

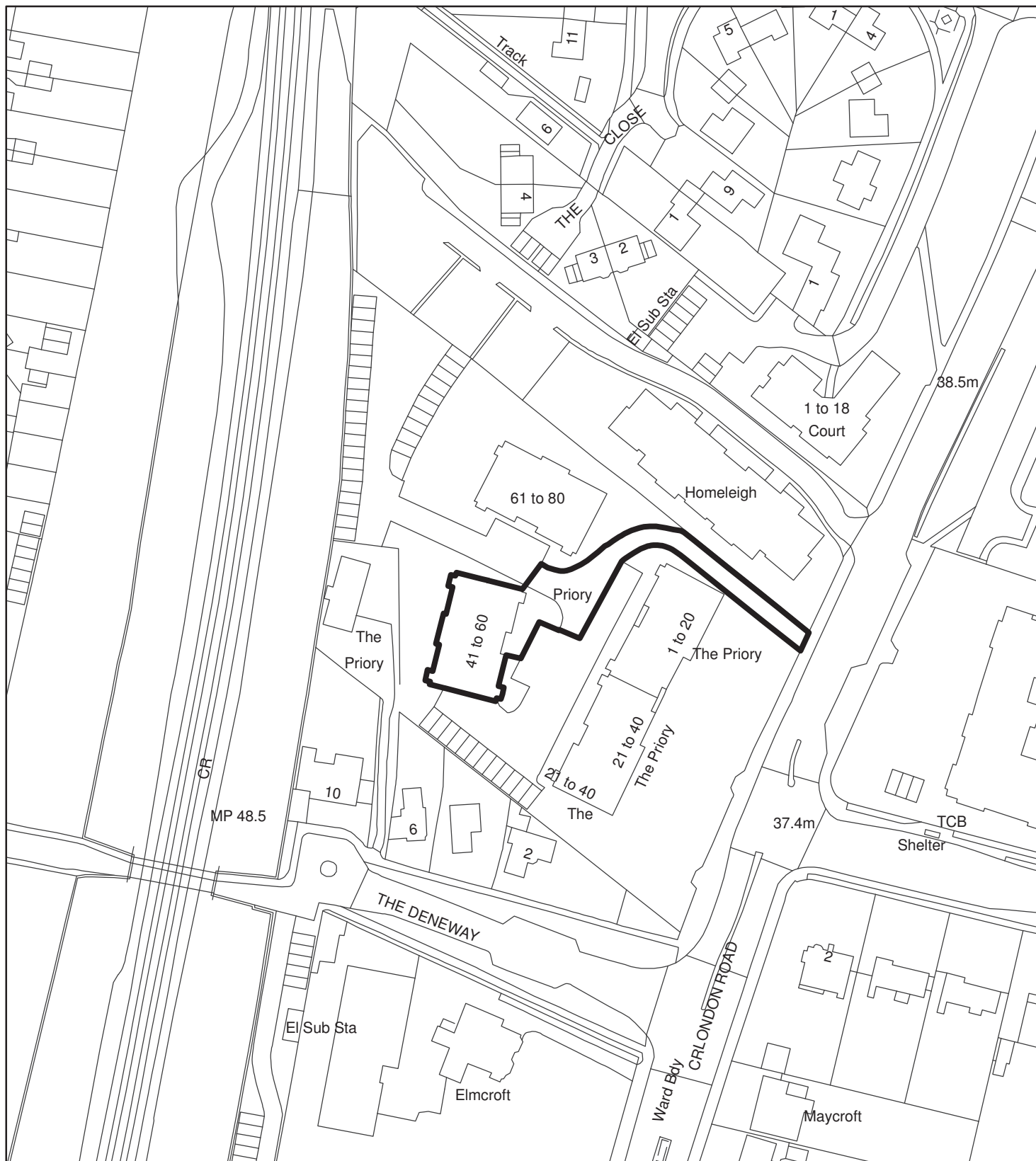
ITEM E

Block B, The Priory, London Road, Brighton

BH2014/04088
Full planning

11 MARCH 2015

BH2014/04088 Block B, The Priory, London Road, Brighton



**Brighton & Hove
City Council**



Scale: 1:1,250

<u>No:</u>	BH2014/04088	<u>Ward:</u>	PATCHAM
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Block B The Priory London Road Brighton		
<u>Proposal:</u>	Erection of additional storey to form 2no three bedroom flats each with roof garden and associated cycle store.		
<u>Officer:</u>	Sue Dubberley Tel 293817	<u>Valid Date:</u>	11 December 2014
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	05 February 2015
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	Strutt and Parker, 201 High Street, Lewes BN7 2NR		
<u>Applicant:</u>	Anstone Properties Ltd, 29 Palmeira Mansions, Hove BN3 2GN		

1 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 7 and resolves to **GRANT** planning permission subject to the Conditions and Informatives set out in section 11.

2 SITE LOCATION & DESCRIPTION

- 2.1 The application site is located on the western side of London Road just to the north of its junction with The Deanway. It comprises 4 circa 1970's four storey flat roofed blocks of flats of brick construction with projecting bays clad in white fascia boarding. Blocks A & B are located to the rear of the site and Blocks C & D are situated at the front, presenting a continuous façade to London Road. There are garages and parking spaces located within the site with vehicular access from London Road. There is a 20m to 25m deep area of soft landscaping on the London Road frontage which is laid to lawn and contains a number of substantial mature trees which span the length of the eastern site boundary.
- 2.2 The surrounding area is predominantly residential in character. To the north of the site, Homeleigh is a four storey purpose built block of flats. To the south, are the rear gardens of detached two storey houses and bungalows fronting The Deanway. Adjoining the site to the rear is a two storey house and beyond the London to Brighton rail line whilst to the east on the opposite side of London Road is a three storey block of flats and two storey detached houses.
- 2.3 London Road (A23) is a heavily trafficked classified road with parking restrictions in the vicinity of the application site.

3 RELEVANT HISTORY

Block B

BH2011/01611 Erection of additional storey to form 2no three bedroom flats each with roof garden and associated cycle store. Approved on 7 December 2011.

BH2010/01898: Construction of 4 no. additional garages. Refused on 22 October 2010 for reason of loss of landscaped amenity space.

Blocks C and D

BH2013/03946 Creation of additional floor above existing to provide 8no flats with additional car parking at ground floor level. Approved 27/06/2014.

BH2013/00287 Application to extend time limit for implementation of previous approval BH2009/00058 for roof extension to blocks C and D to provide 4x3 bedroom flats, each with own roof garden, and a cycle store. Approved 11/04/2013.

BH2009/00058 Construction of additional storey to existing block of flats, to form 2 two-bedroom and 2 three bedroom flats with a roof garden to each unit. New cycle store. Allowed on appeal 9 April 2010.

Blocks A, B, C, and D

BH2005/06744: Construction of an additional storey to each of the existing blocks of flats to form 6 four bedroom and 2 five bedroom flats, with a roof garden to each unit together with the provision of 22 car parking spaces and a new cycle store. Refused on 18 January 2008.

93/0503/OA: Construction of an additional floor to each of the four blocks of flats to form ten new flats together with the provision of 15 new parking spaces. Refused 13 August 1993.

4 THE APPLICATION

- 4.1 Planning permission is sought for the erection of an additional storey to form 2no three bedroom flats each with roof garden and associated cycle store. The height of the extension would be approximately 2.3m (3m including the height of the lift housing), 12.6m wide and 24m long and it would be set in between 2m and 1.5m from the edge of the existing building to create a roof terrace for the flats.

5 PUBLICITY & CONSULTATIONS

External

- 5.1 **Neighbours: Thirty one (31)** letters of representation have been received from **Flats 5 (x2), 7, 9, 10, 11, 14, 17, 18, 21, 27, 40, 41, 46, 47, 50, 51, 58, 62, 65, 70, 79, 80, The Priory, flat 22, 45 Homeleigh, London Road, 23 Withdean Crescent, 16 Welesmere Road (x2) (owner of flat 80 The Priory), 1 Tangmere Place (owner of flat 60 The Priory), 20 Midhurst Road, Eastbourne (owner of flat 3 The Priory), 1 Margery Terrace, Margery Park Road, London (owner of flat 14 The Priory) objecting** to the application for the following reasons:

- The external alterations will not be in character with block B.
- Addition of a further storey will be inappropriate visually to the streetscene.
- Adjoining residents will suffer overlooking and loss of privacy.
- Noise and disturbance from comings and goings of extra residents and motor traffic especially at night.
- Increased traffic congestion on the site.
- No separate pedestrian access from vehicles other than the Deneway.

- No satisfactory access for disabled wheel chair users.
- The lift could also be out of action for long periods during the construction work.
- The internal size of the existing lift in Block B does not allow sufficient space for a wheelchair user.
- There is a stepped entrance into the block.
- Car parking bays are in full use overnight and there is no room for any extra residents cars.
- Loss of property value.

5.2 Priory (Patcham) Limited (represents the 58 Freeholders of The Priory):

- The external alterations will not be in character with block B.
- Adjoining residents will suffer overlooking and loss of privacy.
- May be noise and disturbance from comings and goings of extra residents and motor traffic especially at night.
- No satisfactory access for disabled wheel chair users.
- The internal size of the existing lift in Block B does not allow sufficient space for a wheelchair user.
- Car parking bays are in full use overnight and there is no room for any extra residents cars.

Internal:

- 5.3 Access Consultant:** Each flat must have at least one accessible bathroom with 1100mm clear space in front of the WC, side transfer space amounting to at least 1m from the centre line of the WC pan to the adjacent wall and space for a 1.5m diameter turning circle clear of the door swing.
- 5.4 Environmental Health:** Comment: More information is requested about the barrier around the terraces and its noise attenuation abilities. Noise levels on the terrace areas should be below 55dB $L_{Aeq, 16hr}$.
- 5.5 Sustainable Transport:** Support: No objections to this application subject to the inclusion of the necessary conditions.

6 MATERIAL CONSIDERATIONS

- 6.1** 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."
- 6.2** The development plan is:
- Brighton & Hove Local Plan 2005 (saved policies post 2007);
 - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
 - East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;

- East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.
- 6.3 The National Planning Policy Framework (NPPF) is a material consideration.
- 6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.5 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.
- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Brighton & Hove Local Plan:

- TR1 Development and the demand for travel
- TR7 Safe Development
- 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
- 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
- QD14 Extensions and alterations
- QD18 Species protection
- 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
- HO13 Accessible housing and lifetime homes

Supplementary Planning Guidance:

- SPGBH4 Parking Standards

Supplementary Planning Documents:

- SPD03 Construction & Demolition Waste
- SPD08 Sustainable Building Design

Brighton & Hove City Plan Part One (submission document)

SS1 Presumption in Favour of Sustainable Development

CP8 Sustainable Buildings

8 CONSIDERATIONS & ASSESSMENT

8.1 Matters relating to property values are not material planning considerations. The main considerations in the determination of this application relate to the design of the proposal, the impact upon the character and appearance of the area, the planning history of the site, amenity issues, transport and highways issues, sustainability, living accommodation standards and ecology and nature conservation issues

Planning history and principle of development:

8.2 The principle of an additional storey has been established by a planning permission (BH2012/01611) granted in 2011 for an identical application for an additional storey to form 2no three bedroom flats each with roof garden and associated cycle store. This permission expired on 7 December 2014.

8.3 This application is also similar to a scheme which was refused in September 2009 and subsequently allowed on appeal in April 2010. (BH2009/00058) which sought an additional storey of accommodation to provide 4 x 3 bedroom flats on blocks C and D which lie at the front of the site. This current application is of a comparable design to the approved scheme, although only two flats are proposed as the application only relates to one block rather than two. The increase in height of both schemes is the same at approximately 2.3m or 3m including the height of the lift housing.

Design:

8.4 Policy QD1 relates to design and the quality of new development. It confirms that all proposals for new buildings must demonstrate a high standard of design and make a positive contribution to the visual quality of the environment.

8.5 Policy QD2 relates to design and key principles for neighbourhoods. It confirms that new development should be designed to emphasise and enhance the positive qualities of the local neighbourhood, by taking into account the local characteristics of the area.

8.6 Policy QD3 relates to efficient and effective use of sites and confirms that new development will be required to make efficient and effective use of a site, including sites comprising derelict or vacant land and buildings.

8.7 The proposed additional storey has a contemporary design with the front and rear elevations having extensive glazing. The design, scale and materials closely match the approved scheme on the neighbouring Blocks C and D. Both schemes propose UPVC double glazed windows, and timber/asphalt roof and brick walls. The additional storey would be set back from the existing roof parapet by a minimum of 1.5m on all sides. It is considered that the design compliments the existing building and is in keeping with the development already approved on the site.

8.8 In terms of the impact on the street scene Block B is set well into the site and lies behind Blocks C and D and there is also a dense tree screen on the boundary, when viewed from directly opposite the site on London Road and Carden Avenue. The block is currently not visible from the front of the site and given the existing screening even with the increase in height its visibility would not be increased. Part of the south side elevation and the front of the Block B are currently visible from The Deanway with long views available from London Road and the roof extension would be seen from these views. However it is considered that the large exposure of glazing and simple pattern would provide a clean modern contrast to the existing building and provides a visual relief to the main building and would preserve the visual amenity of the area.

Impact on Amenity:

8.9 Policy QD27 relates to protection of amenity and confirms that permission will not be granted where development 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.

8.10 The Priory is characterised by modest sized blocks of flats set within spacious communal formal grounds. The proposed extension would be entirely within the current footprint of an existing block of flats and as such the new extension will maintain an acceptable relationship with its surroundings. The blocks within The Priory are sufficiently spaced from one another as to avoid a harmful loss of privacy, loss of outlook, loss of light or cause overshadowing and overlooking or any adverse increase as a result of the additional height.

8.11 It is noted that the Inspector when allowing the additional storey to Blocks C and D stated did not consider that there would be any overlooking of Homeleigh approximately 11m to the north of the site. In this case Block B is set much further away from Block A and Blocks C and D, approximately 14m and 21m respectively. To the south the site is some 25m away from detached residential properties located in the Deanway. It is therefore considered that there would be no detrimental impact on amenity in terms of overlooking or loss of privacy.

8.12 It is not considered that the addition of two flats would result in an unacceptable increase in noise and disturbance to the existing occupiers of the building. The provision of roof terraces is a recognised method of providing an appropriate level of private amenity space in both new build residential developments and in extensions to existing buildings, and in this case, it is considered that their use would be unlikely to result in levels of noise and disturbance so significant as to warrant refusal. It is noted that in regard to the planning appeal for four flats on blocks C and D the inspector commented:

8.13 'I am not persuaded that the occupants of blocks B and C would be unduly disturbed by noise emanating from the occupants of the new flats whether inside or using the roof terraces...'

- 8.14 While the concerns of residents regarding noise are noted it is not considered that this could be justified as a reason for refusal given the appeal decision and the separating distances between blocks.

The amenities of future occupiers

- 8.15 The proposed development would provide a satisfactory standard of living accommodation for the future occupiers in terms of room sizes, light, outlook and privacy in accordance with policy QD27 of the Local Plan.
- 8.16 Policy HO13 of the Local Plan requires all new residential development to comply with Lifetime Homes standards. The Design & Access Statement indicates that the development would comply with Lifetime Homes standards providing appropriate door widths, circulation space and lift access. Notwithstanding this, a condition is recommended to secure compliance with Lifetime Homes standards, particularly as the Access Consultant has raised some minor issues regarding compliance.
- 8.17 In terms of amenity space provision, each unit would be provided with a sizable private roof terrace in accordance with policy HO5 of the Local Plan.
- 8.18 In assessing the earlier 2011 approval the Environmental Health Officer was initially concerned that as the site is situated approximately 60m away from a railway line and 80m from London Road, that noise could be an issues for future residents. The Environmental Health Officer therefore requested that an acoustic report should be provided before any judgements could be made as to the suitability of this development for residential use. A noise report by Andersons Acoustics, dated 11th September 2011 was submitted. The Environmental Health Officer assessed the acoustic report and agreed the findings. The acoustic assessment concluded that to achieve internal noise criteria recommended in BS8233 the glazing specification and alternative means of ventilation should achieve a sound level reduction of at least 35dB. The report mentioned three possible types of ventilation, the choice of which would depend on the airflow requirements for each room. Therefore appropriate conditions were recommended to ensure that adequate glazing was provided to mitigate against possible rail and traffic noise in line with the recommendations of the report.
- 8.19 The same acoustic report has been submitted in connection with the current application, however it is noted that Environmental Health have now commented that the report is insufficient and lacks details of noise levels on the proposed roof terraces in particular. Environmental Health have stated that whilst it is acknowledged that reducing ambient noise levels for outside amenity spaces is difficult, because the outside spaces in this planning application are significant and will be used for recreation and relaxation, more information is required to show that external noise levels will be reduced as much as reasonably practicable. However while it is also acknowledged that there will be a strong element of 'buyer beware' for future purchasers, who will clearly see that the flats are near to a railway line and a busy road, Environmental Health has requested further acoustic information regarding the open terraces.

- 8.20 It is considered that it would be difficult to reduce noise from traffic or the railway on an open terrace and this is also recognised by Environmental Health, it is also acknowledged that any prospective purchaser will clearly see that the flats are near to a railway line and a busy road. It is considered that for these reasons and the fact that the acoustic report had been found satisfactory previously and there has been no change to the application or site circumstances, it would be unreasonable to request additional information regarding the use of the terraces. This aspect of the scheme remains acceptable subject to a condition to ensure that the mitigation measures against rail and traffic noise set out in the acoustic report are implemented prior to occupation.

Sustainable Transport:

- 8.21 Policy TR1 confirms that development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling.
- 8.22 Policy TR14 confirms that all proposals for new development and change of use should provide facilities for cyclists in accordance with the parking guidance.
- 8.23 The traffic engineer has commented that the cycle storage shed appears to be adequate in size, however further details of the facilities within are required to ensure cycles can be conveniently and securely stored. Signage directing residents to the store is also recommended due to the size of the site. A condition forms part of the recommendation requiring further details of the proposed cycle storage and signage.
- 8.24 The application does not propose any additional car parking on the site for the two proposed dwellings. The Traffic Engineer has no objections on the grounds that two additional dwellings are unlikely to have a significant impact and that the lack of any parking provision complies with the City Council's parking standards.

Sustainability:

- 8.25 Policy S02 requires that all development demonstrates a high standard of efficiency in the use of water, energy and materials. Further guidance is set out in SPD08.
- The application has been accompanied by a sustainability checklist which details the sustainability features of the scheme and indicates that code level 3 would be sought. The sustainability features include the use of photovoltaic cells to power the lighting of the communal areas. The proposed modifications to Policy LP8 of the City Plan require schemes to achieve code level 4 and conditions are recommended to ensure that the required code level 4 of the Code for Sustainable Homes is achieved.
- 8.26 No details of refuse or recycling have been submitted as the applicant has argued that the site already has an existing bin store for the 80 flats currently on the site and additional space would not be required to accommodate refuse from two additional flats. Their argument is considered acceptable in this case and was previously accepted when assessing the application on the site approved in 2011.

Ecology/Nature Conservation:

- 8.27 Policy QD18 of the Local Plan requires that where it is evident that a proposal could directly affect a species of animal protected under national legislation the applicant will be required to undertake an appropriate site investigation and if deemed necessary adopt measures to avoid any harmful impacts and where practicable enhance the habitat of the respect species.
- 8.28 A large maternity roost and possibly a hibernation roost of Common Pipistrelle Bats exists under the shiplap cladding above Flat 16 in Block D. All species of bat benefit from the highest level of species protection available under UK legislation, being protected by both the Wildlife and Countryside Act 1981 and the Habitats Regulations (which implement the EC Habitats Directive into UK legislation). Essentially, it is unlawful to disturb damage or destroy a bat roost outside a dwelling house. Accordingly the consent for an additional storey on Blocks C and D BH2009/00058, included conditions to ensure mitigation measures were carried out to avoid harm to the bat population.
- 8.29 In regard to the impact on the bats from the current application, the Bat Assessment Report submitted in support of the earlier application for Blocks C and D (BH2009/00058) stated that the bats normal flight pattern is to turn north, along the main access road before dispersing into mature trees along the northern boundary of the site. Therefore the previous application was considered to be satisfactory in regard to its impact on bats providing conditions were attached to any approval to ensure there was no removal or other works to the trees along the northern boundary of the access road; no additional lighting to be installed along the access road, whether permanent or temporarily, during the construction period; and no obstructions erected above the access road to the north of Block D during the construction phase. These measures would ensure no disturbance to the colony took place during any construction work on Block B. Therefore the condition attached to the earlier approval for protection of bats during construction of the additional flats on Block B also forms part of the recommendation.

9 CONCLUSION

- 9.1 The proposed development would have a satisfactory appearance and would have no adverse impact on the character and visual amenity of the area. There would be no material detriment to the amenities of nearby residential occupiers and subject to planning conditions would provide an acceptable level of sustainability, transport measures, lifetime homes and refuse and recycling facilities. The development would be in accordance with the policies of the adopted local plan.

10 EQUALITIES

- 10.1 The Access Consultant has commented that each flat must have at least one accessible bathroom with 1100mm clear space in front of the WC, side transfer space amounting to at least 1m from the centre line of the WC pan to the adjacent wall and space for a 1.5m diameter turning circle clear of the door swing. It is considered that these issues can be resolved by an appropriate planning condition requiring compliance with Lifetime Homes standards.

11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES

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

Plan Type	Reference	Version	Date Received
Location plan			4/12/2014
Site and location plan	A1510/01		11/12/2014
Block plan	A1414/02	A	4/12/2014
Existing floor plan	A1414/03	A	4/12/2014
Existing east elevation	A1414/04	B	4/12/2014
Existing west elevation	A1414/05	B	4/12/2014
Existing north and south elevations	A1414/06	B	4/12/2014
Existing roof plan	A1414/11	A	4/12/2014
Proposed floor plan	A1510/04		4/12/2014
Proposed Elevations	A1510/05		4/12/2014
Site sections	A1510/06		4/12/2014
Proposed roof plans	A1510/07		4/12/2014
Proposed floor plans	A1510/12		4/12/2014

3. Unless otherwise agreed in writing by the Local Planning Authority, the new dwellings 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.
4. During the construction period of the development hereby approved the flight corridor of the Pipistrelle Bats to nearby trees along the northern boundary of the access road shall be kept clear of all obstructions (cranes, scaffolding etc) from sunset to sunrise, no removal or other works to the trees along the northern boundary of the access road shall be undertaken,

no additional lighting shall be installed along the access road, whether permanent or temporarily, and no obstructions shall be erected above the access road to the north of Block D.

Reason: To ensure the protection of the Pipistrelle Bat colony and to comply with policy QD18 of the Brighton & Hove Local Plan.

11.2 Pre-Commencement Conditions:

5. The development hereby permitted shall not be commenced until details of secure cycle parking facilities, including directional signage, 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.

6. Unless otherwise agreed in writing by the Local Planning Authority, no residential development shall commence until a Design Stage/Interim Code for Sustainable Homes Certificate demonstrating that the development achieves a Code for Sustainable Homes rating of Code level 4 as a minimum 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 Policy CP8 of the Brighton & Hove submission City Plan Part One.

7. 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 policies QD1 and QD14 of the Brighton & Hove Local Plan.

8. 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.

11.3 Pre-Occupation Conditions:

9. Unless otherwise agreed in writing by the Local Planning Authority, none of the residential units hereby approved shall be occupied until the mitigation measures against rail and traffic noise set out in the report by Anderson Acoustics dated 11th September 2011 have been implemented. The

measures shall be implemented in strict accordance with the approved measures prior to the occupation of the development and shall thereafter be retained as such.

Reason: To safeguard the amenities of the occupiers of the flats and to comply with policy QD27 of the Brighton & Hove Local Plan.

10. 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 4 as a minimum 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 policy CP8 of the Brighton & Hove submission City Plan Part One.

11.4 Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One (submission document) 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. This decision to grant Planning Permission has been taken:
 - (i) having regard to the policies and proposals in the National Planning Policy Framework and the Development Plan, 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 would have a satisfactory appearance and would have no adverse impact on the character and visual amenity of the area. There would be no material detriment to the amenities of nearby residential occupiers and subject to planning conditions would provide an acceptable level of sustainability, transport measures, lifetime homes and refuse and recycling facilities. The development would be in accordance with the policies of the adopted local plan.
3. The development includes a new hydraulic lift which will share a party wall with a bedroom. Insulation that exceeds Part E Building Regulations should be considered to ensure the future occupants are not disturbed by noise and vibration.