

<u>No:</u>	BH2022/00775	<u>Ward:</u>	Withdean Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Land At 6 Withdean Road And Rear Of 6 To 10 Withdean Road Brighton BN1 5BL		
<u>Proposal:</u>	Erection of 2no detached dwellings (C3) at rear of site and 1no dwelling (C3) to replace existing dwelling at front of site. Creation of vehicular access along north side of site, landscaping and associated works.		
<u>Officer:</u>	Michael Tucker, 292359	tel: <u>Valid Date:</u>	03.03.2022
<u>Con Area:</u>		<u>Expiry Date:</u>	28.04.2022
<u>Listed Building Grade:</u>		<u>EOT:</u>	08.07.2022
<u>Agent:</u>	Lewis And Co Planning SE Ltd Lewis & Co Planning 2 Port Hall Road Brighton BN1 5PD		
<u>Applicant:</u>	Jonathan Owen Tom Owen And Lucy Owen C/O Lewis and Co Planning 2 Port Hall Road Brighton BN1 5PD		

RECOMMENDATION

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
Block Plan	RS 1090/10	P	3 March 2022
Proposed Drawing	RS 1090/11	M	3 March 2022
Proposed Drawing	RS 1090/12	Q	3 March 2022
Location and block plan	RS 1090/01	J	3 March 2022
Proposed Drawing	RS 1090/23	D	3 March 2022
Proposed Drawing	RS 1090/25	B	3 March 2022

Proposed Drawing	RS 1090/32	D	3 March 2022
Proposed Drawing	RS 1090/15	E	3 March 2022
Proposed Drawing	RS 1090/34	D	3 March 2022
Proposed Drawing	RS 1090/22	B	3 March 2022
Proposed Drawing	RS 1090/24	B	3 March 2022
Proposed Drawing	RS 1090/36	E	3 March 2022
Proposed Drawing	RS 1090/20.1	A	3 March 2022
Proposed Drawing	RS 1090/20.2	A	3 March 2022
Proposed Drawing	RS 1090/21.1	A	3 March 2022
Proposed Drawing	RS 1090/21.2	A	3 March 2022
Proposed Drawing	RS 1090/14	F	3 March 2022
Report/Statement	NJCL 985_02_170122		3 March 2022
Arboricultural Report	Arboriculture Assessment and Outline Method Statement		3 March 2022
Proposed Drawing	RS 1090/16	B	3 March 2022
Proposed Drawing	RS 1090/37	D	3 March 2022
Report/Statement	NJCL 985_01_170122		3 March 2022
Proposed Drawing	RS 1090/31	D	3 March 2022
Proposed Drawing	RS 1090/35	E	3 March 2022

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 development above ground floor slab level apart from the demolition hereby permitted shall take place until all external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority including:

- a) samples of all brick and tiling
- b) product specification sheets for the proposed windows, rooflights, doors, porches and balcony treatments

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 QD14 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.

4 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, Policy CP8 of the Brighton & Hove City Plan Part One and Policy WMP3e of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan Waste and Minerals Plan.

5 No extension, enlargement, alteration of the dwellinghouses or provision of buildings, etc incidental to the enjoyment of the dwellinghouse within the curtilage of the of the dwellinghouses as provided for within Schedule 2, Part 1, Classes A - E 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 amenities of the occupiers of nearby properties and to the character of the area and for this reason would wish to control any future development to comply with Policies QD14 and QD27 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.

6 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 as well as measures to protect Root Protections Areas (RPAs);
- b. a schedule detailing sizes and numbers of all proposed trees and plants including details of tree pit design, use of guards or other protective measures and confirmation of location, species, maturity and sizes, 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, to protect Root Protections Areas (RPAs) and to comply with Policies QD15 and QD16 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One and SPD06: Trees and Development Sites.

7 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), the scheme for the protection of the retained trees, including the tree protection plan (TPP) and measures within the Arboricultural Assessment & Preliminary Method Statement (Nicholas Jones Consultants Limited, received March 2022) shall be implemented and carried out as approved.

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 of the Brighton & Hove City Plan Part One and SPD06: Trees and Development Sites.

8 The vegetative screening to the rear and side boundaries of the site shall be maintained during demolition and construction and retained as such thereafter. 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 safeguard the privacy of the occupiers of the adjoining property and to comply with Policies QD16 and QD27 of the Brighton & Hove Local Plan and SPD06: Trees and Development Sites and emerging policy DM20 of the Brighton and Hove City Plan Part Two.

9 The development hereby permitted shall not be occupied until secure, dry and practical cycle parking facilities in the location 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 and SPD14: Parking Standards.

10 The vehicle parking areas shown on the approved plans shall not be used otherwise than for the parking of private motor vehicles and motorcycles belonging to the occupants of and visitors to the development hereby approved and shall be maintained so as to ensure their availability for such use at all times.

Reason: To ensure that adequate parking provision is retained and to comply with Policy CP9 of the Brighton & Hove City Plan Part One and SPD14: Parking Standards.

11 None of the residential units hereby approved shall be occupied until each residential unit built has achieved as a minimum, a water efficiency standard of 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 Brighton & Hove City Plan Part One.

12 A bee brick shall be incorporated within the external wall 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.

13 Nine(9) swift bricks 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.

14 Notwithstanding the plans hereby approved, no development shall commence until a scheme detailing the design of the access road / driveway has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

The submitted scheme shall include full details of the following where changes occur:

- New and extended vehicle crossovers
- Reinstatement of redundant vehicle crossovers
- Geometry and layout, including dimensions, radii and visibility splays (pedestrian and vehicle)
- Vehicle Swept Path Analysis (VSPA) drawings for a standard size fire engine, large ambulance and standard size waste disposal vehicle
- Traffic Regulation Order (TRO) for any changes to the existing TRO
- Pavement materials, constructions and surfacing, kerbs and edge restraints, levels and gradients, including to both sides of any interfaces with the adopted (public) highway
- Lighting
- Drainage
- Posts, road signs and road markings
- Street furniture including bollards, telecommunication and energy cabinets, masts and poles and inspection chambers and covers
- Hard landscaping including its heights above named levels
- Soft landscaping including its heights above named levels, embankments, trees, verges, other planting, growing media and planting aids

The approved scheme shall be implemented prior to first occupation of the development.

Reason: In the interest of highway safety, inclusivity, sustainability, quality design and public amenity and to comply with Policies TR7, SU5 and QD27 of the Brighton & Hove Local Plan, CP9 and CP12 of the Brighton & Hove City Plan Part One and DM18, DM20, DM22 and DM33 of the emerging Brighton & Hove City Plan Part Two.

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 under Condition 13 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 The applicant is advised that Part L - Conservation of Fuel and Power of the Building Regulations 2022 now requires each residential unit built to have achieved a 31% reduction in carbon emissions against Part L 2013.

6 The applicant is advised under Part S of the Building Regulations that new dwellings providing a parking space now require an EV charging point.

7 The applicant is advised that following the simplified assessment method under Part O of the 2022 Building Regulations is unlikely to achieve the required standard unless it is a single dwelling. In addition, single façade flats, dwellings adjacent to noise and pollutants are unlikely to achieve the required standard of Part O.

8 CIBSE TM59 Thermal Model - The applicant is advised that assessment model under this option should be submitted as part of a full Building Regulations application.

SITE LOCATION & APPLICATION DESCRIPTION

The application relates to a residential dwelling on the eastern side of Withdean Road. There is a narrow public footpath bounded by numerous trees leading to Woodside Avenue that runs to the south of the site. The site includes a substantial plot of land to the rear of nos. 6, 8 and 10 that also forms the application site, which slopes down to the rear. This used to be a tennis court but has since been removed and the land is overgrown.

Planning permission is sought for the erection of one new dwelling to replace the existing dwelling fronting Withdean Road, and for the erection of two new dwellings at the rear of the site, with vehicular access from Withdean Road.

RELEVANT HISTORY

BH2021/01502 - Variation of Condition 1 of application BH2019/02195 (Erection of 2no detached dwellings (C3) at rear of site and 1no dwelling (C3) to replace existing dwelling at front of site. Creation of vehicular access along north side of site.) in order

to amend the location of the replacement dwelling to facilitate separate vehicular access for the new houses to the rear. Approved

BH2019/02195: Erection of 2no detached dwellings (C3) at rear of site and 1no dwelling (C3) to replace existing dwelling at front of site. Creation of vehicular access along north side of site. Approved

BH2018/01780: Erection of 2no. five bedroom detached dwellings (C3) with access from Withdean Road. Withdrawn

REPRESENTATIONS

Six (6) letters of objection:

- Overdevelopment
- Proposed replacement dwelling is inappropriate in scale and would overshadow neighbours
- The vehicle access should be properly delineated from the public footpath
- The proposed vehicle access will result in noise disturbance
- Loss of property value
- Trees have been removed from the site
- Overlooking
- Increased scale of the proposed dwellings

Five (5) of the letters of objection were received within the consultation period. Two (2) of these five letters were received from addresses located a significant distance (more than 900m as the crow flies) from the application site and are therefore considered not to be directly affected by the proposed development.

Three (3) letters of support:

- Good design
- Concerns with previous application have been overcome

CONSULTATIONS

Environmental Health: No comment received

Sustainable Transport: No objection

Conditions should be attached to secure details of cycle parking facilities, the construction of the crossover and a car park layout plan.

Southern Water:

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

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Arboriculture:

The Ash - T7 on the Tree Layout Plan will need to be removed as ash dieback symptoms are now clearly evident within the canopy. On this basis, the

additional development within the RPA of this tree would not be objectionable. The proposed heli pile garage construction measures are appropriate for minimising disturbance to the root system of retained trees.

MATERIAL CONSIDERATIONS

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.

The development plan is:

- o Brighton & Hove City Plan Part One (adopted March 2016)
- o Brighton & Hove Local Plan 2005 (retained policies March 2016);
- o East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013);
- o East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017);
- o Shoreham Harbour Joint Area Action Plan (adopted October 2019);

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.

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
- CP13 Public streets and spaces
- CP14 Housing density
- CP19 Housing mix

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

- TR7 Safe Development
- TR14 Cycle access and parking
- SU10 Noise Nuisance
- 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 Two (Proposed Submission October 2020):

Policies in this Plan 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. Some policies have gained further weight following the CPP2 examination hearings and publication of the Post Hearing Action points by the Inspector (INSP09) and Main Modifications for consultation March 17th (BHCC44 Schedule of Main Modifications).

DM1 Housing Quality, Choice and Mix
DM18 High quality design and places
DM20 Protection of Amenity
DM21 Extensions and alterations
DM33 Safe, Sustainable and Active Travel
DM40 Protection of the Environment and Health - Pollution and Nuisance

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste
SPD06 Trees & Development Sites
SPD11 Nature Conservation & Development
SPD12 Design Guide for Extensions and Alterations
SPD14 Parking Standards

CONSIDERATIONS & ASSESSMENT

The main considerations in the determination of this application relate to the principle of the development, the design and appearance of the proposed dwellings and the impact upon neighbouring amenity. The standard of accommodation to be provided, arboriculture and sustainable transport matters are also material considerations.

Background:

The current application follows two previous similar applications on the site.

BH2019/02195 proposed the erection of two detached dwellings at the rear of the site, and one dwelling to replace the existing dwelling to the front of the site, with vehicular access to the northern side of the replacement dwelling.

Subsequent application BH2021/01502 sought to vary condition 1 of the BH2019/02195 permission to instead facilitate vehicular access to the new houses to the rear to the south of the replacement dwelling.

The current application proposes vehicular access to the south of the replacement dwelling, and a revised design and layout for each of the three proposed dwellings.

Principle of Development:

Policy CP1 in City Plan Part One sets a minimum housing provision target of 13,200 new homes for the city up to 2030. However, on 24 March 2021 the City Plan Part One reached five years since adoption. National planning policy states that where strategic policies are more than five years old, local housing need

calculated using the Government's standard method should be used in place of the local plan housing requirement. The local housing need figure for Brighton & Hove using the standard method is 2,311 homes per year. This includes a 35% uplift applied as one of the top 20 urban centres nationally. The council's most recent housing land supply position is published in the SHLAA Update 2021 which shows a five-year housing supply shortfall of 6,915 (equivalent to 2.1 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).

The proposed development is considered acceptable in principle. The site is located within an established residential area and the intensification of the site for residential use is therefore not inappropriate. Two extant permissions for a similar development exist, as set out above. The provision of two additional dwellings is given increased weight in accordance with the NPPF as above.

Design and Appearance:

The current application proposes a revised design for each of the three proposed dwellings, compared to the extant permissions.

The proposed replacement dwelling fronting Withdean Road ('the front dwelling') would be two-storey in scale with a lower ground floor, and with a pitched roof and front and rear gable features allowing for further accommodation in the roofspace (for a total of four floors of accommodation). The front dwelling would be finished in brick, with grey fenestration and a tiled roof.

The proposed front dwelling is increased in massing compared to the approved front dwelling, primarily at roof level although with some minor increase in footprint also. Notwithstanding, it remains less wide than the existing front dwelling, although of a considerably increased height.

The proposed rear dwellings would each be two storeys in scale at their western frontage, each with a lower ground floor following the sharply dropping land levels within the site to the east. The proposed rear dwellings would share the proposed material palette of the front dwelling, namely facing brick, grey fenestration and tiled roofs. Each of the proposed rear dwellings would also benefit from a single-storey garage - attached to the main house in the case of unit 2 and detached to the south in the case of unit 1.

The main above-ground bulk of the proposed rear dwellings is rotated 90-degrees compared to the approved design so as to lie on an east-west primary axis, as opposed to north-south as approved. As a result, the apparent scale of the two rear dwellings would be quite significant at their eastern extent given the lower ground level, although it is recognised that due to the backland location of the two rear dwellings it is unlikely that this would be perceived from the public realm.

The proposed rear dwellings would feature an area of hardstanding above the area of lower ground floor to the south of the main building bulk. This would result in a significantly increased amount of hard surfacing over the site than existing or approved, and this is considered to detract from the quality of the proposals. However, it is considered this would not result in such harm as to warrant refusal of the application, given the benefits of the scheme.

It is therefore considered that the proposed dwellings are acceptable in design terms. The scale, massing, form and material finish of the proposed front dwelling would sit comfortably with its neighbours and would not harm the appearance of the site or wider streetscene. The proposed rear dwellings would similarly not appear out of keeping or otherwise harmful to the appearance of the area. Further details of materials can be secured by condition.

Arboriculture:

The previous applications were considered to have an acceptable impact upon the trees on site, subject to conditions.

The current application includes an updated Tree Protection Plan to reflect the changes made to the siting of the proposed rear dwellings and the additional detached garage to the south of unit 1.

The proposal involves the removal of one tree (T1 - Category U), as well as the partial removal of a group of trees (G5 - Category C). The remainder of the retained trees would be within the Construction Exclusion Zone.

The garage for unit 1 would result in some additional incursion within the RPA of trees T6 and T7. The Council's Arboriculturist has confirmed that T7 will need to be removed due to symptoms of ash dieback, and also that the proposed garage foundation construction would be appropriate to minimise disturbance to the root systems of the retained trees.

Impact on Amenity:

Policy QD27 of the Brighton & Hove Local Plan and emerging Policy DM20 (which can be given more weight than QD27) 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.

The proposals are considered unlikely to result in significant harm in terms of activity or noise disturbance, with the proposed residential use appropriate in character for the area.

The proposed replacement dwelling would be of increased scale compared to the existing building and the previous approval, however no significant increased impact in terms of overshadowing or overbearingness is anticipated.

The proposed rear dwellings would present a significant bulk to their eastern end, reaching higher and further east than the extant permission. However, it is considered that this would not result in a significant impact upon the eastern neighbours due to the significant differences in ground levels and the retained vegetative screening to the eastern boundary which shall be secured by condition. A recent site visit confirmed this vegetation was still in place. Fenestration for the proposed rear dwellings would be placed primarily on the north and south elevations, avoiding views towards the eastern neighbours. Whilst the re-orientation of the proposals would result in a higher form to the east separation, distances of over 10m to the site boundary would remain limiting any overbearing impact. The separation of the site from properties to the east would also alleviate any concerns of overshadowing and no windows are proposed to the east. These factors together with a recommended condition to secure appropriate boundary treatments and screening are considered sufficient to mitigate any concerns in regards to residential amenity of neighbouring occupiers.

The proposed vehicular access has the potential to result in some disturbance for the two dwellings on either side, however given that there is an extant permission for this element, and the relatively low number of dwellings which this access would serve, no objection is raised on these grounds.

Standard of Accommodation:

All of the proposed dwellinghouses would provide a high standard of accommodation, with multi-aspect layouts and good levels of natural light, ventilation and outlook. The dwellinghouses would exceed the Nationally Described Space Standards (NDSS). Each dwelling would benefit from private rear amenity areas.

As such, it is considered that the standard of accommodation is acceptable.

Sustainable Transport:

The proposal is unlikely to give rise to a significant uplift in trip generation.

Conditions relating to details of crossovers, visibility splays, Vehicle Swept Path Analysis (VSPA), levels, kerbs and surfacing, lighting, road signs and road marking amongst other matters can be attached to ensure that the proposed vehicular access to the two rear dwellings is acceptable, particularly with regard to the Public Right of Way along the southern boundary of the site. The existing site arrangement includes the Public Right of Way overlapping with the vehicular access at the western end of the site. The proposed arrangement would separate these two features.

With regards on-site car parking, the plans show one space for the front dwelling and five dedicated spaces combined for the two rear dwellings. However, the proposed rear dwellings would also feature an area of hardstanding over the part of the lower ground floor not set below the bulk of the main buildings. These areas are shown as to be for car parking, and whilst the exact number of additional vehicles which could be accommodated is not clear, in tandem with the five other on-site car parking spaces proposed would take the level of on-site

car parking provision for the two rear dwellings significantly over the maximum standards of SPD14. However, the LHA has raised no objection in this regard.

Cycle parking is indicated on the proposed drawings for each of the three dwellings however there is a lack of dimension and detail. This can be secured by condition.

Sustainability:

Water efficiency standards in accordance with Policy CP8 of the City Plan Part One can be secured by condition.

Other Considerations:

A condition requiring a bee brick and nine swift bricks/boxes have been attached 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.

COMMUNITY INFRASTRUCTURE LEVY

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. 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.

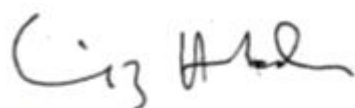
EQUALITIES

None identified.

CLIMATE CHANGE/BIODIVERSITY

None identified.

I have considered and agree with the reasoning in this report and authorise the grant of planning permission, subject to the Conditions and Informatives set out above.



Liz Hobden
Head of Planning
City Development and Regeneration

Signature of Reviewing Officer: Matthew Gest
Dated: 27 June 2022