

<u>No:</u>	BH2020/03549	<u>Ward:</u>	Hollingdean And Stanmer Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	74A Hollingbury Road Brighton BN1 7JA		
<u>Proposal:</u>	Demolition of the existing dwelling and double garage and erection of 4no four bedroom split-level houses (C3) and associated works. (Amended drawings).		
<u>Officer:</u>	Emily Stanbridge, 293311	tel: <u>Valid Date:</u>	02.12.2020
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	27.01.2021
<u>Listed Building Grade:</u>	N/A	<u>EOT:</u>	
<u>Agent:</u>			
<u>Applicant:</u>	Boxleaf Ltd C/o 4 Gloucester Passage Brighton BN1 4AS		

1. RECOMMENDATION

- 1.1. That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to **GRANT** planning permission subject to the following Conditions and Informatives:

Conditions:

1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

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

Plan Type	Reference	Version	Date Received
Proposed Drawing	20030-P-012D		15 March 2021
Proposed Drawing	20030-P-110D		15 March 2021
Proposed Drawing	20030-P-111C		15 March 2021
Proposed Drawing	20030-P-112		2 December 2021
Proposed Drawing	20030-P-001C		15 March 2021

2. 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.

3. No extension, enlargement or other alteration of the dwellinghouse(s) as provided for within Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification) 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 character of the area and for this reason would wish to control any future development to comply with policy QD14 of the Brighton & Hove Local Plan.

4. No development shall commence until full details of existing and proposed ground levels (referenced as Ordinance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.
Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area, in addition to comply with policy QD27 of the Brighton & Hove Local Plan and CP12 of the City Plan Part One
5. Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.
Reason: As this matter is fundamental to protecting the trees which are to be retained on the site during construction works in the interest of the visual amenities of the area and to comply with policies QD16 of the Brighton & Hove Local Plan and CP12/CP13 of the Brighton & Hove City Plan Part One and SPD06:Trees and Development Sites.
6. No development above ground floor slab level of any part of the development hereby permitted shall take place until samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority, including (where applicable):
 - a) samples of all render (including details of the colour of render/paintwork to be used)
 - b) samples of all cladding to be used, including details of their treatment to protect against weathering
 - c) samples of all hard surfacing materials
 - d) details of the proposed window, door and balcony treatments
 - e) samples of all other materials to be used externallyDevelopment shall be carried out in accordance with the approved details.
Reason: To ensure a satisfactory appearance to the development and to comply with policies QD14 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.
- 7.. Prior to occupation of the development hereby permitted, a scheme for landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping shall be implemented in accordance with the approved details in the first planting season after completion or first

occupation of the development, whichever is the sooner. The scheme shall include the following:

- a. details of all hard and soft surfacing to include type, position, design, dimensions and materials and any sustainable drainage system used;
- b. a schedule detailing sizes and numbers/densities of all proposed trees/plants including details of tree pit design, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period;
- c. details of all boundary treatments to include type, position, design, dimensions and materials;

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.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD15 of the Brighton & Hove Local Plan and CP12 and CP13 of the Brighton & Hove City Plan Part One.

8. The development hereby permitted shall not be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development 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 and SPD14: Parking Standards.

9. 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.

10. Prior to first occupation signage shall be installed at the exit of the access road by way of an A4 sign stating 'Warning Pedestrians crossing'.

Reason: In the interests of highway safety and to comply with policies TR7 of the Brighton and Hove Local Plan and CP9 of the Brighton & Hove City Plan Part One.

11. None of the residential units hereby approved shall be occupied until each residential unit built has achieved an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).

Reason: To ensure that the development is sustainable and makes efficient use of energy to comply with policy CP8 of the City Plan Part One

12. None of the residential units hereby approved shall be occupied until each residential unit built has achieved a water efficiency standard using not more than 110 litres per person per day maximum indoor water consumption.
Reason: To ensure that the development is sustainable and makes efficient use of water to comply with policy CP8 of the City Plan Part One.
13. A bee brick shall be incorporated within the external wall of each of the dwellings hereby approved and shall be retained thereafter.
Reason: To enhance the biodiversity of the site and to comply with Policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.
14. Eight (8) swift bricks/boxes shall be incorporated within the external walls of the development hereby approved and shall be retained thereafter.
Reason: To enhance the biodiversity of the site and to comply with Policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.
15. The development hereby permitted shall not be occupied until the dwellings hereby permitted have been completed in compliance with Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) and shall be retained in compliance with such requirement thereafter. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.
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.

Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
2. The water efficiency standard required is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. The applicant is advised this standard can be achieved through either: (a) using the 'fittings approach' where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.
3. Where possible, bee bricks should be placed in a south facing wall in a sunny location at least 1 metre above ground level.
4. Swift bricks/boxes can be placed on any elevation, but ideally under shade-casting eaves. They should be installed in groups of at least three, at a height

above 5m height, and preferably with a 5m clearance between the host building and other buildings or obstructions. Where possible avoid siting them above windows or doors. Swift bricks should be used unless these are not practical due to the nature of construction, in which case alternative designs of suitable swift boxes should be provided in their place.

5. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

2. SITE LOCATION

- 2.1. This application relates to a site located on land between Hollingbury Road and Hollingbury Terrace. As existing the site comprises a chalet style bungalow. The site is currently accessed from an existing vehicle route between No's 72 and 74 Hollingbury Road.
- 2.2. The site is located within a residential area which is typified by a mixture of semi-detached and terraced properties which are two storeys in height. The surrounding area features a variety of property styles with no uniform appearance.
- 2.3. The property is not located within a conservation area.

3. RELEVANT HISTORY

- 3.1. PRE2020/00155: Demolition of existing single dwelling and garage and construct four new, four-bedroom, terraced homes. The proposal includes parking for four vehicles and private gardens. Written response provided 16th October 2020.

4. APPLICATION DESCRIPTION

- 4.1. Planning permission is sought for the demolition of the existing property on the site and the erection for 4 terraced properties which respond to the topography of the site.
- 4.2. The original application description included the demolition of an existing boundary however this feature was part of an earlier design and as such this application no longer proposes any change to the existing perimeter boundaries
- 4.3. The applicant engaged in pre-application advice. It is considered that the current proposals successfully address the issues raised in the pre-application response with regards to design and neighbouring amenity impact.

5. REPRESENTATIONS

- 5.1. **Five (5)** letters of representation have been received objecting to the proposed development for the following reasons:
- Overdevelopment
 - Overlooking
 - Loss of sunlight to Hollingdean Terrace
 - Overshadowing
 - Increased parking pressure on surrounding roads
 - Location of bins is not appropriate
 - Increased traffic using access route
 - Increase in noise disturbance from access route
 - Additional noise created from 4 households
 - Problems with traffic emerging onto Hollingbury Road
 - Impact on trees
- 5.2. **Councillor Tracey Hill** objects to the proposed development. A copy of the correspondence is attached to the report.

6. CONSULTATIONS

External

- 6.1. **Southern Water** No objection subject to condition to secure further information in relation to surface water drainage.

Internal

- 6.2. **Arboriculture** No objection subject to conditions to secure a method statement and protection plan for retained trees.
- 6.3. **Environmental Health** No comment
- 6.4. **Highways** Objection due to the proposed vehicle and pedestrian access, potential overspill car parking and concerns over the servicing including refuse collection of the properties.
- 6.5. **Private sector housing** Comments regarding the means of escape in case of a fire from the lower ground floor bedroom.

7. MATERIAL CONSIDERATIONS

- 7.1. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report
- 7.2. The development plan is:
- Brighton & Hove City Plan Part One (adopted March 2016)
 - Brighton & Hove Local Plan 2005 (retained policies March 2016);

- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013);
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017);
- Shoreham Harbour Joint Area Action Plan (adopted October 2019).

7.3. Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.

8. POLICIES

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

SS1	Presumption in Favour of Sustainable Development
CP1	Housing delivery
CP8	Sustainable buildings
CP9	Sustainable transport
CP10	Biodiversity
CP12	Urban design
CP14	Housing density
CP16	Open space
CP19	Housing mix

Brighton and Hove Local Plan (retained policies March 2016):

TR7	Safe Development
TR14	Cycle access and parking
QD15	Landscape design
QD16	Trees and hedgerows
QD18	Species protection
QD27	Protection of amenity
HO5	Provision of private amenity space in residential development
HO13	Accessible housing and lifetime homes

Brighton & Hove City Plan Part 2 (Proposed submission October 2020)

Policies in the Proposed Submission City Plan Part 2 do not carry full statutory weight but are gathering weight as the Plan proceeds through its stages. They provide an indication of the direction of future policy. Since 23 April 2020, when the Plan was agreed for submission to the Secretary of State, it has gained weight for the determination of planning applications. The weight given to the key CPP2 policies considered in determining this application is set out below where applicable.

DM18	High quality design and places
DM20	Protection of Amenity
DM22	Landscape Design and Trees
DM33	Safe, Sustainable and Active Travel
DM36	Parking and Servicing
DM37	Green Infrastructure and Nature Conservation
DM40	Protection of the Environment and Health - Pollution and Nuisance

Supplementary Planning Documents:

SPD06	Trees & Development Sites
SPD11	Nature Conservation & Development
SPD14	Parking Standards

9. CONSIDERATIONS & ASSESSMENT

- 9.1. The main considerations in the determination of this application relate to the principle of the development, the visual impact of the development on the character and appearance of the site and wider area, the standard of accommodation provided and any potential impact on the amenities of neighbouring properties, in addition to transport and sustainability issues.
- 9.2. The City Plan Part 1 Inspector's Report was received in February 2016. The Inspector's conclusions on housing were to agree the target of 13,200 new homes for the city until 2030 as a minimum requirement. It is against this minimum housing requirement that the City's five-year housing land supply position is assessed annually.
- 9.3. The council's most recent housing land supply position published in the SHLAA Update 2020 shows a five-year housing supply shortfall of 342 (equivalent to 4.7 years of housing supply). As the council is currently unable to demonstrate a five year housing land supply, increased weight should be given to housing delivery when considering the planning balance in the determination of planning applications, in line with the presumption in favour of sustainable development set out in the NPPF (paragraph 11).

Principle of development

- 9.4. This application seeks to demolish an existing property and erect 4no. new dwellings. As a principle of development, residential development on a residential site would be appropriate, however the specific impacts of additional dwellings on this plot must be considered as to whether the development is appropriate on the land and whether visual harm and/or harm to neighbouring amenity would occur. This detailed assessment is set out below.

Design and Appearance

- 9.5. City Plan Policy CP12 expects all new development to raise the standard of architecture and design in the city, establish a strong sense of place by respecting the character of existing neighbourhoods and achieve excellence in sustainable building design and construction.
- 9.6. In addition, policy CP14 encourages an increased density and therefore any development would not necessarily have to maintain a strict adherence to the prevailing plot sizes or coverage ratio.
- 9.7. The site as existing comprises a chalet bungalow which covers much of the northern end of the plot, extending towards Hollingdean Terrace with a detached

double garage to the southern end of the site, a large area of raised hardstanding and terraced garden areas towards Hollingdean Terrace

- 9.8. The existing site forms back land development located to the rear of No's 72-76 Hollingbury Road. The site also lies adjacent to the rear gardens of No's 79-85 Hollingdean Terrace. Existing vehicle access to the site is located between No's 72 and 74 Hollingbury Road whilst a pedestrian pathway links the site to Hollingbury Terrace. Other examples of back land development can be seen to the south of the site.
- 9.9. Whilst it is acknowledged that the size of the proposed plots would be smaller than those typical to Hollingbury Road, the plots size would however be in keeping with the properties on Hollingbury Terrace to the rear. The plots would be comparable to No's 81 and 83 Hollingbury Terrace immediately to the rear of the site. It is therefore not considered that the proposed plots would be out of character with the wider area. Following pre-application advice, the proposal was amended to provide increased spacing to the northern and southern boundaries allowing the development to sit more comfortably within the overall plot. The development is therefore considered to comply with policy DM18 of the City Plan Part two, which carries significant weight in the determination of planning applications, in terms of the site and its local context.
- 9.10. Owing to the topography of the area, Hollingbury Road is set on a much higher land level than Hollingbury Terrace to the rear. As a result of this steep change in land levels, the proposal for four new terraced dwellings has been designed in response to this.
- 9.11. The proposed dwellings would be single storey in height when viewed from the front/Hollingbury Road as a result, only limited views of the dwellings would be had at the top of the existing access road or from private views of those properties fronting Hollingbury Road. As the land levels drop, the properties comprise two-storey to the rear/ facing Hollingdean Terrace with a small set back to the first floor.
- 9.12. In response to the feedback given at pre-application stage the proposed dwellings have been lowered in height, resulting from a reduction of the main ridge height, and so as proposed would be lower than the lowest ridge of the existing building. The proposed dwellings would be lower than the ridge height of the existing dwelling by between 1.4 and 0.2m. The proposal would not be visible from within Hollingdean Terrace although views of the highest part of the roof may be achieved in long views from Dudley Road to the east. However, these views are not considered harmful owing to the height of existing back land developments adjacent and existing to the application site and that owing to the topography of the area it is not uncommon to see the rooflines of properties beyond.
- 9.13. In addition, following pre-application advice the properties have been situated further from the eastern boundary with Hollingbury Terrace and the rear elevation has been re-thought to reduce the impact of the development to properties at the rear.

- 9.14. The properties are of a contemporary design with an asymmetric roof form. This design is considered to reduce to overall height of the properties but also reduces the bulk of the scheme at roof level when viewed from the rear. The design approach of the roof also allows for the use of solar panels, the inclusion of which is considered beneficial.
- 9.15. For these reasons the number, layout, form and finish of the proposed dwellings is considered appropriate within its context, in accordance with policies CP12 & CP14 of the Brighton & Hove City Plan Part One and Policy DM18 of the Brighton and Hove City Plan Part Two.

Impact on Amenity:

- 9.16. Policy QD27 of the Brighton & Hove Local Plan states that planning permission for any development or change of use 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.
- 9.17. The properties most likely to be affected by the proposals are No.'s 72-76 Hollingbury Road to the west, and No.'s 79-85 Hollingdean Terrace to the east. The impact on these adjacent properties has been fully considered in terms of daylight, sunlight, outlook, overlooking (actual and perceived) and privacy, and no significant harm has been identified.
- 9.18. It is noted that a site visit has not been undertaken in this instance, however, the impacts of the proposal can be clearly assessed from the plans provided and from recently taken aerial imagery of the site. In addition, site photos were provided throughout the course of the application.
- 9.19. Given the single storey height of the proposed dwellings when viewed from the rear of No's 72-76 Hollingbury Road it is considered that, due to topography levels, limited additional views of these neighbours could be had from the proposed new dwellings. Further, because of the relatively limited scale from this perspective, the buildings would not appear to be overbearing. Any views of the new dwellings from properties on Hollingbury Road would be further obscured from existing shared boundary treatments.
- 9.20. Following pre-application advice, the proposed dwellings have been set further away from the eastern boundary. The distances recommended by BRE state that dwellings should have a minimum separation distance of 18m to avoid direct overlooking. This is considered to be appropriate when balanced within what is characteristic for surrounding development.
- 9.21. The proposed terrace has been arranged so that the private rear elevations of both the proposed and the existing properties fronting Hollingdean Terrace are fronting one another with private rear garden areas abutting.
- 9.22. The proposed dwellings would allow for an 18m separation distance between the first floor windows of the application site and the first floor rear facing windows of Hollingdean Terrace. In order to further prevent direct overlooking

the windows within the proposed rear two bedrooms have been set at an angle so any views obtained from these rooms would not be directly towards the rear elevations or gardens of properties located opposite. The rear elevations have been designed so to reduce both actual and perceived overlooking through the careful placing of the fenestration to the upper floors.

- 9.23. Furthermore, the accommodation at upper floor level comprises bedrooms which has a lesser level of activity than a main living area. The window openings of the primary living accommodation are located at lower ground floor level and would be screened from the rear of Hollingdean Terrace by a retained brick boundary wall.
- 9.24. Also, there are existing mature trees to the eastern boundary, with properties on Hollingdean Terrace which are to be retained. These further screen the new dwellings and reduce any potential views to neighbouring properties.
- 9.25. It is considered prudent to condition that the Permitted Development Rights of each of these dwellings is restricted in order to prevent the insertion of any additional windows or any enlargement to these new dwellings without the submission of a planning application in order to continue to protect neighbouring amenity.
- 9.26. It is not considered that the development will cause significant harm by overshadowing or having an overbearing affect due to the separation distances between the proposed and existing neighbouring dwellings. The roofs of the properties have also been designed to have an asymmetric roof form to limit the height of the properties.
- 9.27. The proposals would utilise an existing vehicle access between No's 72 and 74 Hollingbury Road. This access currently serves 74A Hollingbury Road. As a result of the development, which would provide parking for two vehicles, there would be a small increase in the intensity of vehicle movements and manoeuvres to the rear of No's 72 and 74. Given the small increase in intensity of residents vehicles and the likely infrequent nature of delivery vehicles it is considered any activity beyond the current situation would not be significant. The site includes a designated pedestrian route to the east onto Hollingbury Terrace and therefore the level of activity occurring on the access route is not considered to cause significant noise disturbance in this instance.
- 9.28. The proposed development is therefore considered to be in accordance with Policy QD27 of the Local Plan and Policy DM20 of the City Plan Part 2 which is given significant weight.

Standard of accommodation

- 9.29. The Local Planning Authority considers both quantative and qualitative issues raised with regards to the standard of accommodation for future occupiers.
- 9.30. The proposed development comprises of four terraced properties which are identical to one another in terms of their layout.

- 9.31. The accommodation of each unit is laid out over two floors providing approximately 107sqm of internal living space. Each dwelling proposed comprises 3 bedrooms and a study. It is considered that the study has the potential to form a fourth bedroom and therefore an assessment has been made on the basis that the properties form four bedroom units. These units would exceed the minimum requirements set out in the NDSS for a 6 person, four-bedroom property.
- 9.32. The 'Nationally Described Space Standards' (NDSS) were introduced by the Department for Communities and Local Government in 2015 to establish acceptable minimum floor space for new build developments. Although these space standards have not been formally adopted into the Brighton and Hove City Plan, Policy DM1 of Draft City Plan Part 2 proposes to adopt them and can now be given significant weight.
- 9.33. The proposed lower ground floor comprises the main living area, incorporating open plan living accommodation with direct access onto the rear garden. This level also provides a front facing double bedroom and en-suite. The bedroom proposed measures approximately 11.8sqm and exceeds that the standards within the NDSS.
- 9.34. Private sector housing has raised concerns regarding the means of escape in case of a fire from this bedroom. The applicant has advised that a sprinkler system would be fitted within the property to address these concerns. In any case this falls under the remit of building regulations and does not impact upon the ability to determine this application.
- 9.35. It is acknowledged that the outlook received from this bedroom would be reduced owing to the front lightwell, however given the size of the window opening proposed, the distance of 1.6m to the face of the lightwell and that a further three bedrooms would be provided on the upper ground floor, this is on balance considered acceptable.
- 9.36. The main entrance to each property, which would face Hollingbury Road, leads to the upper ground floor. This level would provide the bedroom accommodation for each property in addition to a central family bathroom. A rear study is proposed to the rear of the dwellings, it is considered that this room could reasonably be used as a bedroom and has been considered as such. Bedrooms 1 and 4 (study) both measure approximately 9sqm and exceed the minimum standards for a single bedspace. Bedroom 2, to the rear of the property measures 11.8sqm and would exceed the standards for a double bedroom as per the space standards.
- 9.37. Each habitable room within the property features sufficient light, outlook and ventilation. The proposed dwellings provide a good standard of accommodation with sufficient circulation space and useable floor area after the placing of likely furniture items required by future occupiers.
- 9.38. The proposed dwellings provide a good standard of accommodation in compliance with policy QD27 of the Brighton and Hove Local Plan.

- 9.39. Policy HO5 requires the provision of private useable amenity space in new residential development. The proposed development provides private external amenity space to the rear of this property by way of a patio area and rear garden beyond.

Sustainable Transport:

Pedestrian access

- 9.40. The application proposes pedestrian access to the rear of the site towards the north. It is noted that the transport team have raised an objection to this pedestrian route owing to the number of steps and the width of the path proposed. Amendments have since been made to the design of this route down to Hollingdean Terrace. The width of the pathway has now been increased to over 1.2m inside the handrails. The stepped access proposed allows for half the width of the existing ramp to be retained. The pedestrian access also leads to a 1.2m wide path in front of the dwellings which opens up at the entry to each property.
- 9.41. Whilst it is acknowledged that the transport team advise that the step free vehicle access proposed is not suitable for pedestrian movement, given only the small increase in intensity of the site for vehicle access purposes this is not considered to warrant the refusal of this application, particularly considering the tilted balance in favour of additional units of residential accommodation.

Vehicle access

- 9.42. The design of the access road is to remain as existing. Whilst the application increases the number of dwellings on the site from 1 to 4 the number of off-street parking space proposed is only 2. It is noted that the highways officer considers that an analysis of visibility of the footway should be undertaken however the small increase in intensity, of one vehicle, from the existing site is not considered a significant increase to warrant this information. It is instead considered that a signage scheme be secured via a condition, at the exit of the site to warn of pedestrians crossing.
- 9.43. A swept path analysis has been submitted as part of this application which demonstrates that there is sufficient turning space on site for potential vehicles to be able to enter and exit in a forward gear.
- 9.44. It is acknowledged that the increase in properties on the site could result in an increase in vehicle movements from servicing and deliveries. It is considered that from the information submitted it is evident that there is sufficient room for vehicles to be able to enter and exit the site in a forward gear.

Car Parking

- 9.45. The submitted site plans shows two off street parking bays. This is within the maximum parking allowances as per SPD14. However, the transport team consider that this is unlikely to adequately accommodate the likely parking demand of this development and may lead to overspill parking.

- 9.46. The site benefits from two on-site parking spaces. No further spaces are provided on site to allow sufficient space for the proposed turning head. Furthermore the existing vehicle access is not wide enough to accommodate additional parking. The limited space within the site will prevent additional cars parking off site as this would lead to an obstruction. It should be noted that any increase in parking pressure would be managed through the controlled parking zone. It is also noted that at present permit uptake in Zone G is not at capacity.

Trip generation

- 9.47. It is not deemed that the increase in trips associated with four dwellings or additional cumulative impact from these could be deemed to amount to a severe impact on the surrounding highway network in this instance.

Cycle Parking

- 9.48. For the proposed four 4-bedroom residential units a minimum of 2 cycle parking spaces per unit are required. The applicant is proposing communal cycle parking store at the front. This is acceptable subject to there being safe step-free access. Full details of the proposed cycle parking are sought by condition.

Refuse and recycling

- 9.49. Amendments have been made to the location of the proposed bin store; this is now provided at the bottom of the pedestrian access which faces onto Hollingdean Terrace.

Sustainability

- 9.50. Policy CP8 of the Brighton and Hove City Plan Part One require new development to demonstrate a high level of efficiency in the use of water and energy. Policy CP8 requires new development to achieve 19% above Part L for energy efficiency, and to meet the optional standard for water consumption. As such a condition is sought to secure these measures.
- 9.51. It is noted that the design of the dwellings incorporates an asymmetrical roof to maximise the area and orientation for the placing of solar panels. This is a welcomed addition to the scheme.

Arboriculture and Ecology

- 9.52. Policy CP10 of the City Plan Part One seeks to ensure that all new development proposals conserve existing biodiversity, protecting it from the negative indirect effects of development including noise and light pollution.
- 9.53. The Council has adopted the practice of securing minor design alterations to schemes with the aim of encouraging the biodiversity of a site, particularly with regards to protected species. A condition requiring bee bricks and swift bricks/boxes is sought to improve ecology outcomes on the site in accordance with the Policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.
- 9.54. The arboricultural officer has advised that no trees on the site appear to be of high amenity value or worthy of preservation status and as such no objection is

had to the removal of trees on the site. A method statement and protection plan are sought by condition for the retained trees on site.

- 9.55. A full landscaping condition is also secured by condition to demonstrate the location of the retained trees and areas of planting in addition to information regarding all proposed boundary treatments.

10. CONCLUSION & PLANNING BALANCE

- 10.1. The proposed development would result in a net gain of 3 additional residential units where the Local Planning Authority is unable to demonstrate a 5 year housing land supply. Whilst it is acknowledged that concerns have been raised by neighbouring occupiers regarding the potential impact of amenity, it is considered that the design of the scheme, together with compliance with attached conditions would not result in a detrimental impact that would warrant refusal of the application. The proposed development would provide a suitable standard of accommodation. The objection from the transport team is noted, however, on balance, considering the creation of 3 additional residential units of accommodation, the application is recommended for approval.

11. COMMUNITY INFRASTRUCTURE LEVY

- 11.1. Under the Regulations of the Community Infrastructure Levy (CIL) 2010 (as amended), Brighton & Hove City Council adopted its CIL on 23 July 2020 and began charging on all CIL liable planning applications on and from the 5 October 2020. It is estimated that the amount of CIL liability for this application is £36,041.77. The exact amount will be confirmed in the CIL liability notice which will be issued as soon as it practicable after the issuing of planning permission.

12. EQUALITIES

- 12.1. Due to the topography of the site which falls away from the highway on Hollingbury Road and is significantly raised above the adjacent highway to Hollingdean Terrace, the primary pedestrian access route to the site requires stepped access. However level access to the properties can be achieved when accessed via Hollingbury Road. A pedestrian access is proposed in front of the buildings which opens up at each entry. As such compliance with Building Regulations M4(2) is sought.

