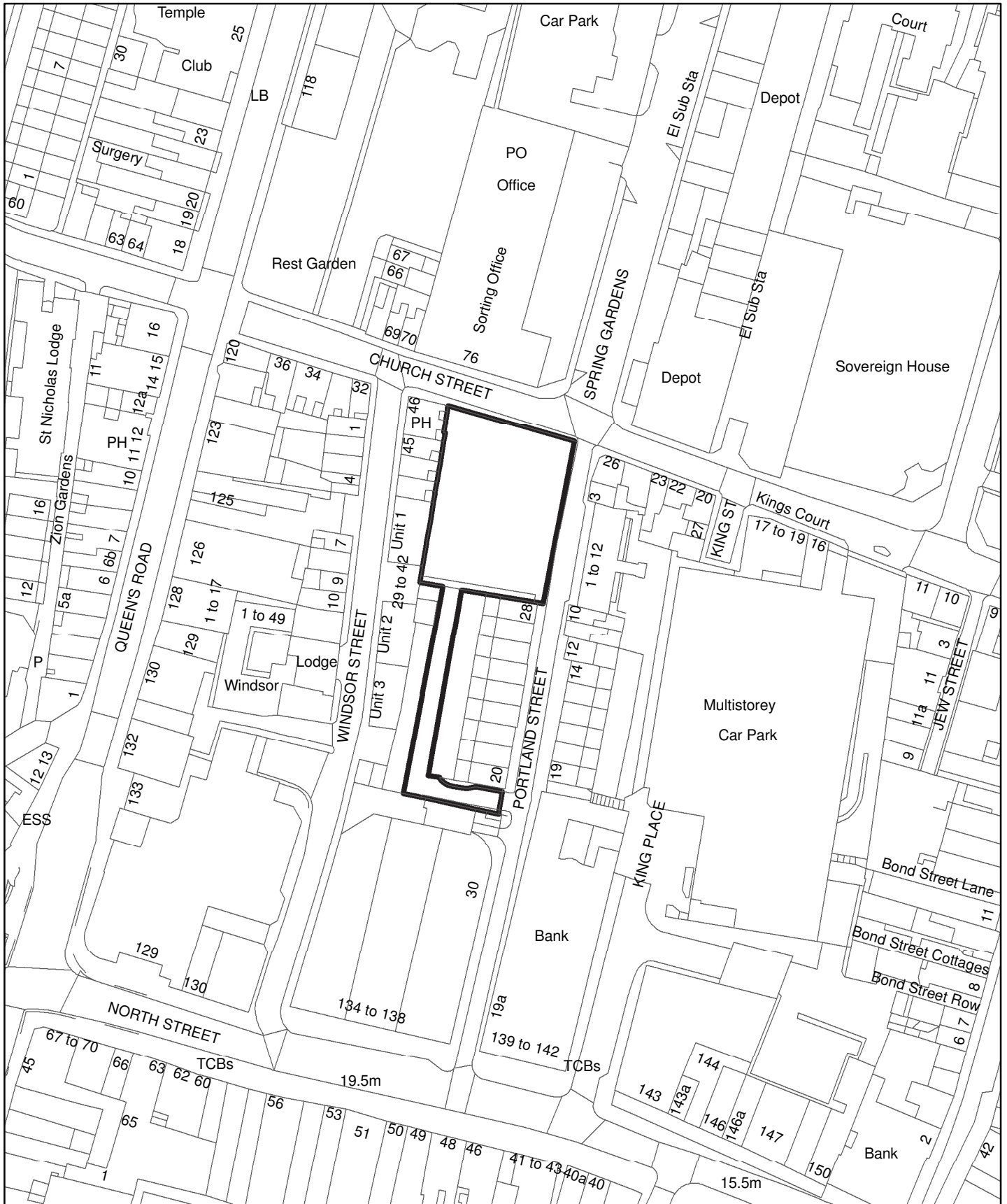
The development provides a high quality mixed use development which would make effective and efficient use of land within the built up area is of an appropriate scale, design and detailing and would preserve the character and appearance of the area, and the setting of adjoining listed buildings.

#### **10 EQUALITIES IMPLICATIONS**

The new dwellings would need to meet lifetime homes standards and provide level access to the proposed commercial floorspace.



# BH2011/02401 Land at 27 - 31 Church Street, Brighton.



**Brighton & Hove  
City Council**



**Scale: 1:1,250**





<b><u>No:</u></b>	<b>BH2011/03764</b>	<b><u>Ward:</u></b>	<b>WESTBOURNE</b>
<b><u>App Type:</u></b>	<b>Removal or Variation of Condition</b>		
<b><u>Address:</u></b>	<b>27-29 Pembroke Crescent, Hove</b>		
<b><u>Proposal:</u></b>	<b>Application for removal of condition 8 of application BH2011/02434 (Conversion of existing rest home (C2) into 2no six bedroom dwellings incorporating demolition of existing rear extension, removal of roof terrace and external fire escape with associate alterations and erection of new single storey rear extension) which states that the development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.</b>		
<b><u>Officer:</u></b>	<b>Adrian Smith</b>	<b><u>Valid Date:</u></b>	<b>09/12/2011</b>
<b><u>Con Area:</u></b>	<b>Pembroke and Princes</b>	<b><u>Expiry Date:</u></b>	<b>03 February 2012</b>
<b><u>Listed Building Grade:</u></b>	<b>None</b>		
<b><u>Agent:</u></b>	<b>Lewis and Co Planning SE Ltd, Paxton Business Centre, Portland Road, Hove</b>		
<b><u>Applicant:</u></b>	<b>Mr Jogi Vig, c/o Lewis &amp; Co Planning</b>		

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in this report and resolves that, had an appeal against non-determination not been lodged, the Local Planning Authority would have **REFUSED** planning permission for the following reason:

1. Policy HO7 of the Brighton & Hove Local Plan states that planning permission will be granted for car-free housing in locations with good access to public transport and local services where there are complimentary on-street parking controls, and where it can be demonstrated that the proposed development would remain car-free in the long term. The site is located within a controlled parking zone (R) within a sustainable location close to the designated Hove Town Centre and public transport routes. The development as approved proposes no onsite parking provision. The applicants have failed to demonstrate that an exception to policy HO7 is reasonable given the location of the site and its position within a controlled parking zone. For this reason condition 8 is retained on the approved consent.

### Informatives:

1. This decision is based on the site plan, planning statement and supporting documents received on the 9<sup>th</sup> December 2011.

## 2 THE SITE

The application relates to a pair of three storey semi-detached buildings situated

on the north side of Pembroke Crescent, close to the junction with Pembroke Avenue. The property forms a rest home and is situated in a primarily residential area within the Pembroke and Princes Conservation Area.

### 3 RELEVANT HISTORY

**BH2011/02434:** Conversion of existing rest home (C2) into 2no. six bedroom dwellings incorporating demolition of existing rear extension, removal of roof terrace and external fire escape with associate alterations and erection of new single storey rear extension. Approved 29/11/2011.

**BH2009/03001:** Conversion of existing rest home (C2) into 2 x 6 bedroomed dwellings. Refused on Appeal 22/10/2010.

**BH2004/01685/FP-** Alterations to change use from rest home to form 9 self-contained flats. Approved 18/04/2005.

**3/89/201:** Extensions and alterations to Nursing Home. Approved 11/04/1990.

### 4 THE APPLICATION

Planning permission is sought for the removal of condition 8 of planning approval BH2011/02434 to allow future occupiers of the development to be eligible for parking permits. Condition 8 states:

*The development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.*

**Reason:** *To ensure that the development is car-free and to comply with policy HO7 of the Brighton & Hove Local Plan.*

This application is the subject of an appeal for non-determination.

### 5 CONSULTATIONS

**External:**

**Neighbours: One (1)** letter has been received from **Glentworth House Care Home 40-42 Pembroke Crescent** raising no objection to the loss of the ambulance bay fronting the site.

**Councillor Cox** supports the application. A copy of the email is attached.

**Sustainable Transport:** No comments.

### 6 MATERIAL CONSIDERATIONS

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton &

Hove Local Plan (21 July 2005).

## 7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

National Planning Policy Framework

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR7	Safe development
TR14	Cycle access and parking
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU13	Minimisation and re-use of construction industry waste
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD14	Extensions and Alterations
QD15	Landscape design
QD27	Protection of Amenity
HO3	Dwelling type and size
HO4	Dwelling densities
HO5	Provision of private amenity space in residential development
HO7	Car free housing
HO11	Residential care and nursing homes
HO13	Accessible housing and lifetime homes
HE6	Development within or affecting the setting of conservation areas

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste

SPD08 Sustainable Building Design

## 8 CONSIDERATIONS

The main consideration in the determination of this application relates to whether the development should remain car-free as per condition 8 attached to planning permission BH2011/02434, or whether sufficient evidence has been submitted to support the applicant's case that future occupiers of the development should be eligible for parking permits.

Condition 8 of planning permission BH2011/02434 sought to ensure that the development as approved would remain car-free in the long term. To this effect condition 8 states:

*The development hereby permitted shall not be occupied until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.*

**Reason:** *To ensure that the development is car-free and to comply with*

*policy HO7 of the Brighton & Hove Local Plan.*

Policy HO7 of the Brighton & Hove Local Plan relates specifically to car-free housing. This policy states that planning permission will be granted for car-free housing in locations with good access to public transport and local services where there are complimentary on-street parking controls, and where it can be demonstrated that the proposed development would remain car-free in the long term. The sub-text states that car-free developments will be secured by making residents of the development ineligible for parking permits.

The site is located within a controlled parking zone (R) and the development as approved proposed no onsite parking provision. Given that the site was considered to be in a sustainable location close to the designated Hove Town Centre and public transport routes, condition 8 was attached to the permission to make the development car-free in accordance with policy HO7.

The applicants wish to remove this condition to allow future residents to be eligible for parking permits. The case presented is based on the following information:

- Parking demand for the care home amounted to 6 vehicles according to SPG4 guidance. The approved two houses would require parking for 3 vehicles, a net reduction in demand at the site of 3 vehicles.
- There is currently no waiting list within zone R therefore the conversion of 27-29 Pembroke Crescent would not result in increased parking pressure in the area.
- The care home had two staff parking permits for zone R- these have now been rescinded.
- There is an ambulance bay directly outside the site which is no longer required. This could be converted to provide additional street parking for two vehicles.
- Recent appeal decisions (BH2009/01589 & BH2007/00700) in which the Inspector removed recommended conditions making the developments car free on the grounds that the CPZ effectively controls parking demand in the area. The applicants contend that the car-free condition is effectively 'unnecessary and or unreasonable' thereby failing to meet the tests of Circular 11/95.

Notwithstanding the above information, it is not considered in this instance that there is sufficient justification to make an exception to policy HO7 and remove the requirement for this development to be made car-free.

Saved policy HO7 is an aspirational policy that seeks to encourage a modal shift towards more sustainable transport modes. It is clear in its expectations that new residential units in sustainable locations and within controlled parking zones should be made ineligible for parking permits to encourage non-car based travel. The policy does not react to parking demand and capacity within the City's controlled parking zones, as this can vary over time. The policy is purely predicated towards encouraging non-car based transport choices within sustainable locations within the City. As stated, 27-29 Pembroke Crescent is located within a controlled parking zone a short distance from mainline bus

routes along New Church Road to the south, Sackville Road to the east, and Portland Road to the north. The Hove Town Centre and Portland Road Local Centre are a short distance to the north and east respectively, with Aldrington and Hove Stations a short walk beyond. In this respect the site is in close proximity to a range of sustainable transport choices and local retail and employment centres, and is considered to be in a sustainable location.

The applicant's arguments to justify the removal of the condition are based on demand and capacity circumstances, centring principally on the fact that the former care home had two staff parking permits, and that an ambulance bay fronting the site would be designated as additional parking bays for the area. The two staff permits have been rescinded. Following an initial consultation with Glentworth House care home, opposite the site, it appears likely that the ambulance bay is no longer required in the immediate area. However, the Traffic Regulation Order has not been amended to reflect this, and would require a further period of public consultation which may raise objections from the wider community. It is noted that the ambulance bay is 8m in length, sufficient to cater for one new parking bay only. It is also noted that statistically the net parking demand for the site would be reduced following the conversion of 27-29 Pembroke Crescent to two houses (SPGBH4 calculates that the care home would ordinarily require 6 parking bays, two houses would require 3). Notwithstanding these facts, the applicants have not been able to demonstrate that the site is not in a genuinely sustainable location. For this reason an exception to policy HO7 cannot be reasonably made. Although reference is made to appeal decisions incorporating car-free considerations, the two appeal decisions referred to are not relevant to this application, as each decision is made on its own merits based on the site location and the nature of the development proposed.

Other matters:

The applicant's contention that the car-free condition as applied fails to meet the tests of Circular 11/95 is not accepted by the Local Planning Authority. Policy HO7 specifically states the criteria under which such a condition will be applied and is set out within an adopted development plan document. It is considered such a policy to be fair, reasonable and necessary in order to reduce reliance on car use within sustainable locations within the City.

**9 CONCLUSION**

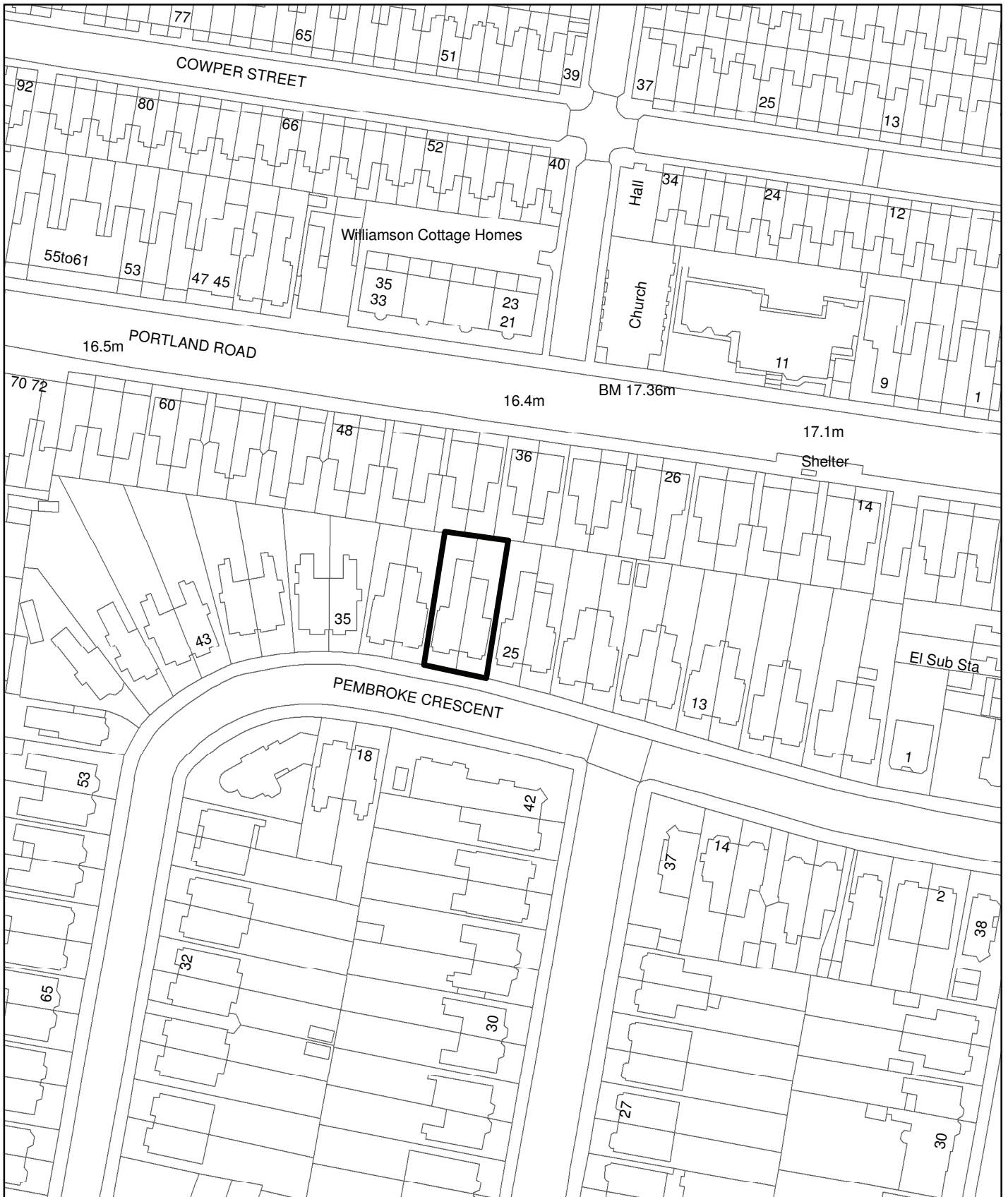
The site is located within a controlled parking zone (R) within a sustainable location close to the designated Hove Town Centre and public transport routes, whilst the development as approved proposes no onsite parking provision. The applicants have failed to demonstrate that an exception to policy HO7 is reasonable given the location of the site and its position within a controlled parking zone. For this reason it is recommended that condition 8 is retained on the approved consent.

**10 EQUALITIES IMPLICATIONS**

None identified.



# BH2012/03764 27 - 29 Pembroke Crescent, Hove.



**Brighton & Hove  
City Council**



**Scale: 1:1,250**



**Brighton & Hove  
City Council**

PLANS LIST – 25 APRIL 2012

COUNCILLOR REPRESENTATION

**From:** Graham Cox  
**Sent:** 12 January 2012 14:13  
**To:** Adrian Smith  
**Subject:** 27-29 Pembroke Crescent  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Mr Smith

I write with reference to the planning application concerning 27-29 Pembroke Crescent, Hove (Westbourne ward). I do not have the planning reference to hand but I think you are familiar with it.

The application is to remove the car free condition in the planning requirement.

I ask that if you are likely to refuse this request to remove the condition, that the application be determined by the planning committee.

My reason for this is that the former nursing home on this site had two adequate parking spaces which could be used.

Thank you

Graham Cox

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### APPEAL DECISIONS

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<b>A. QUEENS PARK</b>	<b>289</b>
Application BH2011/01852, <b>Cavendish House, 1 Dorset Place, Brighton</b> – Appeal against refusal FOR a change of use from offices (Class B1) to education/training (Class D1). <b>APPEAL ALLOWED</b> (committee decision)	





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# Appeal Decision

Site visit made on 28 February 2012

**by L Rodgers BEng (Hons) CEng MICE MBA**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 20 March 2012**

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**Appeal Ref: APP/Q1445/A/11/2165991**

**Cavendish House, 1 Dorset Place, Brighton, BN2 1ST**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Messrs Haines, Skinner & Stokely joint LPA Receivers of Cavendish House against the decision of Brighton & Hove City Council.
  - The application Ref BH2011/01852, dated 16 June 2011, was refused by notice dated 5 October 2011.
  - The development proposed is a change of use from offices (Class B1) to education/training (Class D1).
- 

## Decision

1. The appeal is allowed and planning permission is granted for a change of use from offices (Class B1) to education/training (Class D1) at Cavendish House, 1 Dorset Place, Brighton, BN2 1ST in accordance with the terms of the application, Ref BH2011/01852, dated 16 June 2011, subject to the conditions in Annex A.

## Reasons

2. Cavendish House is a six storey office block situated behind the American Express offices at the end of Dorset Place, a short cul-de-sac. The ground, first and second floors are currently occupied on what I understand to be a short term basis by Sir Robert McAlpine Construction (SRM) which is using the building as a site office during its work on the new American Express development taking place close by. This short term lease was due to expire in January 2012 – coincident with the planned completion of the American Express premises. However, I saw on my visit that the offices were still in use.
3. Other than the short term let referred to above the building has been empty since being vacated by American Express in June 2009. SRM moved into the ground floor in August 2010 before later occupying the first and second floors. The short term let provides SRM with 3 of the 12 basement parking spaces although the remaining spaces are being used by SRM under licence. According to the Appellant this licence can be revoked with immediate effect in the event that tenants are found for the remaining floors.
4. Since January 2010, the property has been marketed by Flude Commercial offering the building as a whole or on a floor by floor basis. The marketing has included boards, brochures, a direct mail campaign and advertisements in the local press as well as internet marketing on numerous websites - including the Council's own commercial database. The property was initially marketed at £15/sq ft, a rent that the Council accepted was appropriate for the building's

condition and location. However, Flude Commercial confirmed in its letter of November 2011 that the quoting terms had been reduced and that the property was then being marketed at £13.75/sq ft – a figure said to be at the bottom end of the range for office space in Brighton.

5. Policy EM5 of the Brighton and Hove Local Plan 2005 (LP) states that planning permission will not be granted for the change of use of office premises or office sites to other purposes unless they are genuinely redundant. Redundancy will be determined by consideration of a range of factors including the length of time that the premises have been marketed and the marketing strategy adopted. The policy goes on to note that if sites are genuinely redundant then preference will be given to alternative employment generating uses followed by affordable housing. The supporting text to the policy explains that the limited amount of land available for new development means that it is important that the best use is made of all sites and premises.
6. The appeal property has now been on the market for over two years. For the first 7 months the building was offered to the market in its entirety – either in whole or in part – and according to Flude Commercial, the only seriously interested party during that period was SRM. Flude Commercial describes SRM as a 'special purchaser' in that Cavendish House is very close to where SRM are working. I have no reason to doubt that assessment.
7. The Council believes that SRM's lease shows that the building is attractive to a B1 occupier. However, given the particular circumstances surrounding SRM's use of the premises I consider that to be a somewhat tenuous conclusion. I note that, other than SRM, only three other prospective tenants have shown any interest. Two found the premises unsuitable with respect to matters such as location, layout and condition and although the third was interested in the property (subject to disposal of its existing premises) it was not a B1 occupier. I saw on my visit that the floor space per storey was quite modest and whilst this may suit some occupiers, the somewhat unusual layout may also limit the property's appeal.
8. Although the Council also believes that SRM's tenancy may have acted to put off other prospective tenants, Flude Commercial state that the presence of SRM has had no negative effect and I understand that neither Flude Commercial nor the Council's Economic Development Department received any inquiries from parties who were subsequently 'put off' by SRM's presence. Given that the building is arranged in a manner that would facilitate floor by floor lettings, that car parking spaces could be made available to other tenants and that Flude Commercial regards SRM as a good professional tenant there is little evidence to show that SRM's presence has put off prospective tenants.
9. Having considered the factors laid out in LP Policy EM5 against the background above it is my conclusion that the offices may be regarded as genuinely redundant. Given that the proposed D1 use would be employment generating I see no conflict with Policy EM5.

### **Other matters**

10. The Council considers that, if permission was to be granted then contributions towards the Local Employment Scheme and Sustainable Transport would need to be secured through a s106 obligation. No such obligation has been submitted. However, the Council did not include this as a reason for refusal

and, notwithstanding the comments of the Council's Senior Economic Development Officer the Council has provided little substantive information supporting the contributions it seeks. Consequently it is not possible to assess the proposed contributions against the Community Infrastructure Levy Regulations and Circular 05/2005: *Planning Obligations*.

11. In these circumstances, given that the proposal would retain the building in an employment generating use and the Council itself accepts that the site has good links to public transport, I do not see the absence of an obligation as a reason to dismiss the appeal.
12. The Council has also raised concerns over the provision of cycle parking spaces and the lack of explicit measures to secure the efficient use of resources. In the interests of sustainability and to comply with LP Policies SU2 and TR14 I accept that these matters should be secured. However, even taking account of the Council's concerns in respect of vertical cycle racks, I see no reason to believe that appropriate provisions could not be secured through the imposition of conditions.

### **Conditions**

13. In addition to conditions securing the provision of cycle spaces and other sustainability measures the Council has suggested a number of others which it considers would be appropriate were the appeal to be allowed. I have considered these in the light of Circular 11/95.
14. In the interests of the amenities of the area and those of neighbouring residents conditions controlling the hours of use and the provision of refuse and recycling facilities would be required. The Council's Supplementary Planning Guidance on Parking Standards (subject to consultation and approved by the Council and therefore deserving of significant weight) seeks the provision of disabled spaces for both B1 and D1 development and a condition securing such provision would be both reasonable and necessary.
15. In the interests of proper planning the standard timeliness condition would be required as would one ensuring implementation in accordance with the submitted drawings. However, given the limited number of parking spaces on site, its good public transport links and the provision of cycle parking spaces, I, like the Appellant, see no need for a condition securing a Travel Plan.
16. No other conditions are required. However, to ensure clarity and compliance with Circular 11/95 I shall, where necessary, amend the wording of the Council's suggested conditions.

### **Conclusion**

17. Against this background, and having considered all other matters before me, I conclude that subject to the conditions noted above the appeal should succeed.

*Lloyd Rodgers*

Inspector

## **Annex A**

### **Conditions**

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) No development shall take place until a scheme for the storage and recycling of refuse has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development and shall thereafter be retained.
- 3) No development shall take place until a scheme detailing the sustainability measures to be incorporated into the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details demonstrating how the development would achieve the efficient use of energy, water and materials. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development.
- 4) Notwithstanding the details shown on drawing 823 06 submitted with the appeal, no development shall take place until a scheme detailing the provision of secure cycle parking facilities for the users of, and visitors to the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the first occupation of the development and shall thereafter be retained.
- 5) The use hereby permitted shall not take place other than between the hours of 07.00 – 21.00 on Mondays - Fridays, 08.00 – 20.00 on Saturdays and 08.30 – 20.00 on Sundays and Bank or Public Holidays.
- 6) The first occupation of the development hereby approved shall not take place until disabled parking facilities have been provided in accordance with details which have first been approved in writing by the Local Planning Authority. The approved facilities shall thereafter be retained.
- 7) The development hereby permitted shall be carried out in accordance with the following approved plans: 'Location Plans' and Drg. Nos. 823 01, 823 02, 823 03, 823 04 and 823 05.



**NEW APPEALS RECEIVED**

**WARD**

APPLICATION NUMBER

ADDRESS

DEVELOPMENT DESCRIPTION

APPEAL STATUS

APPEAL RECEIVED DATE

APPLICATION DECISION LEVEL

**PATCHAM**

BH2011/02708

115 Carden Hill, Brighton

Certificate of lawfulness for an existing street level off-road parking area and crossover to front.

APPEAL LODGED

02/02/2012

Delegated

**WARD**

APPLICATION NUMBER

ADDRESS

DEVELOPMENT DESCRIPTION

APPEAL STATUS

APPEAL RECEIVED DATE

APPLICATION DECISION LEVEL

**HOVE PARK**

BH2011/03480

20 Benett Drive, Hove

Certificate of lawfulness for a roof extension to form barn hips to both sides property, incorporating 4no rooflights.

APPEAL LODGED

03/02/2012

Delegated

**WARD**

APPLICATION NUMBER

ADDRESS

DEVELOPMENT DESCRIPTION

APPEAL STATUS

APPEAL RECEIVED DATE

APPLICATION DECISION LEVEL

**ST. PETER'S & NORTH LAINE**

BH2011/02247

24 North Gardens, Brighton

Installation of new timber window within existing recess at first floor and rendering of walls at front of property (Part retrospective)

APPEAL LODGED

03/02/2012

Delegated

**WARD**

APPLICATION NUMBER

ADDRESS

DEVELOPMENT DESCRIPTION

APPEAL STATUS

APPEAL RECEIVED DATE

APPLICATION DECISION LEVEL

**CENTRAL HOVE**

BH2011/02982

The Giggling Squid, 129 Church Road, Hove

Erection of a single storey rear extension.

APPEAL LODGED

07/02/2012

Delegated

**WARD**

APPLICATION NUMBER

ADDRESS

DEVELOPMENT DESCRIPTION

**ROTTINGDEAN COASTAL**

BH2011/03337

11 Dean Court, Road Rottingdean, Brighton

Erection of single storey rear extension, alterations to roof including a hip to gable roof extension with juliet balcony to rear, 6no

**NEW APPEALS RECEIVED**

APPEAL STATUS  
APPEAL RECEIVED DATE  
APPLICATION DECISION LEVEL

dormers and rooflight to side roofslopes and alterations to fenestration.  
APPEAL LODGED  
07/02/2012  
Delegated

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**WARD**  
APPLICATION NUMBER  
ADDRESS  
  
DEVELOPMENT DESCRIPTION  
  
APPEAL STATUS  
APPEAL RECEIVED DATE  
APPLICATION DECISION LEVEL

**PATCHAM**  
BH2011/03121  
Site Between Bonheur & Rocklands, Braypool Lane, Brighton  
Erection of 2no three bed semi-detached houses with cycle/bin stores and parking areas.  
APPEAL LODGED  
10/02/2012  
Delegated

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**WARD**  
APPLICATION NUMBER  
ADDRESS  
DEVELOPMENT DESCRIPTION  
  
APPEAL STATUS  
APPEAL RECEIVED DATE  
APPLICATION DECISION LEVEL

**SOUTH PORTSLADE**  
BH2011/02850  
50 Benfield Way, Portslade  
Erection of side extension at first floor level. Installation of rooflight to side elevation. Erection of single storey side extension.  
APPEAL LODGED  
16/02/2012  
Delegated

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**WARD**  
APPLICATION NUMBER  
ADDRESS  
  
DEVELOPMENT DESCRIPTION  
  
APPEAL STATUS  
APPEAL RECEIVED DATE  
APPLICATION DECISION LEVEL

**WOODINGDEAN**  
BH2011/02676  
Land at Rear of 107, 109 & 111 Cowley Drive, Woodingdean  
Erection of two bedroom detached residential dwelling with access from Pinfold Close.  
APPEAL LODGED  
14/02/2012  
Delegated

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**WARD**  
APPLICATION NUMBER  
ADDRESS  
DEVELOPMENT DESCRIPTION

**HANOVER & ELM GROVE**  
BH2011/03039  
124 Lewes Road, Brighton  
Change of use from retail (A1) to mixed use retail (A1), professional services (A2) or offices (B1) at basement and ground floors and student accommodation (Sui Generis) at first and second floors. Extension of second floor and

**NEW APPEALS RECEIVED**

<u>APPEAL STATUS</u>	addition of third floor to create four storey building.
<u>APPEAL RECEIVED DATE</u>	APPEAL LODGED
<u>APPLICATION DECISION LEVEL</u>	16/02/2012
	Delegated

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**INFORMATION ON HEARINGS / PUBLIC INQUIRIES  
25 April 2012**

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**This is a note of the current position regarding Planning Inquiries and Hearings**

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None to report.



**PLANS LIST 25 APRIL 2012**

**BRIGHTON & HOVE CITY COUNCIL**  
**LIST OF APPLICATIONS DETERMINED BY THE HEAD OF PLANNING &**  
**PUBLIC PROTECTION UNDER DELEGATED POWERS OR IN**  
**IMPLEMENTATION OF A PREVIOUS COMMITTEE DECISION**

**PATCHAM**

**BH2011/02845**

**150 Ladies Mile Road Brighton**

Demolition of garage and out building in garden to North side of existing bungalow and erection of new two storey detached dwelling.

**Applicant:** Mr R Holness

**Officer:** Helen Hobbs 293335

**Refused on 02/04/12 PLANNING COMMITTEE**

**1) UNI**

The proposed development by reason of it's size, arrangement, scale and massing would have an adverse and overbearing impact on the properties at 150 and 152 Ladies Mile Road. This would cause an unacceptable loss of sunlight and daylight to those properties contrary to policies QD1, QD2 and QD27 of the Brighton & Hove Local Plan 2005.

**BH2012/00072**

**19 Carden Crescent Brighton**

Erection of two storey rear extension and replacement of entrance porch.

**Applicant:** Mr Chinchin & Ms Rose

**Officer:** Jonathan Puplett 292525

**Approved on 04/04/12 DELEGATED**

**1) BH01.01AA**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window or door shall be constructed to the side elevations of the extension hereby approved without planning permission obtained from the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**4) UNI**

The development hereby permitted shall be carried out in accordance with drawing no. 1417/1538 received on the 10th of January and drawing no.



1417/1539B received on the 5th of March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00084**

### **11 Beechwood Avenue Brighton**

Erection of single storey extensions to side and rear. Loft conversion incorporating roof extensions, rooflights and associated alterations.

**Applicant:** Mr Robin Davey

**Officer:** Liz Arnold 291709

**Approved on 02/04/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

No development shall commence until an Arboriculturist Method Statement has been submitted to and approved in writing by the Local Planning Authority detailing measures to protect the existing trees and hedges located along the northern boundary of the site, to British Standard BS 5837 (2005) Trees in Relation to Construction.

*Reason: To protect the trees and hedges which are to be retained on the site and those in the vicinity of the site and to comply with policy QD16 of the Brighton & Hove Local Plan.*

#### **3) UNI**

Notwithstanding condition 3, the existing fence which bisects the northern garden area on a north to south basis shall be retained during the construction process of the development.

*Reason: To protect the trees and hedges which are to be retained on the site and those in the vicinity of the site and to comply with policy QD16 of the Brighton & Hove Local Plan.*

#### **4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 3365.EX.01RevA, 3365.EX.02, 3365.PL.04, 3365.PL.05 and 3365.PL.06 received on the 13th January 2012 and an e-mail from Toby Richardson received on the 5th March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00331**

### **37 Old Mill Close Brighton**

Erection of first floor side extension incorporating roof extension over and installation of dormer to side roofslope.

**Applicant:** Mr John & Mrs Marcia Hogg

**Officer:** Liz Arnold 291709

**Approved on 20/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

### **3) UNI**

The window within the south facing dormer hereby permitted shall be obscure glazed and non-opening, unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and thereafter permanently retained as such.

*Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

### **4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no.1008/OS/2, 1008/S/1, 1008/P/1A, 1008/S/2, 1008/P/2A, 1008/S/3, 108/P/3A, 1008/S/4, 1008/P/4A, 1008/S/5A and 1008/P/5A received on the 7th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00358**

### **48 Sanyhills Avenue Brighton**

Certificate of Lawfulness for a proposed single storey rear extension.

**Applicant:** Stuart Bellwood

**Officer:** Chris Swain 292178

**Approved on 30/03/12 DELEGATED**

## **PRESTON PARK**

## **BH2012/00012**

### **88 Havelock Road Brighton**

Application for Approval of Details Reserved by Conditions 3, 6, 8 and 9 of application BH2011/02956.

**Applicant:** Stanford Inns Limited

**Officer:** Liz Arnold 291709

**Approved on 20/03/12 DELEGATED**

## **BH2012/00285**

### **37 Port Hall Road Brighton**

Single storey rear and side infill extension.

**Applicant:** Edward Dickson

**Officer:** Chris Swain 292178

**Approved on 03/04/12 DELEGATED**

### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

### **3) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer window, rooflight or door other than those expressly authorised by this permission shall be constructed to the hereby approved extension without planning permission obtained from the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

#### **4) UNI**

The development hereby permitted shall be carried out in accordance with drawing nos. 37PR\_02C and 37PR\_01, a Waste Minimisation Statement and a Design and Access Statement received on 2 February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

#### **BH2012/00611**

##### **Preston Grange Grange Close Brighton**

Non Material Amendment to BH2010/01219 to fit UPVC double glazed units for all flats. Fitting tilt and turn operating type in lieu of sliding sash design to windows W1 - W8.

**Applicant:** Preston Grange (Brighton) Ltd

**Officer:** Anthony Foster 294495

**Approved on 28/03/12 DELEGATED**

#### **REGENCY**

#### **BH2011/00635**

##### **12 Meeting House Lane Brighton**

Application to extend time limit of previous approval BH2007/02518 for the conversion and extension of existing 1st, 2nd and 3rd floor residential unit to form 5no flats and 1no retail unit at ground floor levels.

**Applicant:** Robert Edward Stokely Richard A Moore Haines & Stephen Skinner AS Joint LPA Receivers

**Officer:** Guy Everest 293334

**Approved after Section 106 signed on 22/03/12 PLANNING COMMITTEE**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

Unless otherwise agreed in writing by the Local Planning Authority, the new build residential development hereby permitted shall not commence until:

- (a) evidence that the development is registered with an accreditation body under the Code for Sustainable Homes and a Design Stage/Interim Report showing that the development will achieve Code level 3 for all residential units have been submitted to the Local Planning Authority; and
- (b) a Design Stage / Interim Code for Sustainable Homes Certificate demonstrating that the development will achieve Code level 3 for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

#### **3) UNI**

Unless otherwise agreed in writing by the Local Planning Authority, the flats at first, second and third floor levels within 12 Meeting House Lane shall not be occupied until an Ecohomes Design Stage Certificate (or certificate from equivalent or successor assessment tool) and a Building Research Establishment issued Post Construction Review Certificate confirming that each residential unit

built has achieved an Ecohomes Refurbishment rating has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 1768 A.03, 1768 A.04 & 1768 D.01 received on 6th July 2007; drawings no. 1768 A.01 A & 1768 D.19 X received on 23rd July 2007; drawing no. 1768 D.16 B received on 17th September 2007; and drawings no. 1768 D.15 D, 1768 D.17 C & 1768 D.18 B received on 28th January 2008.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**5) UNI**

The external finishes of the external alterations to 12 Meeting House Lane shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD14, HE1 and HE6 of the Brighton & Hove Local Plan.*

**6) UNI**

All new windows to the existing building at 12 Meeting House Lane shall be painted softwood, double hung vertical sliding sashes with joinery details to match originals, where existing, and shall be retained as such.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy QD14, HE1 and HE6 of the Brighton & Hove Local Plan.*

**7) UNI**

No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation fronting a highway.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD14, HE1 and HE6 of the Brighton & Hove Local Plan.*

**8) UNI**

This approval is limited to the works shown on the approved drawings and does not indicate approval for associated or enabling works that may be necessary to carry out the scheme. Any further works must be submitted to and approved in writing by the Local Planning Authority prior to any works commencing.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

**9) UNI**

All existing architectural features including staircases, balustrades, windows, doors, architraves, skirtings, dados, picture rails, panel work, fireplaces, tiling, corbelled arches, cornices, decorative ceilings and other decorative features shall be retained except where otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

**10) UNI**

The development shall take place in accordance with 1:20 sample elevations and 1:1 profiles of the lead canopy and external doors approved under application BH2007/02518 on 5th December 2008 and shall be maintained as such thereafter.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD14, HE1 and HE6 of the Brighton & Hove Local Plan.*

### **11) UNI**

Notwithstanding the submitted plans no development shall commence until details of cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

### **12) UNI**

The development hereby permitted shall not begin until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.

*Reason: To ensure that the development is car-free and to comply with policy HO7 of the Brighton & Hove Local Plan.*

### **13) UNI**

No development shall take place until samples of the materials (including colour of render, paintwork or colourwash) to be used in the construction of the rear extension and glazed link have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be maintained as such thereafter.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD14, HE3 and HE6 of the Brighton & Hove Local Plan.*

### **14) UNI**

No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

*Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with policy HE12 of the Brighton & Hove Local Plan.*

### **15) UNI**

Notwithstanding the approved plans no development shall commence until further details demonstrating the incorporation of lifetime home standards within the rear extension (flats 3 & 4) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.*

### **16) UNI**

Unless otherwise agreed in writing by the Local Planning Authority, the residential conversion shall not commence until:

- (a) evidence that the development is registered with the Building Research Establishment (BRE) under Ecohomes (or an equivalent or successor Assessment tool) and a Design Stage Assessment Report showing that the

- development will achieve an Ecohomes Refurbishment rating for all residential units have been submitted to the Local Planning Authority; and
- (b) a BRE issued Design Stage Certificate demonstrating that the development has achieved an Ecohomes Refurbishment rating for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

*Reason: To ensure that the proposed conversion is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**17) UNI**

Unless otherwise agreed in writing by the Local Planning Authority, the new-build residential units hereby approved shall not be occupied until a Final / Post Construction Code Certificate issued by an accreditation body confirming that each residential unit built has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**BH2011/00993**

**24 Castle Street Brighton**

Application for Approval of Details Reserved by Conditions 2, 3, 9, 10, 12, & 16 of application BH2010/00336.

**Applicant:** Rainbow Reef Ltd

**Officer:** Jason Hawkes 292153

**Approved on 20/03/12 DELEGATED**

**BH2011/03803**

**83 Upper North Street Brighton**

Installation of french doors to replace existing ground floor rear window.

**Applicant:** Mrs Rita McCormack

**Officer:** Robert McNicol 292322

**Refused on 21/03/12 PLANNING COMMITTEE**

**1) UNI**

Policy HE1 states proposals involving the alteration of a Listed Building will only be permitted where the proposal would not have an adverse effect on the architectural and historic character of the building. The proposal to remove the original window, which is a historic feature of the property, and to demolish part of the property's historic fabric is contrary to the above mentioned policy and the guidance contained in SPD09 Architectural Features, and is considered to cause harm to this Grade II Listed Building.

**BH2012/00069**

**9 Pool Valley Brighton**

Application for Approval of Details Reserved by Condition 2 of application BH2010/00251.

**Applicant:** Cue Property Holdings Limited

**Officer:** Jason Hawkes 292153

**Approved on 23/03/12 DELEGATED**



**BH2012/00123**

**32-38 North Street & 40-44 Ship Street Brighton**

Application for Approval of Details Reserved by Conditions 5, 7, 8 and 9 of application BH2011/00634.

**Applicant:** CIP Property (AIPT) Limited

**Officer:** Guy Everest 293334

**Approved on 21/03/12 DELEGATED**

**BH2012/00247**

**43 Victoria Street Brighton**

Creation of rear roof terrace at first floor level with timber handrail and installation of french doors in existing window opening (part retrospective).

**Applicant:** Ms Rachel Stewart

**Officer:** Helen Hobbs 293335

**Refused on 04/04/12 DELEGATED**

**1) UNI**

The proposed rear terrace, decking and railings by virtue their design, siting and detailing would form an incongruous feature that would fail to reflect the original character of the building to the detriment of the appearance of the property and the Montpelier and Clifton Conservation Area. As such the proposal is contrary to policies QD14 and HE6 of the Brighton & Hove Local Plan and the Architectural Features Supplementary Planning Document (SPD09).

**BH2012/00356**

**43 Victoria Street Brighton**

Erection of single storey link extension to rear (part retrospective).

**Applicant:** Ms Rachel Stewart

**Officer:** Helen Hobbs 293335

**Approved on 04/04/12 DELEGATED**

**1) BH12.02**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 001, 01 and 02 received on 23rd February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00454**

**20 Crown Street Brighton**

Erection of a single storey rear extension.

**Applicant:** Mr Mike Palmer

**Officer:** Helen Hobbs 293335

**Approved on 04/04/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH12.02**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 197-03/1 received on 16th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **BH2012/00622**

#### **9 Pool Valley Brighton**

Application for Approval of Details Reserved by Condition 3 of application BH2010/00253.

**Applicant:** Cue Property Holdings Ltd

**Officer:** Jason Hawkes 292153

**Approved on 23/03/12 DELEGATED**

### **ST. PETER'S & NORTH LAINE**

### **BH2011/03878**

#### **62 Clyde Road Brighton**

Conversion of existing single dwelling into 2no one bed flats and 1no two bed flat. (Part retrospective)

**Applicant:** Mr Ludwik Chrzaszcz

**Officer:** Chris Swain 292178

**Refused on 28/03/12 DELEGATED**

#### **1) UNI**

The proposed scheme fails to provide a unit of accommodation that is suitable for occupation by a family (including garden access) and as such the proposal is contrary to policies HO5 and HO9 of the Brighton & Hove Local Plan.

#### **2) UNI2**

The proposed development would have an unacceptable impact on the living conditions of the future occupiers by virtue of a cramped form of accommodation, particularly within the first and second floor unit. The proposal is contrary to policy QD27 of the Brighton & Hove Local Plan.

#### **3) UNI3**

The application fails to provide for an acceptable standard of cycle parking provision and as such the proposal is contrary to policies TR14 and HO9 of the Brighton & Hove Local Plan.

#### **4) UNI4**

The proposed development fails to demonstrate adequate compliance with lifetime homes criteria and is contrary to policy HO13 of the Brighton & Hove Local Plan.

### **BH2012/00005**

#### **14 Kew Street Brighton**

Conversion of existing garage into habitable room and erection of ground floor side extension. Erection of steel frame to side elevation to support first floor extension with balcony. Part demolition of boundary wall on New Dorset Street to facilitate new vehicular access with new garage door. Construction of mono pitched roof to provide covered parking area.

**Applicant:** Mr A Green

**Officer:** Chris Swain 292178

**Refused on 16/03/12 DELEGATED**

#### **1) UNI**

The proposed addition would result in significant overlooking and loss of privacy towards the rear garden of the neighbouring property, No.13 Kew Road to the detriment of their residential amenity. As such the proposal is contrary to policies QD14 and QD27 of the Brighton & Hove Local Plan.

## **2) UNI2**

The proposed development by reason of its height, design, materials, and scale would result in an overly dominant addition that relates poorly to the existing building. The incongruous design would be out of character with the building form in the immediate vicinity and harm the appearance and character of the West Hill Conservation Area contrary to policies HE6 and QD14 of the Brighton & Hove Local Plan.

### **BH2012/00087**

#### **Theobald House Blackman Street Brighton**

Refurbishment of existing multi-storey car park including installation of a connecting ramp, roller shutters to the entrance/exit and perimeter railings.

**Applicant:** Brighton & Hove City Council

**Officer:** Liz Arnold 291709

**Approved on 16/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

Notwithstanding drawing no. 010 Revision A, received on the 6th March 2012, no development shall commence to the lower level of the Theobald Car Park until details have been submitted to and approved by the Local Planning Authority showing the reduction of the radii of the access bell-mouth, the inclusion of dropped kerbs and tactile paving and the realignment of the northern kerb line by the Whitecross Street entrance.

*Reason: To protect the interests of the public using the adjacent roads and footways and comply with policies TR7 and TR8 of the Brighton & Hove Local Plan.*

#### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings nos. 001, 002, 003, 004, 005, 011 and 012 received on the 13th January 2012 and drawing no. 010 Revision A received on the 6th March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **BH2012/00091**

#### **New Road Brighton**

Display of 2no non-illuminated directional signs at New Road entrance to Royal Pavilion Gardens.

**Applicant:** Pavilion Gardens Cafe

**Officer:** Chris Swain 292178

**Refused on 04/04/12 DELEGATED**

#### **1) UNI**

The proposed signage, by reason of design and scale would result in an inappropriate feature that would relate poorly to the existing timber street furniture, adding intrusive visual clutter to the New Road street scene and detracting from the appearance and character of the North Laine Conservation Area. The detrimental impact is further exacerbated by the siting of the signage, in a location which does not relate directly to the Pavilion Café building. As such the proposal is contrary to Local Plan policies HE9 and QD12 and the Supplementary Planning Document on Advertisements (SPD09).

**BH2012/00239**

**Brighton Station Queens Road Brighton**

Display of PVC picture boards within recesses of panelling to the East of the site (temporary consent).

**Applicant:** Fotodocument

**Officer:** Liz Arnold 291709

**Approved on 20/03/12 DELEGATED**

**1) UNI**

The display of PVC picture boards hereby permitted shall be discontinued and removed from the site on or before the 1st May 2013. The timber panelling shall be cleaned of any fixings and their adhesive within 1 week of the 1st May 2013. Reason: The temporary display of the PVC picture boards hereby approved is not considered suitable as a permanent form of development and to ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.

**BH2012/00249**

**8-11 Pavilion Buildings Brighton**

Application for approval of details reserved by conditions 2, 3 and 4 of application BH2011/01939.

**Applicant:** Royal Bank of Scotland

**Officer:** Chris Swain 292178

**Approved on 27/03/12 DELEGATED**

**BH2012/00282**

**54 Shaftesbury Road Brighton**

Certificate of Lawfulness for proposed single storey rear extension.

**Applicant:** Rebecca Elton & Omar Shah

**Officer:** Pete Campbell 292359

**Approved on 26/03/12 DELEGATED**

**BH2012/00357**

**1A Crescent Road Brighton**

Loft conversion incorporating rear dormer.

**Applicant:** Mrs M Sessa

**Officer:** Wayne Nee 292132

**Refused on 03/04/12 DELEGATED**

**1) UNI**

The proposed dormer, by virtue of a width that is wider than the window below, the thickness of the dormer cheeks, and the cill detail, would form an inappropriate and incongruous addition which would result in material harm to the appearance and character of the existing property. Furthermore, the proposal would be detrimental to the character and appearance of the Round Hill Conservation Area. The proposal is therefore contrary to Policies QD14 and HE6 of the Brighton & Hove Local Plan and SPGBH1.

**WITHDEAN**

**BH2011/03432**

**Blocks E & F Kingsmere London Road Brighton**

Roof extension to Blocks E & F to provide 8no flats each with own private roof garden.

**Applicant:** Anstone Properties Ltd

**Officer:** Steven Lewis 290480

**Refused on 21/03/12 PLANNING COMMITTEE**

### **1) UNI**

The proposed development by reason of its configuration and increase in the number of residential units would result in a scheme having an adverse impact on the amenities of the existing and future occupants by reason of noise and disturbance and the cramped nature of the new units, contrary to policies HO4 and QD27 of the Brighton & Hove Local Plan 2005.

### **2) UNI2**

The proposed development fails to provide any car parking. This is likely to lead to an increase in parking pressure on the surrounding highway network contrary to policy TR1 of the Brighton & Hove Local Plan 2005.

### **3) UNI3**

The proposed development provides insufficient usable private amenity space reflective of the scale and character of the development contrary to policy HO5 of the Brighton & Hove Local Plan 2005.

## **BH2011/03893**

### **4A Croft Road Brighton**

Demolition of ground floor conservatory and construction of ground floor rear extension with terrace over, first floor front extension with pitched roof and installation of new and revised fenestration. (Part-retrospective)

**Applicant:** Mr Vallier

**Officer:** Jason Hawkes 292153

**Approved on 21/03/12 DELEGATED**

### **1) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no.ADC460/BP, LP, 02, 04, 05, 06 & 07 received on 21st December 2011.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **2) UNI**

Within three months from the date of this permission, samples of materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

*Reason: To ensure the satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

### **3) UNI**

Within three months from the date of this permission, a waste minimisation statement, in accordance with Supplementary Planning Document 3: Construction and Demolition Waste, confirming how demolition and construction waste will be recovered and reused on site or at other sites shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the agreed details.

*Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced and to comply with policies WLP11 of the East Sussex and Brighton & Hove Waste Local Plan and SU13 of the Brighton & Hove Local Plan and Supplementary Planning Document 03 Construction and Demolition waste.*

**BH2012/00004**

**16 Elms Lea Avenue Brighton**

Erection of two storey side extension incorporating existing garage and associated roof alterations.

**Applicant:** Mr Peter Auguste

**Officer:** Helen Hobbs 293335

**Approved on 15/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 1120/1, 1120/2, 1120/3, 1120/4 and 1120/5 received on 3rd January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00047**

**227-233 Preston Road Brighton**

Display of internally illuminated fascia (letters only) and projecting signs, and non-illuminated ATM surround and totem sign.

**Applicant:** Sainsburys Supermarkets Ltd

**Officer:** Adrian Smith 290478

**Approved on 20/03/12 DELEGATED**

**1) UNI**

This consent shall expire 5 years from the date of this notice whereupon the signage shall be removed and any damage repaired unless further consent to display has been given by the Local Planning Authority.

*Reason: To accord with Regulation 14(7) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of amenity and public safety.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing nos.400, 403 rev A, 405 rev A, 406 rev B & 4875G01-ELEV rev 1K (pages 1-3) received on the 9th January 2012; and drawing no. 402 rev E received on the 27th January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**3) UNI**

Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of visual amenity.*

**4) UNI**

Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of public safety.*

**5) UNI**

Notwithstanding the details submitted, the totem sign hereby permitted shall be non-illuminated at all times.

*Reason: To safeguard the appearance and character of the area in accordance with policies QD12 and HE9 of the Brighton & Hove Local Plan.*

**6) UNI**

No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.*

**7) UNI**

7. No advertisement shall be sited or displayed so as to -

- (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
- (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.*

**8) UNI**

The illumination of the advertisement shall be non-intermittent.

*Reason: To safeguard the appearance and character of the area in accordance with policy QD12 of the Brighton & Hove Local Plan.*

**9) UNI**

Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of public safety and visual amenity*

**BH2012/00148**

**71 & 73 Gordon Road Brighton**

Demolition of existing single storey rear extension and erection of replacement two storey rear extension, roof conversion incorporating 2no dormer windows at rear and 2no rooflights to front at both 71 & 73 Gordon Road.

**Applicant:** Miss Fiona McDonald

**Officer:** Mark Thomas 292336

**Refused on 15/03/12 DELEGATED**

**1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended, adjoining properties and to the surrounding area. Further advice is contained within supplementary planning guidance on roof alterations and extensions (SPGBHI). The proposed rear extension by virtue of its excessive scale, bulk, and protrusion represents an uncharacteristic and incongruous addition, and would significantly detract from the character and appearance of the recipient property. The proposed dormer windows are inappropriately sized and represent overly bulky additions to the rear roofslopes. Further, the dormers feature inappropriately large areas of tile hung cladding contrary to guidance contained within SPGBH1. For the reasons outlined the proposed development is



considered contrary to the above policy and guidance.

## **2) UNI2**

Policy QD27 of the Brighton & Hove Local Plan states that development will only be granted planning permission if the proposed development would not result in significant loss of amenity to neighbouring properties. The proposed two storey extensions by virtue of their bulk, height, positioning, and proximity to the neighbouring boundaries represents an overbearing development for the occupiers of no. 69 Gordon Road and no. 31 Balfour Road. The extension would result in significant levels of overshadowing and increased sense of enclosure to no. 69 Gordon Road and the rear garden of no. 31 Balfour Road, and a loss of outlook to rear window at no. 69 Gordon Road. As such the proposed development is considered to be contrary to the aforementioned planning policy.

### **BH2012/00260**

#### **19 Surrenden Crescent Brighton**

Demolition of existing garage and erection of new two storey building incorporating double garage to ground floor and ancillary office space to first floor and associated works.

**Applicant:** Steve Way

**Officer:** Christopher Wright 292097

**Refused on 23/03/12 DELEGATED**

## **1) UNI**

The proposed development would, by reason of the siting, bulk, scale and form of the development, have an intrusive and unduly dominant impact on the street scene and would appear incongruous with the pattern of existing development and the spacious and green setting of adjoining properties. As such the proposal would have a detrimental impact on the street scene and would be harmful to visual amenity, contrary to the requirements of policies QD2 and QD14 of the Brighton & Hove Local Plan.

### **BH2012/00296**

#### **Varndean College Surrenden Road Brighton**

Installation of new classroom accommodation within the roof of the North facing slope of the quadrangles.

**Applicant:** Crowther Overton-Hart

**Officer:** Guy Everest 293334

**Approved on 26/03/12 DELEGATED**

## **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

## **2) UNI**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policy QD14 of the Brighton & Hove Local Plan.*

## **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 004-12-03 received on 3rd February 2012; approved drawing nos. 004-12-01 A & 004-12-02 A received on 10th February 2012; and approved drawings no. 004-12-04 B & 004-12-05 A received on 14th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00336**

**46 Withdean Crescent Brighton**

Erection of single storey conservatory extension to rear. Installation of Juliet balcony at first floor level and alterations to rear terrace including new steps to garden and decking.

**Applicant:** Mrs Claire Hopkins

**Officer:** Mark Thomas 292336

**Approved on 03/04/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing nos. 200 A, 201 A received on 10th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00345**

**4 The Heights Brighton**

Certificate of Lawfulness for a proposed single storey side extension.

**Applicant:** Mr & Mrs Christopher & Elizabeth Gurtler

**Officer:** Helen Hobbs 293335

**Approved on 03/04/12 DELEGATED**

**BH2012/00366**

**34A Tongdean Lane Brighton**

Erection of single storey rear extension at lower ground floor level to replace existing and alterations to balcony above including installation of new balustrading and glazed screens. Erection of rear extension at first floor level to replace existing balcony and associated roof alterations.

**Applicant:** Mr & Mrs Greaney

**Officer:** Adrian Smith 290478

**Refused on 04/04/12 DELEGATED**

**1) UNI**

Policy QD27 of the Brighton & Hove Local Plan states that planning permission will not be granted for development that would cause material nuisance and loss of amenity to proposed, existing or adjacent users or where it is liable to be detrimental to human health. The proposed ground floor rear extension, by reason of its extended balcony above, would result in an increased overlooking potential and associated loss of privacy for neighbouring residents, particularly No.36 Tongdean Lane. The proposal is therefore contrary to policy QD27 of the Brighton & Hove Local Plan.

**BH2012/00382**

**Park Manor London Road Preston Brighton**

Erection of two storey extension to side annexe to form 2no one bedroom flats and erection of cycle store.

**Applicant:** Anstone Properties Ltd

**Officer:** Jason Hawkes 292153

**Approved on 30/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH02.06**

No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation facing a highway.

*Reason: To safeguard the appearance of the building and the visual amenities of the locality and to comply with policies QD1 and QD27 of the Brighton & Hove Local Plan.*

**3) BH02.09**

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

*Reason: In order to protect adjoining properties from overlooking and noise disturbance and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**4) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**5) BH05.02A**

Unless otherwise agreed in writing by the Local Planning Authority, none of the residential units hereby approved shall be occupied until a Building Research Establishment or STROMA issued Final Code Certificate confirming that each residential unit built has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**6) BH05.02B**

Unless otherwise agreed in writing by the Local Planning Authority, none of the residential units hereby approved shall be occupied until a Final/Post Construction Code Certificate issued by an accreditation body confirming that each residential unit built has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**7) UNI**

Notwithstanding the submitted details, no development shall commence until further details have been submitted to and approved in writing to the Local Planning Authority which indicate that the approved flats will be compliant with Lifetime Homes standards and retained as such thereafter.

*Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.*

**8) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no.A1611/01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13,

14, 15, 16, 17, 18 & 19 received on 10th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00397**

**26A Loder Road Brighton**

Loft conversion with 2no dormers to rear and 2no rooflights to front.

**Applicant:** Mr Ian Carter & Mrs Gemma Bradbury-Carter

**Officer:** Helen Hobbs 293335

**Approved on 22/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 01, 02 and Location Plan received on 13th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00578**

**46 Dyke Road Avenue Brighton**

Certificate of lawfulness for proposed single storey detached pool house.

**Applicant:** Mr Rob Hogley

**Officer:** Clare Simpson 292454

**Approved on 15/03/12 DELEGATED**

**EAST BRIGHTON**

**BH2011/02886**

**Royal Sussex County Hospital Eastern Road Brighton**

Demolition of existing hospital buildings located to the north of Eastern Road and to the south of the existing children's hospital building and Thomas Kemp Tower. Addition of a helicopter landing pad and associated trauma lift on top of Thomas Kemp Tower. Erection of new hospital buildings incorporating Stage 1: Part 10, 11 and 12 storey building including reinstatement of the interior of the Chapel; Stage 2: 5 storey building; and Stage 3: Service yard with single storey building. Site wide infrastructure including substation, energy centre and flues, 2 floors of underground parking (390 spaces) with new access from Bristol Gate and associated highway works. Cycle parking, external amenity spaces including roof gardens and landscaping on Eastern Road.

**Applicant:** Brighton & Sussex University Hospitals NHS Trust

**Officer:** Kathryn Boggiano/Mick Anson 292138/292354

**Approved after Section 106 signed on 28/03/12 PLANNING COMMITTEE**

**1) UNI**

If, during development of the Stage 3 site, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a method statement to identify, risk assess and address

the unidentified contaminants.

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

**2) UNI**

No development shall commence at Level 3 of the Stage 3 building until final details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained as such.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.*

**3) UNI**

An acoustical survey shall be carried out post completion and occupation of the Stage 3 building to demonstrate that all plant and machinery is capable of running cumulatively at 5dB(A) below existing LA90 background noise level background, as per BS4142:1997, 1-metre from the façade of the nearest existing noise sensitive premises. The survey shall make reference to BS7445:2003 to ensure that there are no tonal features of the various plant. The report shall be submitted to the Local Planning Authority within 3 months of the first occupation of the Stage 3 building, and approved in writing by the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**4) UNI**

No works on the Stage 3 development site shall take place until final details of the means of foul water disposal have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

**5) UNI**

No works on the Stage 3 development site shall take place until final details of the proposed water infrastructure has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

**6) UNI**

No works on the Stage 3 development site shall take place until a final scheme detailing the surface water drainage system for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in accordance with the principles within the submitted document, the 'Conceptual Surface Water Strategy" (WSP-CI-SW-RP-0012 dated September 2011), with regard to the Sustainable Urban Drainage System techniques. The scheme shall also include details of how the scheme shall be maintained and managed after completion. Prior to the occupation of the Stage 3 Building, the scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To reduce the increased risk of flooding, to improve and protect water quality, to ensure the future maintenance of the surface water drainage and to comply with Policies SU4 and SU5 of the Brighton & Hove Local Plan.*

**7) UNI**

No development shall commence at Level 3 of the Stage 3 building until there has been submitted to and approved in writing by the Local Planning Authority a

scheme for landscaping of the Stage 3 site, including a 5 year management and maintenance plan, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **8) UNI**

All planting, seeding or turfing comprised in the approved scheme of landscaping for the Stage 3 site shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **9) UNI**

The development hereby permitted shall be commenced before the expiration of five years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **10) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings nos. BDP-AR-HE-A00-GA-L15-0201 F01;  
BDP-AR-HE-A00-GA-L16-0201 F01; BDP-AR-HE-A00-GA-L18-0201 F01;  
BDP-AR-ST3-A00-EL-00-203 F01; BDP-AR-ST3-A00-EL-00-0223 F01;  
BDP-AR-SB-A00-SE-00-0201 F01; BDP-AR-ST1-A00-EL-00-0251 F01;  
BDP-AR-ST2-A00-EL-00-0251F01; BDP-AR-ST1-A00-EL-00-0252 F01;  
BDP-AR-ST1-A00-EL-00-0253 F01; BDP-AR-SB-A00-EL-00-0202-F01;  
BDP-AR-SB-A00-SE-00-0201 F01; BDP-AR-ST1-A00-SE-00-0207 F01;  
BDP-AR-ST1-A00-SE-00-0209 F01; BDP-AR-ST1-A00-SE-00-0212 F01;  
BDP-AR-ST3-A00-EL-00-0203 F01; BDP-AR-SW-A00-EL-00-0202 F01 received  
on 23rd September 2011BDP-AR-ST1-A00-SE-00-0239 F01;  
BDP-AR-ST2-A00-SE-00-0206 F01; BDP-AR-ST1-A00-SE-00-0204 F01;  
BDP-AR-ST1-A00-SE-00-0202 F01; BDP-AR-ST1-A00-SE-00-0203 F01;  
BDP-AR-ST1-A00-SE-00-0201 F01; ARB-LS-SW-A00-GA-ZZ-0201 F01;  
BDP-AR-HE-A00-EL-00-0201 F01; BDP-AR-HE-A00-EL-00-0202 F01;  
BDP-AR-HE-A00-EL-00-0221 F01; BDP-AR-HE-A00-EL-00-0222 F01;  
BDP-AR-HE-A00-EL-00-0223 F01; BDP-AR-SB-A00-EL-00-0203 F01;  
BDP-AR-SB-A00-GA-L05-0201 F01; BDP-AR-ST1-A00-EL-00-0201 F01;  
BDP-AR-ST1-A00-EL-00-0202 F01; BDP-AR-ST1-A00-EL-00-0203 F01;  
BDP-AR-ST1-A00-EL-00-0204 F01; BDP-AR-ST1-A00-EL-00-0222 F01;  
BDP-AR-ST1-A00-EL-00-0233 F01; BDP-AR-ST1-A00-EL-00-0241 F01;  
BDP-AR-ST1-A00-GA-B01-0231 F01; BDP-AR-ST1-A00-GA-B02-0201 F01;  
BDP-AR-ST1-A00-GA-L01-0201 F01; BDP-AR-ST1-A00-GA-L02-0201 F01;  
BDP-AR-ST1-A00-GA-L03-0201 F01; BDP-AR-ST1-A00-GA-L04-0201 F01;  
BDP-AR-ST1-A00-GA-L05-0201 F01; BDP-AR-ST1-A00-GA-L06-0201 F01;  
BDP-AR-ST1-A00-GA-L07-0201 F01; BDP-AR-ST1-A00-GA-L08-0201 F01;  
BDP-AR-ST1-A00-GA-L09-0201 F01; BDP-AR-ST1-A00-GA-L10-0201 F01;  
BDP-AR-ST1-A00-GA-L11-0201 F01; BDP-AR-ST1-A00-GA-L12-0201 F01;

BDP-AR-ST1-A00-GA-L13-0201 F01; BDP-AR-ST2-A00-EL-00-0201 F01;  
 BDP-AR-ST2-A00-EL-00-0202 F01; BDP-AR-ST2-A00-EL-00-0203 F01;  
 BDP-AR-ST2-A00-EL-00-0204 F01; BDP-AR-ST2-A00-EL-00-0222 F01;  
 BDP-AR-ST2-A00-EL-00-0224 F01; BDP-AR-ST2-A00-GA-L02-0201 F01;  
 BDP-AR-ST2-A00-GA-L03-0201 F01; BDP-AR-ST2-A00-GA-L04-0201 F01;  
 BDP-AR-ST2-A00-GA-L05-0201 F01; BDP-AR-ST2-A00-GA-L06-0201 F01;  
 BDP-AR-ST2-A00-GA-L07-0201 F01; BDP-AR-ST3-A00-EL-00-0204 F01;  
 BDP-AR-SW-A00-GA-00-0201 F01; BDP-AR-SW-A00-GA-00-0211 F01;  
 BDP-AR-SW-A00-GA-00-0212 F01; BDP-AR-SW-A00-GA-00-0241 F01;  
 BDP-AR-SW-A00-GA-00-0251 F01; BDP-AR-SW-A00-GA-00-0261 F01;  
 BDP-AR-SW-A00-GA-00-0271 F01; BDP-AR-SW-A00-GA-00-0281 F01;  
 BDP-AR-SW-A00-GA-00-0291 F02; BDP-AR-SW-A00-GA-L10-0201 F01;  
 BDP-AR-SW-A00-GA-L1-0201 F01; BDP-AR-SW-A00-GA-L11-0201 F01;  
 BDP-AR-SW-A00-GA-L12-0201 F01; BDP-AR-SW-A00-GA-L13-0201 F01;  
 BDP-AR-SW-A00-GA-L14-0201 F01; BDP-AR-SW-A00-GA-L15-0201 F01;  
 BDP-AR-SW-A00-GA-L16-0201 F01; BDP-AR-SW-A00-GA-L2-0201 F01;  
 BDP-AR-SW-A00-GA-L3-0201 F01; BDP-AR-SW-A00-GA-L4-0201 F01;  
 BDP-AR-SW-A00-GA-L5-0201 F01; BDP-AR-SW-A00-GA-L6-0201 F01;  
 BDP-AR-SW-A00-GA-L7-0201 F01; BDP-AR-SW-A00-GA-L8-0201 F01;  
 BDP-AR-SW-A00-GA-L9-0201 F01; BDP-EL-SW-A00-GA-ZZ-0201 F01;  
 BDP-EL-SW-A00-GA-ZZ-0202 F01; BDP-AR-ST1-A00-SE-00-239-F01;  
 BDP-AR-ST1-A00-SE-00-204 F01; BDP-AR-ST2-A00-SE-00-201 F01; received  
 on 17th October 2011; BDP-LS-ST1-A00-GA-ZZ-0201 F02;  
 BDP-AR-ST1-A00-GA-B01-0201 F02; BDP-AR-ST2-A00-GA-B01-0201 F02;  
 BDP-LS-ST2-A00-GA-ZZ-0201 F02 received on 12th December 2011  
 BDP-AR-ST1-A00-EL-00-0241 F01; BDP-LS-SW-A00-GA-L01-0201 F03;  
 BDP-LS-SW-A00-GA-ZZ-0201 F04; BDP-AR-ST2-A00-GA-L01-0201 F02;  
 received on 23rd January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **11) UNI**

Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed a level 5dB below the existing LA90 background noise level. Rating Level and existing background noise levels to be determined as per the guidance provided in BS 4142:1997. In accordance with BS7445:2003, there shall be no low frequency tones produced by the plant.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

### **12) UNI**

Apart from patient transfer, no vehicular movements nor any loading or unloading of vehicles shall take place in the Stage 3 service yard or on the southern service road except between 7am and 7pm.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

### **13) UNI**

No works of construction shall take place (save for construction of the helipad and substation), until a tree planting scheme, including a 5 year management and maintenance plan, for Bristol Gate and Whitehawk Hill Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the timeframe for such planting. The scheme shall be fully implemented in accordance with the approved details and retained as such thereafter.



*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

**14) UNI**

Any trees which are planted as required by condition 5, that die within 5 years of being planted, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

**15) UNI**

Use of the basement car parking hereby approved shall be for patients and visitors only.

*Reason: In order to retain an acceptable number of dedicated patient and visitors car parking spaces on site and to restrict the number of staff parking spaces available and to comply with policy TR1 of the Brighton & Hove Local Plan.*

**16) UNI**

A minimum number of 40 car parking spaces for cancer patients, 21 disabled car parking spaces, 27 motorcycle parking bays, 12 short stay parking bays and the dedicated underground drop off zone shall be marked out and permanently retained within the basement car park.

*Reason: In order to retain an acceptable number of dedicated patient and visitors car parking spaces on site and to restrict the number of staff parking spaces available and to comply with policies TR1, TR18 and TR19 of the Brighton & Hove Local Plan.*

**17) UNI**

No development shall commence (save for the helipad and substation) until details of secure and covered cycle parking facilities at the North Access Road as indicated on the approved plans for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. Prior to the erection of construction site hoardings or fencing around Stage 1, these facilities shall be fully implemented and retained for use at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles during the construction phase and post occupation of the development hereby approved are provided and to encourage travel by means other than private motor vehicles and to comply with policies TR1 and TR14 of the Brighton & Hove Local Plan.*

**18) UNI**

Not less than 3 months prior to the commencement of construction of the helipad hereby approved, details of the final verified design of the helipad including details of the associated plant, lifts and staircases shall be submitted to and approved in writing by the Local Planning Authority. The height of the helipad shall not exceed 118.2 metres AOD. The details submitted shall include confirmation from a suitably qualified person that the final design to be implemented would meet the requirements of the Civil Aviation Authority and all other necessary safety requirements. The helipad shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: In order that the Local Planning Authority can be satisfied that the final design is acceptable in terms of its visual impact, in particular its effect on the setting of adjoining Conservation Areas and Listed Buildings and complies with policies QD1, QD2, QD4, HE3 and HE6 of the Brighton & Hove Local Plan.*

**19) UNI**

The construction of the helipad shall not commence until final details of external lighting of the helipad have been submitted to and approved in writing by the

Local Planning Authority. The external lighting shall be installed in accordance with the approved details and retained as such.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.*

**20) UNI**

The helipad hereby approved shall not be used other than by helicopters of the Air Ambulance, HM Coastguard or Police, for Major Trauma Medical Emergencies or Major Incidents and will not be used for any other journeys whatsoever including visitors, personal or pleasure use.

*Reason: To safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**21) UNI**

The helipad shall only be used between 07.00 and 19.00 hours except in the case of a Major Incident. A Major Incident is defined within the NHS Emergency Planning Guidance (2005), or any subsequent update to this Guidance.

*Reason: To safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**22) UNI**

The number of helicopter flights landing on the helipad hereby approved shall be limited to 64 per annum plus a tolerance of 10 %.

*Reason: To safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**23) UNI**

All lighting on the helipad shall only be in use temporarily in connection with an impending helicopter landing or departure for the minimum period required for operational or safety reasons. An exception to this will be any steady red aviation warning lighting required at night by the Civil Aviation Authority on tall buildings or structures.

*Reason: To safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**24) UNI**

The helipad hereby approved shall not be used for carrying out routine repairs and maintenance to helicopters including leaving engines idling.

*Reason: To safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**25) UNI**

Following the commencement of use of the helipad, annual monitoring reports shall be submitted to the Local Planning Authority for a period of 10 years. The reports shall include details of:

- a) Total number of landings and departures in previous 12 months.
- b) Total number of daytime (0700-1900 hours) and night time flights in previous 12 months
- c) Details of the number of flights carried out by each operator permitted to use the helipad in condition 15.
- d) Trauma level and degree of medical emergencies (using the medical definition of a Major Trauma as having a Injury Severity Score of 15 or above) for which the helipad was used in daytime and night time.
- e) A log of the number of complaints in the previous 12 months received by the Trust concerning all operations of the helipad. During this 10 year period the Trust shall make the log book of helipad use available for the Council's inspection upon 7 days prior notice.

*Reason: In order to monitor and minimise the levels of activity associated with the helipad and to safeguard the amenities of local residents and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

## **26) UNI**

No development of the helipad or additional lifts or Energy Centre flues shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of this part of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

## **27) UNI**

The Energy Centre shall not be brought into use until the Applicant has demonstrated that the emissions produced would result in an NO<sub>2</sub> concentration at all heights of the Thomas Kemp Tower which is less than 40µg/m<sup>3</sup> as an annual mean and is less than 200µg/m<sup>3</sup> for the 19th highest hour in the year. This evidence is to be submitted to and approved in writing by the Local Planning Authority. This final evidence will include the results of further dispersion modelling and nitrogen dioxide monitoring which will be used to inform the scope of any Computation Fluid Dynamic (CFD) study (if required) and details of any Mitigation Scheme proposed to reduce emissions from the Energy Centre. The Mitigation Scheme shall also include details of mechanical ventilation systems and the specification and maintenance of NO<sub>x</sub> filters for the Thomas Kemp Tower where appropriate. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To protect local air quality and to ensure that the cumulative impacts are managed and to comply with policy SU9 of the Brighton & Hove Local Plan.*

## **28) UNI**

(i) No works shall take place on the Stage 1 development site (save for the helipad and substation) until a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented fully in accordance with the approved details.

(ii) A competent person shall be nominated to oversee the implementation of the works required by (i). The Stage 1 development (save for the helipad and substation) hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the nominated competent person that any remediation undertaken on site for each stage has been fully implemented. Such verification for each phase shall comprise:

- a) built drawings of the implemented scheme;
- b) photographs of the remediation works in progress;
- c) certificates demonstrating that imported and/or material left in situ in accordance with details agreed as part of (i) above.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i).

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

## **29) UNI**

No development of the Stage 3 site shall take place until a scheme for the storage of refuse and recycling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved prior to first occupation of the Stage 3 development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

*Reason: To ensure the provision of satisfactory facilities for the storage of refuse and to comply with policies SU14 and QD27 of the Brighton & Hove Local Plan.*

### **30) UNI**

No works shall take place on the Stage 3 development site until a servicing and delivery strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the type and size of delivery vehicles that may use the service yard and arrangements for access and egress to and from the public highway and the service yard. The scheme shall also include details of a swept path analysis for HGV and larger delivery vehicles. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To safeguard the amenities of the occupiers of residential properties with the objective of minimising use of the service road exit onto Upper Abbey Road and to minimise noise and disruption and congestion on Upper Abbey Road and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

### **31) UNI**

No development at Level 3 of the Stage 3 Building shall take place until detailed plan sections at Scale 1:10 have been submitted to and approved in writing by the Local Planning Authority, and which shall show all jointing details between each type and combination of cladding material including jointing and reveals with windows, curtain walling and entrances and doorways.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

### **32) UNI**

No development of the substation site shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping on the substation site, including a 5 year management and maintenance plan, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

### **33) UNI**

All planting, seeding or turfing comprised in the approved scheme of landscaping for the substation site shall be carried out in the first planting and seeding seasons following the operation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

### **34) UNI**

If, during development of the Stage 1 site, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a method statement to identify, risk assess and address the unidentified contaminants.

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

### **35) UNI**

No development shall commence at Level 1 of the Stage 1 building until final details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.*

### **36) UNI**

An acoustical survey shall be carried out post completion and occupation of the Stage 1 building to demonstrate that all plant and machinery is capable of running cumulatively at 5dB(A) below existing LA90 background noise level background, as per BS4142:1997, 1-metre from the façade of the nearest existing noise sensitive premises. The survey shall make reference to BS7445:2003 to ensure that there are no tonal features of the various plant. The report shall be submitted to the Local Planning Authority within 3 months of the first occupation of the Stage 1 building, and approved in writing by the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

### **37) UNI**

No works on the Stage 1 development site (save for the helipad and substation) shall take place until final details of the means of foul water disposal have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

### **38) UNI**

No works on the Stage 1 development site (save for the helipad and substation) shall take place until final details of the proposed water infrastructure has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

### **39) UNI**

No works on the Stage 1 development site (save for the helipad and substation) shall take place until a final scheme detailing the surface water drainage system for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in accordance with the principles within the submitted document, the 'Conceptual Surface Water Strategy" (WSP-CI-SW-RP-0012 dated September 2011), with regard to the Sustainable Urban Drainage System techniques. The scheme shall also include details of how the scheme shall be maintained and managed after completion. Prior to the occupation of the Stage 1 Building, the scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To reduce the increased risk of flooding, to improve and protect water quality, to ensure the future maintenance of the surface water drainage and to comply with Policies SU4 and SU5 of the Brighton & Hove Local Plan.*

#### **40) UNI**

No development shall commence at Level 1 of the Stage 1 building until there has been submitted to and approved in writing by the Local Planning Authority a scheme for the landscaping of the Stage 1 site, including a 5 year management and maintenance plan, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **41) UNI**

All planting, seeding or turfing comprised in the approved scheme of landscaping for the Stage 1 site shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **42) UNI**

No development at Level 1 of the Stage 1 Building shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

#### **43) UNI**

No development at Level 1 of the Stage 1 Building shall take place until detailed plan sections at Scale 1:10 have been submitted to and approved in writing by the Local Planning Authority, and which shall show all jointing details between each type and combination of cladding material including jointing and reveals with windows, curtain walling and entrances and doorways.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

#### **44) UNI**

The Stage 1 development hereby permitted shall not be occupied until details of secure and covered cycle parking facilities at the front of Stage 1 as indicated on the approved plans for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and retained for use at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

#### **45) UNI**

The Stage 1 Building shall not be occupied until details including locations of one Real Time Information and one REACT facility have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be implemented fully in accordance with the approved details prior to the Stage 1

Building being first occupied and shall be retained as such thereafter.

*Reason: To ensure that the development incorporates the agreed sustainable transport contribution measures and complies with policy TR1 of the Brighton & Hove Local Plan.*

#### **46) UNI**

A signage strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of Stage 1 to include details of the location of information, warning and directional signage around the perimeter of the development hereby approved as follows:

- a) information, location and availability of visitor car parking spaces hereby approved.
- b) directional signage for staff car parking.
- c) Information signage at Bristol Gate access to underground car parking
- d) warning signage for cars emerging from underground car park.
- e) information on location and availability of all staff and visitor cycle parking facilities serving the RSCH campus.
- f) directional signage to main entrances of Stages 1 and 2.
- g) directional signage for location of bus stops.

The strategy shall include details of the timeframe for the implementation of a to g above. The scheme shall be implemented fully in accordance with the approved details.

*Reason: To ensure efficient navigation around the site and to comply with policies TR7 of the Brighton & Hove Local Plan.*

#### **47) UNI**

A non-clinical waste and recycling strategy to cover the whole development hereby approved shall have been submitted to and approved in writing by the Local Planning Authority prior to the occupation of Stage 1. The strategy shall include details of separation at source of all waste within the public areas of the hospital to include all public reception and waiting areas, shops, cafes, restaurants, staff management and teaching areas together with the Stage 3 service yard area. The Strategy shall include targets for reduction in waste and for increasing recycling with annual monitoring. The scheme shall be implemented in accordance with the approved strategy for each stage of the development.

*Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced and to comply with policies WLP11 of the East Sussex and Brighton & Hove Waste Local Plan and SU13 of the Brighton & Hove Local Plan.*

#### **48) UNI**

Notwithstanding the details shown on the drawings hereby approved, the Bristol Gate Piers shall be rebuilt within the landscaped areas adjoining Bristol Gate, in locations submitted to and approved in writing by the Local Planning Authority, prior to the occupation of the Stage 1 development.

*Reason: To ensure the satisfactory preservation of these listed structures and their setting and to comply with policies HE1, HE3 and HE4 of the Brighton & Hove Local Plan.*

#### **49) UNI**

The hospital chapel shall be reconstructed in the location shown on the drawings hereby approved prior to the occupation of Stage 1 development.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with Policies HE1 and HE4 of the Brighton & Hove Local Plan.*

#### **50) UNI**

- (i) No works shall take place on the Stage 2 development site until a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for



future maintenance and monitoring have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details.

- (ii) A competent person shall be nominated to oversee the implementation of the works required by (i). The Stage 2 development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the nominated competent person that any remediation undertaken on site for each stage has been fully implemented. Such verification for each phase shall comprise:
- a) built drawings of the implemented scheme;
  - b) photographs of the remediation works in progress;
  - c) certificates demonstrating that imported and/or material left in situ in accordance with details agreed as part of (i) above.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i).

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

#### **51) UNI**

If, during development of the Stage 2 site, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a method statement to identify, risk assess and address the unidentified contaminants.

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

#### **52) UNI**

No development shall commence at Level 1 of the Stage 2 building until final details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained as such.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.*

#### **53) UNI**

An acoustical survey shall be carried out post completion and occupation of the Stage 2 building to demonstrate that all plant and machinery is capable of running cumulatively at 5dB(A) below existing LA90 background noise level background, as per BS4142:1997, 1-metre from the façade of the nearest existing noise sensitive premises. The survey shall make reference to BS7445:2003 to ensure that there are no tonal features of the various plant. The report shall be submitted to the Local Planning Authority within 3 months of the first occupation of the Stage 2 building, and approved in writing by the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

#### **54) UNI**

The Stage 2 building shall not be occupied until a final rainwater recycling scheme for the irrigation of the Stage 2 roof terrace, has been submitted to and approved in writing by the Local Planning Authority. The rainwater recycling scheme shall also include details of the necessary safeguards to protect public health. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: In order to ensure that the rainwater recycling scheme would not cause harm to public health and to comply with policies SU2 and SU9 of the Brighton & Hove Local Plan.*

#### **55) UNI**

No works on the Stage 2 development site shall take place until final details of the means of foul water disposal have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

#### **56) UNI**

No works on the Stage 2 development site shall take place until final details of the proposed water infrastructure has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To ensure the existing infrastructure can facilitate the development and to reduce the risk of flooding as a result of this development and to comply with policy SU15 of the Brighton & Hove Local Plan.*

#### **57) UNI**

No works on the Stage 2 development site shall take place until a final scheme detailing the surface water drainage system for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in accordance with the principles within the submitted document, the 'Conceptual Surface Water Strategy' (WSP-CI-SW-RP-0012 dated September 2011), with regard to the Sustainable Urban Drainage System techniques. The scheme shall also include details of how the scheme shall be maintained and managed after completion. Prior to the occupation of the Stage 2 Building, the scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.

*Reason: To reduce the increased risk of flooding, to improve and protect water quality, to ensure the future maintenance of the surface water drainage and to comply with Policies SU4 and SU5 of the Brighton & Hove Local Plan.*

#### **58) UNI**

No development shall commence at Level 1 of the Stage 2 building until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping on the Stage 2 site, including a 5 year management and maintenance plan, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **59) UNI**

All planting, seeding or turfing comprised in the approved scheme of landscaping for the Stage 2 site shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **60) UNI**

The Level 6 roof terrace of the Stage 2 building shall be made available for public use within 6 months of first occupation of the Stage 2 Building.

*Reason: To ensure the roof terrace facilities are made available to the public and to comply with policies QD17 and QD27 of the Brighton & Hove Local Plan.*

#### **61) UNI**

Prior to re-construction of the existing brick boundary wall at the Upper Abbey Road/Eastern Road junction, a sample panel shall be constructed for approval by the Local Planning Authority to include details of the brick sample and mortar colour and jointing details. The wall shall be implemented fully in accordance with the approved details prior to the occupation of the Stage 2 Building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

#### **62) UNI**

The Stage 2 development hereby permitted shall not be occupied until details of secure and covered cycle parking facilities at the front of Stage 2 as indicated on the approved plans for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and retained for use at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

#### **63) UNI**

No development at Level 1 of the Stage 2 Building shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

#### **64) UNI**

The Stage 2 Building shall not be occupied until details including locations of one Real Time Information and one REACT facility have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be implemented fully in accordance with the approved details prior to the Stage 2 Building being first occupied and shall be retained as such thereafter.

*Reason: To ensure that the development incorporates the agreed sustainable transport contribution measures and complies with policy TR1 of the Brighton & Hove Local Plan.*

#### **65) UNI**

No development at Level 1 of the Stage 2 Building shall take place until detailed plan sections at Scale 1:10 have been submitted to and approved in writing by the Local Planning Authority, and which shall show all jointing details between each type and combination of cladding material including jointing and reveals with windows, curtain walling and entrances and doorways.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

#### **66) UNI**

- i) No works shall take place on the Stage 3 development site until a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented fully in accordance with the approved details.

- (ii) A competent person shall be nominated to oversee the implementation of the works required by (i). The Stage 3 development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the nominated competent person that any remediation undertaken on site for each stage has been fully implemented such verification for each phase shall comprise:
- a) built drawings of the implemented scheme;
  - b) photographs of the remediation works in progress;
  - c) certificates demonstrating that imported and/or material left in situ in accordance with details agreed as part of (i) above.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i).

*Reason: To safeguard the health of future occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

### **BH2011/02887**

#### **Royal Sussex County Hospital Eastern Road Brighton**

Demolition of the Bristol Gate Piers.

**Applicant:** Brighton & Sussex University Hospitals NHS Trust

**Officer:** Kathryn Boggiano 292138

**Approved on 28/03/12 PLANNING COMMITTEE**

#### **1) UNI**

The works of demolition hereby permitted shall not be begun until a schedule of works for the removal and reconstruction of the gate piers shall have been submitted to and approved in writing by the Local Planning Authority, which schedule shall include details of their storage prior to relocation, a method statement for their removal and reconstruction and supervision arrangements for the works. The removal, storage and reconstruction of the gate piers and supervision thereof shall be carried out in accordance with the approved schedule of works.

*Reason: To ensure the satisfactory record of these listed structures and their preservation when relocated and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

#### **2) UNI**

The works of demolition hereby permitted shall not be begun until a detailed record of the gate piers, including photographs, drawings, sections and materials have been submitted to and agreed in writing by the Local Planning Authority.

*Reason: To ensure the satisfactory record of these listed structures and their preservation when relocated and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

#### **3) UNI**

The works hereby permitted shall be commenced before the expiration of five years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

#### **4) UNI**

The works of demolition hereby permitted shall not be begun before commencement of Stage 1 of the development authorised by planning permission BH2011/02886.

*Reason: To prevent premature demolition of these listed structures and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

**BH2011/02888**

**Royal Sussex County Hospital Eastern Road Brighton**

Demolition of hospital chapel.

**Applicant:** Brighton & Sussex University Hospitals NHS Trust

**Officer:** Kathryn Boggiano 292138

**Approved on 28/03/12 PLANNING COMMITTEE**

**1) UNI**

The works hereby permitted shall be commenced before the expiration of seven years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

**2) UNI**

The works of demolition hereby permitted shall not be begun before the commencement of Stage 1 of the development authorised by planning application BH2011/02886.

*Reason: To prevent premature demolition of this listed building and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

**3) UNI**

The works of demolition hereby permitted shall not be begun until a schedule of works for the removal and reconstruction of the features shall have been submitted to and approved in writing by the Local Planning Authority, which schedule shall include details of their storage prior to relocation, a method statement for their removal and reconstruction, supervision arrangements for the works and proposed lighting to the windows and lantern. The removal, storage and reconstruction of the features, and supervision thereof, shall be carried out in accordance with the approved schedule of works.

*Reason: To ensure the satisfactory record of this listed building and its preservation when relocated and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

**4) UNI**

The works of demolition hereby permitted shall not be begun until a detailed record of the features in the existing chapel ("the features"), including photographs, drawings, sections and materials, and details of existing natural light levels to the windows and lantern have been submitted to and agreed in writing by the Local Planning Authority.

*Reason: To ensure the satisfactory record of this listed building and its preservation when relocated and to comply with Policy HE2 of the Brighton & Hove Local Plan.*

**BH2012/00001**

**18 Chichester Place Brighton**

Replacement of existing timber windows and doors with UPVC windows and doors. Relocation of existing front door.

**Applicant:** Mr Adam Walker

**Officer:** Chris Swain 292178

**Approved on 15/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with a Profile Specification Document and a Design and Assess Statement received on 3 January 2012 and drawing no. 11-12-02A received on 20 February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00120**

**Falcon Court Swanborough Place Brighton**

Replacement of existing aluminium windows and patio doors to all flats with double glazed UPVC units.

**Applicant:** Mr Allen Shaw

**Officer:** Pete Campbell 292359

**Approved on 27/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

No development shall take place until samples of the replacement windows and doors hereby permitted to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. FALC 001 and FALC 002 received on 18/01/2012 and window and door specification information received on 01/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00129**

**Heron Court Swanborough Place Brighton**

Replacement of existing aluminium windows and patio doors to all flats with double glazed UPVC units.

**Applicant:** Mr Allen Shaw

**Officer:** Pete Campbell 292359

**Approved on 27/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

No development shall take place until samples of the replacement windows and doors hereby permitted to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. HERON 001 and HERON 002 received on 18/01/2012 and window and door specification information received on 01/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00134**

**Kestrel Court Swanborough Place Brighton**

Replacement of existing aluminium windows and patio doors to all flats with double glazed UPVC units.

**Applicant:** Mr Allen Shaw

**Officer:** Pete Campbell 292359

**Approved on 27/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

No development shall take place until samples of the replacement windows and doors hereby permitted to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. KEST 001 and KEST 002 received on 18/01/2012 and window and door specification information received on 01/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00135**

**Kingfisher Court Albourne Close Brighton**

Replacement of existing aluminium windows and patio doors to all flats with double glazed UPVC units.

**Applicant:** Mr Allen Shaw

**Officer:** Pete Campbell 292359

**Approved on 27/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

No development shall take place until samples of the replacement windows and doors hereby permitted to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. KING-001 and KING-002 received on 18/01/2012 and window and door specification information received on 01/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*



### **BH2012/00137**

#### **Swallow Court Albourne Close Brighton**

Replacement of existing aluminium windows and patio doors to all flats with double glazed UPVC units.

**Applicant:** Mr Allen Shaw

**Officer:** Pete Campbell 292359

**Approved on 27/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

No development shall take place until samples of the replacement windows and doors hereby permitted to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

#### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. SWAL 001 and SWAL 002 received on 18/01/2012 and window and door specification information received on 01/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **HANOVER & ELM GROVE**

### **BH2011/03195**

#### **119 Lewes Road Brighton**

Change of use from car showroom (SG) to contract hire facility (B1). Erection of security fencing to south and west elevations to replace existing. (Part Retrospective)

**Applicant:** The Go-Ahead Group Plc

**Officer:** Anthony Foster 294495

**Refused on 04/04/12 DELEGATED**

#### **1) UNI**

The fencing, by virtue of its height and design forms an incongruous and oppressive alteration to the site, detracting from the appearance and character of the street scene, harmful to the visual amenity of the surrounding area contrary to policies QD1, QD2, QD14 and QD27 of the Brighton & Hove Local Plan.

### **BH2012/00111**

#### **Brighton General Hospital Elm Grove Brighton**

Replacement of existing single glazed metal, timber and UPVC windows and doors with new UPVC double glazed windows and aluminium double glazed doors.

**Applicant:** Sussex Community NHS Trust

**Officer:** Aidan Thatcher 292265

**Refused on 20/03/12 DELEGATED**

#### **1) UNI**

The proposed replacement window and doors are to be UPVC framed which would cause harm to the character and appearance of the existing building and the wider area by virtue of their material, design, and fenestration detailing. As such the proposal is contrary to policies QD1 and QD14 of the Brighton & Hove Local Plan.

**BH2012/00168**

**Former Nurses Accommodation Pankhurst Avenue Brighton**

Application for Approval of Details Reserved by Condition 19 of application BH2010/01054.

**Applicant:** Denne Construction

**Officer:** Aidan Thatcher 292265

**Approved on 16/03/12 DELEGATED**

**BH2012/00170**

**Former Nurses' Accommodation Pankhurst Avenue Brighton**

Application for Approval of Details Reserved by Condition 12 of application BH2010/01054.

**Applicant:** Denne Construction

**Officer:** Aidan Thatcher 292265

**Approved on 16/03/12 DELEGATED**

**BH2012/00211**

**124 Lewes Road Brighton**

Change of use of existing building and extension to second floor to create retail (A1) / professional services (A2) unit at ground and lower ground floor level and student accommodation (Sui Generis) at ground, first and second floor level.

**Applicant:** M & G Properties (Sussex) Limited

**Officer:** Anthony Foster 294495

**Refused on 22/03/12 DELEGATED**

**1) UNI**

The proposed extension would substantially project above the predominant height of the terrace appearing as a bulky and unsympathetic addition. The extension would be out of scale with the existing property and the adjoining terrace and would be overly dominant in and cause harm to the character of the street scene contrary to policies QD1, QD2 and QD3 of the Brighton & Hove Local Plan.

**2) UNI2**

The proposed extension by reason of its height, bulk and scale would result in an unneighbourly form of development which would be overbearing and will adversely affect neighbouring amenity contrary to policy QD27 of the Brighton & Hove Local Plan.

**BH2012/00214**

**124 Lewes Road Brighton**

Change of use of existing building to create retail (A1) / professional services (A2) unit at ground and lower ground floor level and student accommodation (Sui Generis) at ground and first floor level with associated external alterations.

**Applicant:** M7G Properties (Sussex) Ltd

**Officer:** Anthony Foster 294495

**Approved on 22/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The west facing first floor windows, fronting onto Lewes Road, shall be fixed shut and non-opening and shall be retained as such thereafter.

*Reason: To ensure the occupants of the units do not suffer from adverse air quality and to comply with policies SU9 and QD27 of the Brighton & Hove Local*

*Plan.*

**3) UNI**

No development shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD14 of the Brighton & Hove Local Plan.*

**4) UNI**

The development hereby approved shall not be occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

*Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.*

**5) UNI**

No development shall commence until a scheme for the soundproofing of the building, which ensures internal noise levels during day and night periods in habitable rooms on each façade is compliant with the guidance of BS8233, has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

*Reason: To safeguard the amenities of the future occupiers of the proposed flats and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**6) UNI**

No development shall commence until details of how the passive internal ventilation system will work, ensuring all habitable rooms are provided with the required ventilation of the building has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

*Reason: To safeguard the amenities of the future occupiers of the proposed flats and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**7) UNI**

Prior to the commencement of the use of the site for Student Accommodation a Site Management Plan is to be submitted to and approved in writing by the Local Planning Authority. The Management Plan should address issues including anti-social behaviour, soundproofing, amenities, repair, fire precautions and safety of the residents. The Management Plan should also contain details of the contact entered into by the Registered Social Landlord and details of the general management of the site. The works shall be implemented in strict accordance with the agreed details and maintained as such thereafter.

*Reason: To safeguard the amenities of the locality and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**8) UNI**

The development hereby permitted shall not be occupied until the cycle parking facilities shown on the approved plans have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

## **9) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. TA 629/01, 02, 03, 04, 05, 06, 10 rev C, 11 rev C, 12 rev A, 13 rev A, 14 rev A, 15 rev A, 17 rev A, 18 rev A, 19 rev A, 20 rev C received on 26 January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **10) UNI**

The development hereby permitted shall not be commenced until details of sustainability measures have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials in accordance with Supplementary Planning Document SPD08 Sustainable Building Design. The development shall be carried out in strict accordance with the approved details.

*Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

## **HOLLINGDEAN & STANMER**

### **BH2011/03745**

#### **William Moon Lodge The Linkway Brighton**

Non Material Amendment to BH2007/02692 to change material as previously approved. Change East & West boundary treatments to 1.8m high close board timber fence. Changes to internal courtyard elevations.

**Applicant:** Birch Grove Nursing Home

**Officer:** Sue Dubberley 293817

**Approved on 04/04/12 DELEGATED**

### **BH2011/03797**

#### **Attenborough Centre for the Creative Arts Gardner Centre Road**

#### **University Of Sussex Brighton**

Application for Approval of Details Reserved by Conditions 1, 2, 3, 4 ,5, 6 and 7 of application BH2010/03707.

**Applicant:** University Of Sussex

**Officer:** Anthony Foster 294495

**Approved on 21/03/12 DELEGATED**

### **BH2012/00017**

#### **Attenborough Centre for the Creative Arts Gardner Centre Road**

#### **University Of Sussex Brighton**

Application for Approval of Details Reserved by Conditions 1, 2, 3, 4, 5, 6 and 7 of application BH2010/03708.

**Applicant:** University Of Sussex

**Officer:** Anthony Foster 294495

**Approved on 21/03/12 DELEGATED**

### **BH2012/00136**

#### **Stanmer House Stanmer Village Stanmer Park Brighton**

Installation of communal satellite dish to roof. (Development is in the South Downs National Park).

**Applicant:** Adenstar Developments Ltd

**Officer:** Anthony Foster 294495

**Approved on 28/03/12 DELEGATED**

**1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

**2) UNI**

The satellite dish hereby approved shall not protrude higher than the existing ridgeline of the roofslopes of the development.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

**BH2012/00138**

**Stanmer House Stanmer Village Stanmer Park Brighton**

Installation of communal satellite dish to roof. (Development is in the South Downs National Park).

**Applicant:** Adenstar Developments Ltd

**Officer:** Anthony Foster 294495

**Approved on 28/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The satellite dish hereby approved shall not protrude higher than the existing ridgeline of the roofslopes of the development.

*Reason: To ensure the satisfactory appearance to the development and to comply with policies QD1, QD14, HE6, HE11, NC7 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 0141.DD.831, and Waste Minimisation Statement received on 18 January 2012, and drawings no. 0141.EXG.830, Design and Access Statement, and TRIAX Data Brochure received on 1 February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00243**

**60 Hertford Road Brighton**

Certificate of Lawfulness for proposed installation of rear dormer and front rooflights.

**Applicant:** Emily Gravett

**Officer:** Pete Campbell 292359

**Approved on 23/03/12 DELEGATED**

**BH2012/00284**

**1 Ridge View Brighton**

Erection of single storey rear extension and ground excavation works to create rear patio area incorporating new retaining walls (Retrospective).

**Applicant:** Mr Billy Boyle

**Officer:** Liz Arnold 291709

**Approved on 16/03/12 DELEGATED**

## **MOULSECOOMB & BEVENDEAN**

### **BH2012/00073**

#### **University of Brighton Village Way Brighton**

Construction of section of path suitable for disabled access with stone wall, handrail and lamp columns.

**Applicant:** University of Brighton

**Officer:** Aidan Thatcher 292265

**Approved on 04/04/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. FAXX-O-MP-SL-1004 received on 11.01.12, drawing nos. FAXX-O-MP-SL-1105 and 50 E received on 26.01.12 and drawing no. 2507-63-EX-01 P1 received on 07.02.12.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

#### **3) UNI**

The external lighting hereby approved shall only be used between the hours of 07.30-23.00.

*Reason: In the interests of residential amenity, to protect nature conservation features and the visual amenity of the South Downs National Park and in accordance with policies SU9, QD2, QD26, QD27, NC4, NC6, NC7 and NC8 of the Brighton & Hove Local Plan.*

#### **4) UNI**

No development shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: In the interests of the visual amenity of the South Downs National Park and in accordance with policies QD1, QD2, QD26, NC6, NC7 and NC8 of the Brighton & Hove Local Plan.*

#### **5) UNI**

No development shall commence until fences for the protection of the trees to the south and east of the development have been erected in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The fences shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the area enclosed by such fences.

*Reason: To protect the trees which are in close proximity to the site in the interest of visual amenities and to comply with policies QD1 and QD16 of the Brighton & Hove Local Plan.*

### **BH2012/00198**

#### **15 Coombe Road Brighton**

Erection of first floor rear extension (retrospective).

**Applicant:** Mr S Kelsey

**Officer:** Pete Campbell 292359

**Approved on 20/03/12 DELEGATED**

### **1) UNI**

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be paint-finished in a light cream colour within 3 months from the date of this permission.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD14 of the Brighton & Hove Local Plan.*

### **2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no.1 received on 24/01/2012 and no.2B received on 19/03/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00232**

### **89 Norwich Drive Brighton**

Erection of two storey side and rear extension to replace existing single storey garage.

**Applicant:** Mr Marcus Willies

**Officer:** Chris Swain 292178

**Approved on 26/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

#### **3) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer window, rooflight or door other than those expressly authorised by this permission shall be constructed to the hereby approved extension without planning permission obtained from the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

#### **4) UNI**

The development hereby permitted shall be carried out in accordance with drawing nos. CH430/002 and CH430/003 and a Design and Access Statement received on 30 January 2012 and drawing nos. CH430/001B, CH430/005B and CH430/004B received on 19 March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **QUEEN'S PARK**

### **BH2011/03094**

#### **19 Dorset Gardens & Land adjacent Dorset Gardens Brighton**

Application to extend time limit for implementation of previous approval BH2005/05397 for demolition of existing storage building.

**Applicant:** Mr Colin Brace

**Officer:** Sue Dubberley 293817

**Approved on 04/04/12 DELEGATED**



#### **1) BH01.04**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

#### **2) BH12.08**

The works of demolition hereby permitted shall not be begun until documentary evidence is produced to the Local Planning Authority to show that contracts have been entered into by the developer to ensure that building work on the site the subject of this consent is commenced within a period of 6 months following commencement of demolition in accordance with a scheme for which planning permission has been granted.

*Reason: To prevent premature demolition in the interests of the character and appearance of the Conservation Area and to comply with policy HE8 of the Brighton & Hove Local Plan.*

#### **BH2011/03633**

**Land adjacent to Amex House fronting John Street Carlton Hill Mighell Street and land adjacent to 31 White Street Brighton**

Application for Approval of Details Reserved by Conditions 20 and 24 of application BH2009/01477.

**Applicant:** Sir Robert McAlpine

**Officer:** Mick Anson 292354

**Approved on 21/03/12 DELEGATED**

#### **BH2011/03901**

**106 St James's Street Brighton**

Change of use of basement from ancillary retail storage (A1) to tattoo studio (SUI Generis).

**Applicant:** James Robinson Tattoos

**Officer:** Chris Swain 292178

**Approved on 02/04/12 PLANNING COMMITTEE**

#### **1) UNI**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

The premises shall not be open or in use except between the hours of 08.00 and 20.00 hours on Monday to Saturday, and between 11.00 to 17.00 hours on Sunday.

*Reason: To safeguard the amenities of the locality in accordance with policy QD27 of the Brighton & Hove Local Plan.*

#### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings nos. JP/2011/106/1, JP/2011/106/2 and JP/2011/106/3, a Biodiversity Checklist, a Design and Access Statement received on 21 December 2011, two artists impression drawings and an email from the applicant received on 30 January 2012, a Planning Statement and revised drawing no. JP/2012/106/4A received on 1 February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

#### **4) UNI**

The basement level shall only be used as a tattoo studio. Upon cessation of the use hereby approved the premises shall be reinstated to the former retail use

(Use Class A1).

*Reason: To protect the future vitality and viability of the local shopping centre, in accordance with policy SR5 of the Brighton & Hove Local Plan.*

**5) UNI**

Access to the shared facilities, including adequate storage space and the use of the toilet facilities at basement level of 106 St James's Street should be provided for the use of the A1 retail shop at ground floor level and retained as such thereafter at all times.

*Reason: To protect the viability of the ground floor A1 retail use at No.106 St James's Street, in accordance with policy SR5 of the Brighton & Hove Local Plan.*

**BH2012/00140**

**Public Toilets Queens Park West Drive Brighton**

Change of use from public toilet (Sui Generis) to kiosk with server (A3) and associated seating area.

**Applicant:** Mr J Morris

**Officer:** Aidan Thatcher 292265

**Approved on 23/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH02.06**

No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation facing a highway.

*Reason: To safeguard the appearance of the building and the visual amenities of the locality and to comply with policies QD1 and QD27 of the Brighton & Hove Local Plan.*

**3) BH02.08**

No development shall take place until a scheme for the storage of refuse and recycling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

*Reason: To ensure the provision of satisfactory facilities for the storage of refuse and to comply with policy QD27 of the Brighton & Hove Local Plan.*

**4) BH05.09A**

The development hereby permitted shall not be commenced until details of sustainability measures have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials in accordance with Supplementary Planning Document SPD08 Sustainable Building Design. The development shall be carried out in strict accordance with the approved details.

*Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**5) BH07.11**

No development shall take place until details of external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.*

**6) BH12.02**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

**7) UNI**

No works shall take place until a plan confirming that the proposed rooftop vent would not protrude any higher than the existing parapet has been submitted to and been approved in writing by the Local Planning Authority. The works shall be implemented in strict accordance with the approved details.

*Reason: To ensure that the proposal would not cause any harm to the character or appearance of the Queens Park Conservation Area and to comply with policies QD1, QD2 and HE6 of the Brighton & Hove Local Plan.*

**8) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. site location plan (unreferenced), existing toilet facilities plan (unreferenced) and 05/1102505 received on 19.01.12, drawing no. 01/1102505 received on 01.02.12 and drawing nos. 04/1102505 A (x2), 10/1102505, bifold door elevations (unreferenced), Reveal/frame jamb and door stile (unreferenced) and frame section detail (unreferenced) received on 15.03.12.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**9) UNI**

The use hereby permitted shall not be open to customers except between the hours of 07.00 and 20.00 Mondays to Sundays.

*Reason: To safeguard the amenities of the locality and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

**BH2012/00275**

**9 Royal Crescent Brighton**

Demolition of existing garage in rear garden and infill of opening in existing boundary wall to match existing.

**Applicant:** Mrs Judith Young

**Officer:** Sue Dubberley 293817

**Approved on 21/03/12 DELEGATED**

**1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

**2) UNI**

The render to the infill in the boundary wall shall be a lime based smooth render without expansion joints or external beads or stops, and no coping stones.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policies HE1 and HE4 of the Brighton & Hove Local Plan.*

**BH2012/00276**

**9 Royal Crescent Brighton**

Removal of internal door and blocking up of opening (Part Retrospective).

**Applicant:** Mrs Judith Young

**Officer:** Sue Dubberley 293817

**Approved on 21/03/12 DELEGATED**

### **1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

### **2) UNI**

The doorcase, architraves and door must be re-fitted exactly to original details, and the blocking of the kitchen side carried out in a fully reversible manner, to allow the future opening up of the doorway should this become desirable.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policies HE1 and HE4 of the Brighton & Hove Local Plan.*

## **BH2012/00303**

### **22 St Lukes Road Brighton**

Certificate of Lawfulness for proposed loft conversion incorporating rooflights to front and dormer to rear.

**Applicant:** Mr Andrew Roberts

**Officer:** Pete Campbell 292359

**Approved on 30/03/12 DELEGATED**

## **BH2012/00307**

### **9 Royal Crescent Brighton**

Internal alterations including installation of new cupboards and bookshelves, removal and installation of new doors. External alterations including installation of new boiler flue and outside light. (part retrospective)

**Applicant:** Ms Judith Young

**Officer:** Sue Dubberley 293817

**Approved on 02/04/12 DELEGATED**

### **1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

## **ROTTINGDEAN COASTAL**

## **BH2011/01827**

### **Land to rear of 105 Marine Drive Rottingdean Brighton**

Erection of single storey 2 bed dwelling.

**Applicant:** HR Investments

**Officer:** Kate Brocklebank 292175

**Approved after Section 106 signed on 20/03/12 DELEGATED**

### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

### **2) BH02.01**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouse(s) other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

*Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and for this reason would wish to control any future development to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**3) BH02.08**

No development shall take place until a scheme for the storage of refuse and recycling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

*Reason: To ensure the provision of satisfactory facilities for the storage of refuse and to comply with policy QD27 of the Brighton & Hove Local Plan.*

**4) BH03.01**

No development shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.*

**5) BH04.01A**

Unless otherwise agreed in writing by the Local Planning Authority, the new dwelling[\*s\*] hereby permitted shall be constructed to Lifetime Homes standards prior to their first occupation and shall be retained as such thereafter.

*Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.*

**6) BH05.01B**

Unless otherwise agreed in writing by the Local Planning Authority, no residential development shall commence until:

- (a) evidence that the development is registered with an accreditation body under the Code for Sustainable Homes and a Design Stage/Interim Report showing that the development will achieve Code level 3 for all residential units have been submitted to the Local Planning Authority; and
- (b) a Design Stage/Interim Code for Sustainable Homes Certificate demonstrating that the development will achieve Code level 3 for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

**7) BH05.02B**

Unless otherwise agreed in writing by the Local Planning Authority, none of the residential units hereby approved shall be occupied until a Final/Post Construction Code Certificate issued by an accreditation body confirming that each residential unit built has achieved a Code for Sustainable Homes rating of Code level 3 has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

### **8) BH05.08A**

No development shall take place until a written Waste Minimisation Statement, in accordance with Supplementary Planning Document 03: Construction and Demolition Waste, confirming how demolition and construction waste will be recovered and reused on site or at other sites has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details.

*Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced and to comply with policies WLP11 of the East Sussex and Brighton & Hove Waste Local Plan and SU13 of the Brighton & Hove Local Plan and Supplementary Planning Document 03 Construction and Demolition Waste.*

### **9) BH05.10**

The hard surface hereby approved shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

*Reason: To reduce the risk of flooding and pollution and increase the level of sustainability of the development and to comply with policy SU4 of the Brighton & Hove Local Plan.*

### **10) BH06.02**

The development hereby permitted shall not be commenced until details of secure cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

### **11) BH08.01**

The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:

- (a) a desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice; and, unless otherwise agreed in writing by the Local Planning Authority,
  - (b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175:2001; and, unless otherwise agreed in writing by the Local Planning Authority,
  - (c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works.
- (ii) The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of (i) (c) above that any remediation scheme required and approved under the provisions of (i) (c) above has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:

- a) as built drawings of the implemented scheme;
- b) photographs of the remediation works in progress; and
- c) certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved

*Reason: To safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.*

#### **12) BH11.01**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, means of enclosure, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **13) BH11.02**

All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied.

*Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.*

#### **14) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. A.01, A.02, D.12 and D.14 received 23 June 2011, 101 received 21 November 2011, 11.D revision B received 21 October 2011, D10 revision C received 3 January 2012 and D.13 revision A received 26 January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

#### **15) UNI**

The window on the southern elevation shall not be glazed otherwise than with obscured glass and open inwards and thereafter permanently retained as such.

*Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD27 of the Brighton & Hove Local Plan.*

### **BH2011/03043**

#### **40 - 40A Bristol Gardens Brighton**

Application for Approval of Details Reserved by Conditions 3, 5, 6, 10, 11, 12, 14, 16, 17, 20, 21, 22, and 25 of application BH2010/03333.

**Applicant:** Cross Construction

**Officer:** Kate Brocklebank 292175

**Split Decision on 20/03/12 DELEGATED**

#### **1) UNI**

Approve the details pursuant to conditions 3, 5, 6, 10, 11, 14, 17, 20, 21, 22, and 25 subject to full compliance with the submitted details.



### **1) UNI**

Does Not Approve the details pursuant to conditions 12 and 16 for the following reasons:

1. The applicant has failed to submit a Design Stage Assessment Report and Certificate to demonstrate that the office accommodation will achieve a BREEAM rating of 'Very Good' as required by condition 12.
2. Condition 16 is phased and a validation report is required prior to the development being brought into use or occupied in order to satisfy the requirements of the condition.

### **BH2011/03187**

#### **43 Ainsworth Avenue Ovingdean Brighton**

Erection of two storey detached outbuilding and increased height of front boundary wall.

**Applicant:** Mr & Mrs G Payne

**Officer:** Liz Arnold 291709

**Refused on 04/04/12 DELEGATED**

### **1) UNI**

The proposed garage development, by virtue of its positioning forward of the common front building line to the west of the site, its design and height and the removal of the existing hedge located to the west of the development would result in the development appearing as an incongruous feature within the Ainsworth Avenue street scene and would have a detrimental impact upon the visual amenities of the surrounding area, failing to emphasise or enhance the positive qualities of the neighbourhood. The proposal is therefore contrary to policies QD1, QD2 and QD14 of the Brighton & Hove Local Plan.

### **2) UNI2**

The new front boundary wall, by virtue of its height, is out of keeping with the neighbouring front boundary treatments and as a result is of detriment to the visual amenities of the Ainsworth Avenue street scene, contrary to policy QD14 of the Brighton and Hove Local Plan.

### **BH2011/03293**

#### **12 Ainsworth Avenue Brighton**

Certificate of Lawfulness for proposed loft conversion incorporating hip to barn end rear extension with dormer, front rooflight and side dormers with rear rooflights.

**Applicant:** Mr Christopher Curtis

**Officer:** Louise Kent 292198

**Approved on 04/04/12 DELEGATED**

### **BH2011/03339**

#### **21 Chichester Drive West Saltdean Brighton**

Erection of 2no storey rear extension and addition of rear dormer to existing loft conversion.

**Applicant:** Mr Michael Burnage

**Officer:** Anthony Foster 294495

**Refused on 28/03/12 DELEGATED**

### **1) UNI**

The proposed two-storey rear extension, by virtue of its extended area of flat roof forms an incongruous addition of poor design which does not relate well to the existing property to the detriment of the character and appearance of the existing building. As such the proposal is contrary to policies QD1 and QD14 of the Brighton & Hove Local Plan.

## **2) UNI2**

The proposed rear dormer, by virtue of its size, positioning and inappropriate design forms an incongruous addition, detrimental to the appearance of the building, the visual amenities enjoyed by neighbouring properties and the surrounding conservation area. The development is therefore contrary to policies QD1, QD2, and QD14 of the Brighton & Hove Local Plan and to Supplementary Planning Guidance Note SPGBH1: Roof Alterations and Extensions.

### **BH2011/03722**

#### **9 Lewes Crescent Brighton**

Installation of rooflight to rear and internal alterations to layout of flat.

**Applicant:** Miss Caroline Gration

**Officer:** Helen Hobbs 293335

**Approved on 04/04/12 DELEGATED**

#### **1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

### **BH2011/03949**

#### **105 Marine Drive Rottingdean Brighton**

Application for Approval of Details Reserved by Conditions 14 and 15 of application BH2010/03444.

**Applicant:** HR Investments

**Officer:** Kate Brocklebank 292175

**Split Decision on 20/03/12 DELEGATED**

#### **1) UNI**

Approve the details pursuant to conditions 14 subject to full compliance with the submitted details

#### **1) UNI**

Does Not Approve the details pursuant to condition 15 for the following reason:

1. An EcoHomes Design Stage Certificate and Post Construction Review Certificate confirming that the development has achieved an EcoHomes rating is required to agreed the details reserved by this condition; neither were submitted.

### **BH2012/00058**

#### **27 Falmer Road Rottingdean Brighton**

Erection of single storey side extension, new boundary wall & gates to front of property and installation of rooflights to side elevations.

**Applicant:** Mr Stephen Calaghan

**Officer:** Anthony Foster 294495

**Approved on 22/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of*

*the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 01, 02B, 03B, 06A, 07B, 08B, 09B, 11, 13, received on 11 January 2012 and drawings no. 04B, 05B received on 19 January 2012

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00086**

**68-70 High Street Brighton**

Application for Approval of Details Reserved by Conditions 12, 16, 18, 20 (i) and 21 of application BH2011/01773.

**Applicant:** Novus Property

**Officer:** Liz Arnold 291709

**Approved on 20/03/12 DELEGATED**

**BH2012/00115**

**The Nook Ovingdean Road Ovingdean Brighton**

Replacement of existing timber framed single glazed windows with new timber framed single glazed units.

**Applicant:** Mr Steven Warriner

**Officer:** Chris Swain 292178

**Approved on 20/03/12 DELEGATED**

**1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

**BH2012/00171**

**122 Longhill Road Ovingdean Brighton**

Extension at first floor level with associated roof extension incorporating new gable end and rooflights to side and rear elevations. Balcony with glazed balustrade to front elevation.

**Applicant:** Mr & Mrs Bailey

**Officer:** Anthony Foster 294495

**Approved on 21/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. D.01, D.02, D.03, D.04, D.05, D.06 received on 23 January 2012

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00179**

**65 High Street Rottingdean Brighton**

External redecoration and display of non-illuminated text signs and amenity signs.

**Applicant:** Greene King Ltd

**Officer:** Chris Swain 292178

**Approved on 27/03/12 DELEGATED**

**1) BH01.05**

The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

*Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

**2) UNI**

The rendered part of the south elevation that rises above the roofline of the adjoining building to the south shall be painted to match the rendered elevation below.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

**3) UNI**

All repainting shall be undertaken with a smooth, masonry paint and retained as such thereafter. To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.

**4) UNI**

Notwithstanding the details shown on drawing 92249PLv01-1 the black board to the centrally located door shall be removed and the door retained as such thereafter.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

**BH2012/00240**

**65 High Street Rottingdean Brighton**

Display of 4no non-illuminated text signs and 2no non-illuminated amenity signs.

**Applicant:** Greene King Ltd

**Officer:** Chris Swain 292178

**Approved on 27/03/12 DELEGATED**

**1) BH10.01**

This consent shall expire 5 years from the date of this notice whereupon the signage shall be removed and any damage repaired unless further consent to display has been given by the Local Planning Authority.

*Reason: To accord with Regulation 14(7) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of amenity and public safety.*

**2) BH10.02**

Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of visual amenity.*

**3) BH10.03**

Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of public safety.*

#### **4) BH10.04**

Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and for the purposes of public safety and visual amenity.*

#### **5) BH10.05**

No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.*

#### **6) BH10.06**

No advertisement shall be sited or displayed so as to-

- (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
- (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

*Reason: To accord with Regulation 14(1) of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.*

#### **7) BH10.07**

The illumination of the advertisement shall be non-intermittent.

*Reason: To safeguard the appearance and character of the area in accordance with policy QD12 of the Brighton & Hove Local Plan.*

#### **8) UNI**

Notwithstanding the details shown on drawing 92249PLv01-1 the black board to the centrally located door shall be removed and the door retained as such thereafter.

*Reason: To preserve the appearance and character of the listed building and to accord with policy HE9 of the Brighton & Hove Local Plan.*

### **BH2012/00279**

#### **45 Tumulus Road Saltdean Brighton**

Loft conversion incorporating hip to gable side roof extensions, front rooflights and rear dormer.

**Applicant:** Mr Tester

**Officer:** Jonathan Puplett 292525

**Approved on 21/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH02.04**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer window, rooflight or door other than those expressly authorised by this permission shall be constructed without planning permission obtained from the Local Planning Authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

### **3) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

### **4) UNI**

The development hereby permitted shall be carried out in accordance with drawing nos. 1400/1513 and 1526B received on the 2nd of February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00335**

### **Longhill Secondary School Falmer Road Rottingdean Brighton**

Installation of boiler ducting to North elevation of block 3.

**Applicant:** Brighton & Hove City Council

**Officer:** Wayne Nee 292132

**Approved on 04/04/12 DELEGATED**

### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

### **2) UNI**

Unless otherwise agreed in writing, no development shall commence until a scheme for the suitable treatment of the ducting/flue against the transmission of sound and/or vibration has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

*Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.*

### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing nos. A-300A, A-301A, A-302A and A-001A received on 07 February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00708**

### **4 Roedean Crescent Brighton**

Non Material Amendment to BH2010/00695 to omit juliet style balconies to first floor windows at the rear and replace with normal windows.

**Applicant:** Mr Pell

**Officer:** Louise Kent 292198

**Approved on 04/04/12 DELEGATED**

## **BH2012/00716**

### **7 Roedean Way Brighton**

Certificate of lawfulness for a rear dormer roof extension and rooflights on the front and rear roof slopes (retrospective).

**Applicant:** Mrs Louise Thomas

**Officer:** Chris Swain 292178

**Approved on 21/03/12 DELEGATED**

## **WOODINGDEAN**

### **BH2012/00175**

#### **Woodingdean Bowls Club Central Park Woodingdean Brighton**

Erection of wooden shed and greenhouse on concrete base.

**Applicant:** Woodingdean Bowls Club

**Officer:** Jonathan Puplett 292525

**Approved on 21/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

The development hereby permitted shall be carried out in accordance with the location plan block plan and statement received on the 23rd of January 2012 and the drawings received on the 1st and 2nd of February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BRUNSWICK AND ADELAIDE**

### **BH2011/03767**

#### **70B Lansdowne Place Hove**

Installation of galvanised steel handrail to entrance steps (retrospective).

**Applicant:** Mr David Harrop

**Officer:** Christopher Wright 292097

**Approved on 23/03/12 DELEGATED**

### **BH2011/03768**

#### **70B Lansdowne Place Hove**

Installation of galvanised steel handrail to entrance steps (Retrospective).

**Applicant:** Mr David Harrop

**Officer:** Christopher Wright 292097

**Approved on 22/03/12 DELEGATED**

#### **1) UNI**

The railing shown on the approved plans shall be painted black and shall be retained as such thereafter.

*Reason: To ensure the satisfactory preservation of this listed building and to comply with policy HE1 of the Brighton & Hove Local Plan.*

### **BH2012/00182**

#### **37 First Avenue Hove**

Erection of timber and metal shelter in rear garden.

**Applicant:** Golden Lion Group

**Officer:** Adrian Smith 290478

**Refused on 28/03/12 DELEGATED**

#### **1) UNI**

Policies QD1, QD14 and HE6 of the Brighton & Hove Local Plan require that all extensions and alterations within conservation areas are well designed, sited and detailed reflecting the scale, character or appearance of the area, including the retention of gardens and spaces between buildings which contribute to the character or appearance of the area. The proposed shelter, by virtue of its overall scale and excessive garden coverage, represents an overdevelopment of the site that would harm the open garden character of the site and surrounding area, and the character and appearance of the Avenues conservation area, contrary to the



above policies.

**2) UNI2**

Policies QD27 and SU10 of the Brighton & Hove Local Plan states that planning permission for any development will not be granted where it would cause loss of amenity to adjacent residents and occupiers by way of, amongst others, noise disturbance. The proposed garden shelter would result in the intensification of use of the garden resulting in the greater potential for year-round noise disturbance from drinking and socialising, to the detriment of the amenities of adjacent residents, contrary to the above policies

**BH2012/00238**

**Flat 1 4-5 Palmeira Square Hove**

Internal alterations to bathroom and wc to create en suite to bedroom. Installation of extractor grille and patio doors to replace existing window to rear elevation.

**Applicant:** Ms Susie de Castilho

**Officer:** Robert McNicol 292322

**Refused on 02/04/12 DELEGATED**

**1) UNI**

The proposal to replace the rear window with patio doors is considered to have an adverse effect on the architectural and historic character and appearance of the building, and is therefore contrary to policy HE1 of the Local Plan and the guidance contained in SPD09 Architectural Features.

**CENTRAL HOVE**

**BH2012/00130**

**Flat 1 23 Hova Villas Hove**

Replacement of existing timber windows with UPVC windows to rear elevation (Retrospective).

**Applicant:** Ms Heather Robinson

**Officer:** Mark Thomas 292336

**Approved - no conditions on 02/04/12 DELEGATED**

**BH2012/00309**

**Oliver House 5-7 Fourth Avenue Hove**

Replacement of existing single glazed timber casement windows to all flats and communal stairwell with new PVCU double glazed tilt and turn casement windows.

**Applicant:** Southern Housing Group

**Officer:** Robert McNicol 292322

**Approved on 21/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no.3-0321-2 and product specification received on 06-Feb-2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00316**

**181 Church Road Hove**

Application for approval of details by conditions 5 & 6 of application BH2011/00480.

**Applicant:** K C & J C Patel

**Officer:** Mark Thomas 292336

**Refused on 02/04/12 DELEGATED**

**1) UNI**

The site contamination study submitted in relation to condition 6 is insufficiently detailed and as such is not considered to represent a robust assessment.

**2) UNI2**

Inconsistent plans have been submitted with regards the proposed bin/ bicycle store. The submitted elevational drawing indicates a 'stable' style single door, whilst the floor plans show double doors differently positioned. The provision of a single 'stable' door as proposed on the submitted elevational drawing is not considered to provide adequate access to the storage area proposed. A double door configuration would be more appropriate in this regard, although in the absence of an elevational drawing to demonstrate the height and design of the proposed doors it has not been possible to assess the visual impact of such a proposal on the host property or the wider Old Hove conservation area.

**GOLDSMID**

**BH2011/03387**

**5 York Court 2 Nizells Avenue Hove**

Replacement of existing steel framed windows and balcony doors with new aluminium units.

**Applicant:** Mrs Debra Burdis

**Officer:** Robert McNicol 292322

**Approved on 20/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved product quotation reference k1264 received on 16-Jan-2012 and identifying photographs received on 26-Jan-2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2011/03603**

**12 Cambridge Grove Hove**

Conversion of existing house to form 2no three bedroom houses with associated alterations including loft conversion incorporating rooflights to front and rear roof slopes and alterations to fenestration.

**Applicant:** Mrs Kennington

**Officer:** Guy Everest 293334

**Approved on 15/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

## **2) UNI**

The development hereby permitted shall not be occupied until refuse and recycling storage facilities and secure cycle parking facilities have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

*Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.*

## **3) UNI**

Any new or replacement rainwater goods, soil and other waste pipes shall be in cast iron and painted to match the colour of the background walls.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

## **4) UNI**

No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevation fronting a highway.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

## **5) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 1310/1338 received on 24th November 2011; and approved drawings no. 1310/1505B, 1310/1532A & 1310/1533A received on 13th January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **6) UNI**

The rooflights hereby approved shall have steel or cast metal frames fitted flush with the adjoining roof surface and shall not project above the plane of the roof.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

## **BH2012/00026**

### **73B Denmark Villas Hove**

Replacement of existing timber sash and casement windows and painted timber doors with painted timber doors at basement level.

**Applicant:** Ms Janet Gordon

**Officer:** Adrian Smith 290478

**Approved on 03/04/12 DELEGATED**

### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

### **2) UNI**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing nos. 432(PL)1a, 432(PL)2a & 432(PL)3 received on the 16th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00041**

**4 Wilbury Gardens Hove**

Demolition of existing rear garage to facilitate the erection of a single storey side and rear extension with associated external alterations.

**Applicant:** Mr Dan Chester

**Officer:** Adrian Smith 290478

**Refused on 20/03/12 DELEGATED**

**1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended and adjoining properties. The proposed rear extension, by virtue of its scale, form, and massing across the entire width of the site, represents an excessive and dominant building form to the rear of the property that, in conjunction with the existing large extensions, would serve to sequentially overdevelop the site in a harmful manner, contrary to the above policy.

**BH2012/00122**

**47 Coniston Court Holland Road Hove**

Replacement of existing timber windows and balcony door with new PVCU double glazed units.

**Applicant:** Miss Claire Hillier

**Officer:** Mark Thomas 292336

**Approved on 02/04/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved floor plan and window brochure received on 17th January 2012, and window specification document and annotated photos received on 6th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00268**

**45 Cromwell Road Hove**

Removal of existing timber framed window and installation of timber framed door to front elevation at basement level.

**Applicant:** The Montessori Place

**Officer:** Robert McNicol 292322

**Refused on 04/04/12 DELEGATED**

**1) UNI**

The proposal is considered to have an adverse impact on the character and appearance of the Conservation Area and is not considered to be well designed and detailed in relation to the recipient property. It is therefore contrary to policies QD14 and HE6 of the Brighton & Hove Local Plan and advice contained in the council's supplementary Planning Document SPD09- Architectural Features.

**BH2012/00326**

**9 Oxford Mews Hove**

Conversion of integral garage into habitable room and installation of part glazed screen.

**Applicant:** Mr Patrick Sullivan

**Officer:** Mark Thomas 292336

**Approved on 20/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 10010/11.001A, 10010/13.001A received on 6th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00410**

**Flat 3 60 The Drive Hove**

Internal alterations to layout of flat.

**Applicant:** Byrgreen Properties Ltd

**Officer:** Robert McNicol 292322

**Refused on 04/04/12 DELEGATED**

**1) UNI**

The subdivision of a principal front room does not respect the scale and design of the Grade II Listed Building and would have an adverse impact on its historic and architectural character. It is therefore contrary to policy HE1 of the Local Plan and SPGBH11 Listed Building Interiors.

**HANGLETON & KNOLL**

**BH2012/00261**

**52 Holmes Avenue Hove**

Certificate of Lawfulness for proposed single storey rear extension, loft conversion, installation of two tiered dormer to side elevation and associated alterations.

**Applicant:** Sue Salvage

**Officer:** Mark Thomas 292336

**Approved on 15/03/12 DELEGATED**

**BH2012/00304**

**7 Elm Drive Hove**

Erection of single storey rear infill extension.

**Applicant:** Mrs Ellie Wyatt

**Officer:** Mark Thomas 292336

**Refused on 20/03/12 DELEGATED**

**1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended, adjoining properties and to the surrounding area. The proposed extension by virtue of its excessive scale, bulk, protrusion and utilisation of a flat roof represents an uncharacteristic and incongruous addition which would appear 'tacked on', and would significantly detract from the character and appearance of the recipient property. The proposal is therefore contrary to the above policy.

**BH2012/00337**

**19 Meads Avenue Hove**

Erection of a single storey side extension.

**Applicant:** Ms Forknall

**Officer:** Helen Hobbs 293335

**Approved on 04/04/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) BH14.02**

No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

*Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with policy HE12 of the Brighton & Hove Local Plan.*

**4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 1 and site plan received on 7th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00370**

**38 Summerdale Road Hove**

Erection of single storey side extension

**Applicant:** Miss Jo Mildyn

**Officer:** Mark Thomas 292336

**Refused on 03/04/12 DELEGATED**

**1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended, adjoining properties and to the surrounding area. The proposed extension by virtue of its excessive scale, bulk and projection represents an uncharacteristic and incongruous addition which would significantly detract from the character and appearance of the recipient property. The proposal is therefore contrary to the above policy.

**BH2012/00371**

**38 Summerdale Road Hove**

Erection of single storey rear extension

**Applicant:** Miss Jo Mildyn

**Officer:** Mark Thomas 292336

**Refused on 03/04/12 DELEGATED**

**1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended, adjoining properties and to the surrounding area. The proposed extension by virtue of its excessive scale, bulk and projection represents an uncharacteristic and incongruous addition which would appear 'tacked on', significantly detracting from the character and appearance of the recipient property. The proposal is therefore contrary to the above policy.

**BH2012/00407**

**38 Summerdale Road Hove**

Certificate of Lawfulness for a proposed loft conversion incorporating hip to gable roof extension, rear dormer and front rooflights.

**Applicant:** Ms Jo Mildyn

**Officer:** Mark Thomas 292336

**Refused on 04/04/12 DELEGATED**

**NORTH PORTSLADE**

**BH2012/00092**

**30 Mile Oak Gardens Portslade**

Certificate of Lawfulness for proposed loft conversion incorporating dormer extension to both side and rear elevations and rooflight to front elevation. Conversion of garage into habitable room.

**Applicant:** Ms T Livermore

**Officer:** Jason Hawkes 292153

**Approved on 20/03/12 DELEGATED**

**BH2012/00256**

**Foredown Tower Visitor & Learning Centre Foredown Road Portslade**

Replacement of existing single glazed crittall windows with double glazed metal windows.

**Applicant:** Portslade Adult Learning CIC

**Officer:** Mark Thomas 292336

**Refused on 03/04/12 DELEGATED**

**1) UNI**

Policy HE10 of the Brighton & Hove Plan states in relation to buildings of local interest that, whilst not enjoying the full protection of statutory listing, the design and the materials used in proposals affecting these buildings should be of a high standard compatible with the character of the building. Policy QD14 states that extensions or alterations to existing buildings should be well designed, sited and detailed in relation to the recipient property, adjoining properties and the surrounding area. The existing slender framed metal windows are an important and attractive historical feature of the building. The proposal to replace these windows with aluminium framed windows which would be bulkier and alter the glazing pattern of the existing would be detrimental to the character and appearance of the existing building. The correct approach would be to investigate the retention and refurbishment of the existing windows. If this is not possible this would need to be justified in an application, and replacement steel units should



be considered. For the reasons outlined, it is considered that the proposed development would be contrary to policies QD14 and HE10 of the Brighton & Hove Local Plan.

## **SOUTH PORTSLADE**

### **BH2011/03496**

#### **9 - 10 Carlton Terrace Portslade**

Roof conversion to create 1no bedsit dwelling incorporating front and rear dormers.

**Applicant:** Mr Vince Petraca

**Officer:** Mark Thomas 292336

**Approved on 20/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH04.01A**

Unless otherwise agreed in writing by the Local Planning Authority, the new dwelling[\*s\*] hereby permitted shall be constructed to Lifetime Homes standards prior to their first occupation and shall be retained as such thereafter.

*Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.*

#### **3) BH05.09A**

The development hereby permitted shall not be commenced until details of sustainability measures have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials in accordance with Supplementary Planning Document SPD08 Sustainable Building Design. The development shall be carried out in strict accordance with the approved details.

*Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.*

#### **4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 01 received on 15th November 2011.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **BH2012/00347**

#### **14 Benfield Way Portslade**

Installation of rooflights to side elevations (Part Retrospective).

**Applicant:** Mr D O'Sullivan

**Officer:** Robert McNicol 292322

**Approved on 03/04/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 04/1201529. 06/1201529 and 07/1201529 received on 8

February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **HOVE PARK**

### **BH2011/03258**

#### **Land at City Park Orchard Road Hove**

Erection of 6no two bedroom houses with associated landscaping and cycle spaces.

**Applicant:** Mr Tim Harding

**Officer:** Jason Hawkes 292153

#### **Refused on 20/03/12 DELEGATED**

##### **1) UNI**

The proposed development, by virtue of its design and materials relates poorly to the adjacent properties and proposed dwellings would stand out in the street scene as inappropriate and incongruous additions. The proposal would look out of character with the existing development in the area and is contrary to policies QD1, QD2, QD3 and HO4 of the Brighton & Hove Local Plan which seek to ensure that new developments emphasise and enhance the positive qualities of the local neighbourhood.

##### **2) UNI2**

The development makes inadequate provision for the increase in demand for travel and will result in additional demand for travel services. The scheme is therefore contrary to policy TR1 of the Brighton & Hove Local Plan requires that development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling.

### **BH2011/03629**

#### **21 Dyke Road Avenue Hove**

Erection of porch extension of front, single storey side and rear extension and balcony area above existing rear conservatory.

**Applicant:** Mr L Cadell-Smith

**Officer:** Mark Thomas 292336

#### **Approved on 21/03/12 PLANNING COMMITTEE**

##### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

##### **2) BH14.02**

No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

*Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with policy HE12 of the Brighton & Hove Local Plan.*

### **3) UNI**

No development shall take place until full details of the proposed balcony balustrade and screening have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the balcony shall not be brought into use until the approved screening has been installed in its entirety.

*Reason: To ensure a satisfactory appearance to the development, to protect adjoining properties from overlooking, and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

### **4) UNI**

There is a Beech tree within the garden of no. 23 Dyke Road Avenue adjacent the shared boundary with the application property which would be approximately 3m from the proposed extension. Any roots of this tree within the rear garden of the application property shall be protected to BS 5837 (2005) Trees in Relation to Construction as far as is practicable. No development shall commence until an Arboricultural Method Statement is submitted to and approved in writing by the Local Planning Authority. The approved method of tree protection shall be implemented prior to commencement of works on site and retained until the completion of the development hereby permitted.

*Reason: To afford adequate protection to a tree in the interest of the visual amenities of the area and to comply with policy QD16 of the Brighton & Hove Local Plan.*

### **5) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 2 received on 28th November 2011.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **6) UNI**

The external finishes of the extension hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

## **BH2012/00169**

### **29 Cobton Drive Hove**

Erection of a single storey rear extension to replace existing conservatory.

**Applicant:** Mr B Patel

**Officer:** Mark Thomas 292336

**Refused on 15/03/12 DELEGATED**

### **1) UNI**

Policy QD14 of the Brighton & Hove Local Plan requires that all extensions and alterations are well designed, sited and detailed in relation to the property to be extended, adjoining properties and to the surrounding area. The proposed extension by virtue of its excessive scale, bulk and projection represents an uncharacteristic and incongruous addition which would significantly detract from the character and appearance of the recipient property. The proposal is therefore contrary to the above policy.

## **BH2012/00187**

### **47 King George VI Drive Hove**

Certificate of Lawfulness for proposed erection of rear conservatory extension and out-building in rear garden.

**Applicant:** Mr & Mrs Bailey

**Officer:** Christopher Wright 292097

**Approved on 20/03/12 DELEGATED**

**BH2012/00188**

**47 King George VI Drive Hove**

Erection of entrance porch to front elevation.

**Applicant:** Mr & Mrs Bailey

**Officer:** Christopher Wright 292097

**Approved on 20/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 1420/1544 received on 24 January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00189**

**4 Sandringham Close Hove**

Erection of two storey rear extension patio and alterations.

**Applicant:** Mr Sharifi

**Officer:** Robert McNicol 292322

**Approved on 20/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH02.09**

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

*Reason: In order to protect adjoining properties from overlooking and noise disturbance and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawing no. 1163/1521C received on 15 March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00190**

**4 Sandringham Close Hove**

Certificate of Lawfulness for a proposed loft conversion incorporating hip to barn hip roof extension, rear dormer and rooflights.

**Applicant:** Mr Sharifi

**Officer:** Robert McNicol 292322

**Approved on 20/03/12 DELEGATED**

## **BH2012/00206**

### **85 Woodland Drive Hove**

Certificate of Lawfulness for proposed single storey rear extension and boundary wall to south elevation.

**Applicant:** Mr Paul Girgis

**Officer:** Jason Hawkes 292153

**Split Decision on 20/03/12 DELEGATED**

#### **1) UNI**

Grant a lawful development certificate for a proposed boundary wall to the south elevation.

The development is permitted under Schedule 2, Part 1, Class A and Part 2, Class A of the Town & Country Planning (General Permitted Development) Order 1995, as amended.

#### **1) UNI**

Development is not permitted by Class A.1(h), Schedule 2, Part 1 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, which relates to the enlargement, improvement or other alteration of a dwellinghouse, where the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse and would have a width greater than half the width of the original dwellinghouse. The original dwellinghouse has already been extended with a two-storey side extension. The scheme is to the side of this existing addition. The scheme results in an addition which, together with the existing extension, would be more than half the width of the original dwellinghouse. The proposal is therefore contrary to the above.

## **BH2012/00219**

### **45 Elizabeth Avenue Hove**

Demolition of existing garage and erection of single storey habitable outbuilding with pitched roof.

**Applicant:** Mr Nick Taggart

**Officer:** Steven Lewis 290480

**Approved on 20/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

#### **3) BH14.02**

No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local

Planning Authority.

*Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with policy HE12 of the Brighton & Hove Local Plan.*

**4) UNI**

The extension hereby permitted shall be used solely as ancillary accommodation in connection with the enjoyment of the main property as a single dwellinghouse and it shall at no time be occupied as a separate unit of accommodation.

*Reason: In order to protect the amenities of adjacent properties and in accordance with policy QD27 of the Brighton & Hove Local Plan.*

**5) UNI**

No development shall commence on site until a scheme for the landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. At least 2 trees should be planted to replace those that are to be lost. The landscaping scheme shall include details of planting plans, written specifications, schedules of plants noting species, plant sizes and proposed numbers/densities and an implementation programme.

*Reason: To ensure appropriate landscaping and in the interests of the visual amenity of the area and to accord with policies QD1, QD14, QD15 and QD16 of the Brighton & Hove Local Plan.*

**6) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension, alteration or means of enclosure other than those expressly authorised by this permission, upon or relating to the outbuilding hereby permitted without first obtaining planning permission from the local planning authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**7) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer window, rooflight or door, other than those expressly authorised by this permission, shall be constructed in the walls or roof of the outbuilding hereby permitted without first obtaining planning permission from the local planning authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**8) UNI**

No development shall commence until full details of existing and proposed ground levels within the site and on land adjoining the site to OS Datum, by means of spot heights and cross-sections, proposed siting and finished floor levels of the outbuilding, have been submitted to and approved by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved level details.

*Reason: To ensure a satisfactory appearance to the development and to protect the amenity of surrounding neighbours in accordance with policies QD1, QD2, and QD27 of the Brighton & Hove Local Plan.*

**9) UNI**

The development hereby permitted shall be carried out in accordance with the approved unnamed drawings no. 100, 101, 102, 103, 104A, 105A & 106A received on 09/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00272**

**Flat 1, 13 Leighton Road Hove**

Erection of a single storey rear extension with associated external alterations.  
(Part retrospective).

**Applicant:** Ms Helen Dewhurst

**Officer:** Steven Lewis 290480

**Approved on 03/04/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer window, rooflight or door, other than those expressly authorised by this permission, shall be constructed in the walls or roof of the extension hereby permitted without first obtaining planning permission from the local planning authority.

*Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

**4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 102, 103, 104, 200, 300, 301, 302, 400 & 500 received on 02/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00807**

**109 Old Shoreham Road Hove**

Non Material Amendment to BH2011/03192 to the addition of two lantern type roof windows in flat roof over extension.

**Applicant:** Mr Alistair Sinclair

**Officer:** Steven Lewis 290480

**Approved on 03/04/12 DELEGATED**

**WESTBOURNE**

**BH2012/00230**

**22-24 Sackville Gardens Hove**

Erection of single storey rear extension.

**Applicant:** The Priory Group

**Officer:** Jason Hawkes 292153

**Approved on 21/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*



## **2) BH02.09**

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

*Reason: In order to protect adjoining properties from overlooking and noise disturbance and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

## **3) BH12.02**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan.*

## **4) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 1214/01 & 02 received on the 27th January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00314**

### **20-22 Pembroke Avenue Hove**

Alterations to elevations including raising of rear flat roofs with installation of rooflights to side and rear and new and replacement windows and doors.

**Applicant:** Mr Tony Milonas

**Officer:** Guy Everest 293334

**Approved on 21/03/12 DELEGATED**

## **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

## **2) UNI**

Access to the flat roof over the ground floor extension to 20 and 22 Pembroke Avenue shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

*Reason: In order to protect adjoining properties from overlooking and noise disturbance and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.*

## **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved drawings no. 341/P1, 341/P2, 341/P3, 341/P4, 341/P6 & 341/P7 received on 6th February 2012; approved drawing no. 341/P8 received on 29th February 2012; and approved drawing no. 341/P5A received on 1st March 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

## **BH2012/00426**

### **First and Second Floor Flat 16 Westbourne Gardens Hove**

Conversion of roofspace over existing rear extension into a conservatory and roof terrace.

**Applicant:** Mr Michael Freeman

**Officer:** Robert McNicol 292322

**Refused on 04/04/12 DELEGATED**

## **1) UNI**

The proposal will cause an increased sense of overlooking and overbearing to neighbouring residents and will result in a loss of privacy and a likely increase in noise disturbance for the neighbouring residents, contrary to policies QD14 and QD27 of the Brighton & Hove Local Plan. Furthermore, the proposal is poorly

designed and sited in relation to the recipient property and does not respect the character of the area, contrary to policy QD14.

**BH2012/00429**

**11 Braemore Road Hove**

Single storey rear extension

**Applicant:** Mr Price

**Officer:** Helen Hobbs 293335

**Approved on 21/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) BH14.02**

No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

*Reason: In order to provide a reasonable opportunity to record the history of the site and to comply with policy HE12 of the Brighton & Hove Local Plan.*

**4) UNI**

The development hereby permitted shall be carried out in accordance with drawing nos. ADC434/02, 03 rev A, 04 rev A, 05 rev B, BP rev A and LP received on 15th February 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**WISH**

**BH2011/00368**

**Land Rear Of 8 - 16 St Leonards Road Hove**

Application for Approval of Details Reserved by Condition 9 and 10 of application BH2009/01365.

**Applicant:** Rosemar Developments Ltd

**Officer:** Jason Hawkes 292153

**Approved on 20/03/12 DELEGATED**

**BH2011/02835**

**331 Kingsway Hove**

Application for Approval of Details Reserved by Condition 25 of application BH2011/00227.

**Applicant:** Denne Construction Limited

**Officer:** Clare Simpson 292454

**Approved on 20/03/12 DELEGATED**

**BH2011/03748**

**158 St Leonards Avenue Hove**

Certificate of Lawfulness for proposed single storey rear extension and loft conversion incorporating front rooflights and rear dormers.

**Applicant:** Mr Paul Nicholson

**Officer:** Mark Thomas 292336

**Approved on 20/03/12 DELEGATED**

**BH2011/03894**

**Land Adjoining 89 Payne Avenue Hove**

Demolition of existing outbuilding and erection of two bedroom house.

**Applicant:** Rogan Investments

**Officer:** Mark Thomas 292336

**Refused on 15/03/12 DELEGATED**

**1) UNI**

Policies QD1, QD2 and QD3 of the Brighton & Hove Local Plan seek to ensure the efficient and effective use of sites with developments that demonstrate a high standard of design taking into account the height, scale, and bulk of existing buildings. The proposed building, by virtue of its height, scale, and detailing, would not relate well to neighbouring properties or the wider area. The dwelling would appear as a cramped form of development and an incongruous addition to the street scene. It would be an overdevelopment of the site thereby detracting from the character and appearance of the area, contrary to the aforementioned planning policies.

**2) UNI2**

Policy QD27 of the Brighton & Hove Local Plan states that development will only be granted planning permission if the proposed development would not result in significant loss of amenity to neighbouring properties. The proposed dwelling by virtue of its bulk, height, positioning, and proximity to the neighbouring boundary represents an overbearing development for users of the school at no. 87 Payne Avenue, which would result in significant overshadowing, increased sense of enclosure and loss of outlook. As such the proposed development is considered to be contrary to the aforementioned planning policy.

**3) UNI3**

Policy QD27 of the Brighton & Hove Local Plan states that development will only be granted planning permission if the proposed development would not result in significant loss of amenity to neighbouring properties. The proposed development would involve the blocking up of all ground floor side (east) windows at no. 89 Payne Avenue. The result would be that the rear room of this property would not have any direct light source. Further, the proposed dwelling would rise above and be in close proximity to a first floor window, being the sole light source to an existing bedroom, at no. 89 Payne Avenue. The result would be a significant increased sense of enclosure, overshadowing and loss of outlook to this window. For the reasons outlined, the proposed development would have a significantly detrimental impact on the amenity of no. 89 Payne Avenue, contrary to the aforementioned policy.

#### **4) UNI4**

Policy QD27 of the Brighton & Hove Local Plan requires that new residential development provides suitable living conditions for future occupiers. The PPG24 noise assessment submitted in relation to the railway lines to the rear of the site is not considered to represent an accurate or robust assessment. On the basis of the submitted information the Local Planning Authority is not satisfied that the site would fall into Noise Exposure Category B (NEC B) as concluded within the submitted report, and as such the conclusions drawn and mitigation measures proposed would not sufficiently address the level of noise associated with the railway lines and train movements to the rear of the site. For the reasons outlined the proposed development would not provide for an acceptable level of living accommodations for future occupiers, contrary to the aforementioned policy.

#### **5) UNI5**

Policy TR14 states that proposals for new development should provide for facilities for cyclists. Cycle parking should be provided which is secure, well lit, convenient and at ground level close to the main entrance of the premises. Whilst cycle parking has been proposed within the rear garden, the provision is not considered to be readily accessible. The proposed cycle parking is considered inappropriately situated and, as such, the proposed development is contrary to the aforementioned policies.

#### **6) UNI6**

Planning policy SU2 seeks the efficient use of energy, water and materials in development. Supplementary Planning Document (SPD) 08: Sustainable Building Design states that development on Greenfield land (which would include garden space) should achieve Code for Sustainable Homes Level 5. Whilst the submission states that the development would achieve Code Level 5, and despite inconsistencies between submitted documents/drawings, it is unlikely that this level could be achieved without significant changes to the scheme as submitted for consideration. For the reasons outlined the proposed development would be contrary to the aforementioned policy and supplementary documentation.

### **BH2012/00061**

#### **Ground Floor Flat 25 Welbeck Avenue Hove**

Erection of single storey rear infill extension.

**Applicant:** Mr Seroj Janiyan

**Officer:** Christopher Wright 292097

**Approved on 23/03/12 DELEGATED**

#### **1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

#### **2) BH03.03**

The external finishes of the development hereby permitted shall match in material, colour, style, bonding and texture those of the existing building.

*Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area and to comply with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

#### **3) UNI**

The development hereby permitted shall be carried out in accordance with the approved location plan; block plan; and drawing nos. 01 and 02B received on 11 January 2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00233**

**56 Brittany Road Hove**

Certificate of Lawfulness for a proposed single storey rear extension and roof conversion incorporating hip to gable extension and rear dormer.

**Applicant:** Mr Danny Wilson

**Officer:** Mark Thomas 292336

**Split Decision on 15/03/12 DELEGATED**

**BH2012/00271**

**11 Welbeck Avenue Hove**

Certificate of Lawfulness for a proposed loft conversion incorporating hip to gable roof extension, rear dormer and rooflights to front roof slope with associated alterations to side elevation windows.

**Applicant:** Mrs Sarah Hall

**Officer:** Helen Hobbs 293335

**Approved on 02/04/12 DELEGATED**

**BH2012/00313**

**West Hove Junior School Portland Road Hove**

Replacement of existing timber cladding to East & West elevations of classroom extension block with weatherboard cladding.

**Applicant:** Brighton & Hove City Council

**Officer:** Steven Lewis 290480

**Approved on 20/03/12 DELEGATED**

**1) BH01.01**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.*

**2) UNI**

The external finishes of the development hereby permitted shall be faced in Dark Oak colour wood stain Cedral Weatherboarding to match the existing southern elevation and shall thereafter be retained.

*Reason: In the interests of the appearance of the building and the visual amenity of the area, to accord with policies QD1 and QD14 of the Brighton & Hove Local Plan.*

**3) UNI**

The development hereby permitted shall be carried out in accordance with the approved Cedral Weatherboard Technical Brochure, NPS Group drawings nos. SUB11-3092 A-200 Rev A, SUB11-3092 A-201 Rev A, SUB11-3092 A-400 Rev A & SUB11-3092 A-401 Rev A received on 06/02/2012.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

**BH2012/00317**

**25 Wish Road Hove**

Certificate of Lawfulness for proposed loft conversion incorporating hip to barn end roof extension, rear dormers and front rooflights.

**Applicant:** Mrs Garraway

**Officer:** Robert McNicol 292322

**Approved on 20/03/12 DELEGATED**

**BH2012/00443**

**68 70 & 70A Braemore Road Hove**

Certificate of lawfulness for proposed conversion of three flats into two dwelling houses.

**Applicant:** J Rose & R Geary

**Officer:** Robert McNicol 292322

**Approved on 15/03/12 DELEGATED**

**BH2012/00443**

**68 70 & 70A Braemore Road Hove**

Certificate of lawfulness for proposed conversion of three flats into two dwelling houses.

**Applicant:** J Rose & R Geary

**Officer:** Robert McNicol 292322

**Approved on 15/03/12 DELEGATED**

**WITHDRAWN APPLICATIONS**

**BH2012/00586**

**132 New Church Road Hove**

Certificate of Lawfulness for proposed single storey side and rear extensions and formation of dormers to sides and rear.

**Applicant:** Mr Richard Kalman

**Officer:** Mark Thomas 292336

**WITHDRAWN ON 03/04/12**

**BH2012/00649**

**70 Braemore Road Hove**

Certificate of lawfulness for proposed loft conversion incorporating hip to gable roof extension, rear dormer, rooflights to front and rear, window to gable end and alterations to elevations.

**Applicant:** Mr John Rose

**Officer:** Steven Lewis 290480

**WITHDRAWN ON 26/03/12**





**25 April 2012**

**BRIGHTON AND HOVE CITY COUNCIL**

**LIST OF APPLICATIONS DETERMINED BY THE HEAD OF CITY INFRASTRUCTURE  
UNDER DELEGATED POWERS OR IN IMPLEMENTATION OF A PREVIOUS  
COMMITTEE DECISION**

**PRESTON PARK**

**Application No: BH2012/00776**  
**103 Waldegrave Road, Brighton**

1no Sycamore - reduce back to previous reduction points, remove four lowest lateral branches over No 101.

Applicant: Carlos Daly  
**Approved on 02 Apr 2012**

**Application No: BH2012/00882**  
**42 Preston Park Avenue**

1no Sycamore - reduce by 30%. 2no Lime - deadwood and cut back overhanging branches encroaching neighbouring property.

Applicant: Mrs Elliott  
**Approved on 02 Apr 2012**

**Application No: BH2012/00986**  
**42 Preston Park Avenue**

Fell - 4 x Sycamore, Fell 1 x Cupressus - (no public amenity value, likely to cause structural damage).

Applicant: Mrs Elliott  
**Approved on 02 Apr 2012**

**REGENCY**

**Application No: BH2012/00639**  
**Park Royal, 66 Montpelier Road**

Fell 2no Sycamore (one is dead, the other is of poor form and has little public amenity value).

Applicant: Mr Richard Green  
**Approved on 02 Apr 2012**

**Application No: BH2012/00640**  
**Park Royal, 66 Montpelier Road**

1no Sycamore (on southern boundary) crown lift low secondary branches all around to balance shape, crown thin by 15% and remove major deadwood to give more light to gardens

Applicant: Mr Richard Green  
**Approved on 02 Apr 2012**

### **WITHDEAN**

**Application No: BH2012/00514**  
**Curwen Place, London Road**

1no Pinus nigra (T1) - reduce west of crown by 3-4m to reduce crown loading. 1no Pinus nigra (T2) - thin by 20% and reduce by 2m large lowest southern limb over road. 1no Thuja (T3) - reduce height by 4-5m and reduce away from property by up to 1m to reduce expansion of roots.

Applicant: Duncan Armstrong  
**Approved on 02 Apr 2012**

**Application No: BH2012/00684**  
**Cedar Lodge, 1 Tivoli Copse, Woodside Avenue**

Beech tree on railway embankment - remove all damaged and drooping limbs which are mostly situated on the lower part of the tree, reduce to balance canopy.

Applicant: Mr J Loveridge  
**Approved on 02 Apr 2012**

### **QUEEN'S PARK**

**Application No: BH2012/00515**  
**2 Parochial Mews**

1 x Sycamore - prune back to previous pruning points.

Applicant: Mr Nyall Thompson  
**Approved on 02 Apr 2012**

### **GOLDSMID**

**Application No: BH2012/00703**  
**Flat 6, 53 The Drive, Hove**

1no Bay - pollard the tree at approx 2.5m. 1no Linden - pollard the tree at approx 3.5m

Applicant: Mr Luke Reilly  
**Approved on 02 Apr 2012**

## **NORTH PORTSLADE**

**Application No: BH2012/00934**  
**North Gardens, Drove Road (Emmaus)**

Sycamores / Elms - Crown lift to a height of 3m above roof line of garages, prune back or remove individual branches if necessary to facilitate demolition works.

Applicant: Andrew Williams  
**Approved on 27 Mar 2012**

## **HOVE PARK**

**Application No: BH2011/03723**  
**Lancing Prep School, The Drove, Hove**

Tree ID Nos. from survey. T1 Elm - clear services, T2 Elm - crown lift to 5.5m, clear services, T3 & T10 Elms - remove damaged branches, T4 Elm - crown lift to 5.5m, T16 Elm - crown lift to 3.5m, T29 Elm - clear building by 2m, T30 Elm - remove epicormic growth, T43 Elm - crown lift to 5.5m, remove epicormic growth, T52 Elm - shorten the branches by 40%, T55 Elm - remove rubbing branches, T61 Elm - crown thin by 20%, T88 Elm - crown lift to 5.5m, clear services, T92 Monterey Cypress - crown lift to 3.5m, cable brace, T99 Elm - crown lift to 5.5m, clear services.

Applicant: Mr J Cowie  
**Approved on 02 Apr 2012**

**Application No: BH2011/03725**  
**Lancing Prep School, The Drove, Hove**

Fell 1no Elm (T6 on survey) (tree in advanced state of decline - significant crown dieback and wound decay, large dead secondary stem).

Applicant: Mr J Cowie  
**Approved on 02 Apr 2012**

