

<u>No:</u>	BH2019/02677	<u>Ward:</u>	Hollingdean And Stanmer Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Land Rear Of 19 And 21 Isfield Road Brighton BN1 7FE		
<u>Proposal:</u>	Erection of two 4no bedroom semi-detached dwellinghouses (C3) with associated landscaping.		
<u>Officer:</u>	Jonathan Martin, tel:	<u>Valid Date:</u>	09.09.2019
<u>Con Area:</u>		<u>Expiry Date:</u>	04.11.2019
<u>Listed Building Grade:</u>	<u>EOT:</u>		
<u>Agent:</u>	Lewis _ Co Planning SE Ltd 2 Port Hall Road Brighton BN1 5PD		
<u>Applicant:</u>	B G Ward Ltd C/O Lewis & Co Planning 2 Port Hall Road Brighton BN1 5PD		

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	11A		9 September 2019
Proposed Drawing	12A		9 September 2019
Proposed Drawing	13A		9 September 2019
Proposed Drawing	14A		9 September 2019
Proposed Drawing	15A		9 September 2019
Proposed Drawing	16A		9 September 2019
Location and block plan	01		9 September 2019
Block Plan	10 A		9 September 2019

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 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 brick, render and tiling (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) samples of the proposed window, door and balcony treatments
- e) samples of all other materials to be used externally

Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policy CP12 of the Brighton & Hove City Plan Part One.

4. The development hereby permitted shall not be occupied until a scheme for the storage of refuse and recycling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out and provided in full in accordance with the approved details prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and to comply with policy QD27 of the Brighton & Hove Local Plan, 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. 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.

6. No development shall take place until a scheme setting out highway works to provide a 2 metre wide pedestrian footpath with dropped kerbs between the existing footway and carriageway in the verge between 13 and 15 Lambourne Road has been submitted to and approved in writing by the local planning authority. No dwelling comprised within the proposed development

shall be occupied until the approved highway works have been carried out in accordance with the approved scheme.

Reason: To ensure that suitable footway provision is provided to and from the development and to comply with policies TR7, TR11 and TR12 of the Brighton & Hove Local Plan & CP9 of the City Plan Part One.

7. 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.

8. The vehicle parking area(s) 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.

9. The new/extended crossovers and accesses shall be constructed prior to the first occupation of the development hereby permitted.

Reason: In the interests of highway safety and to comply with policies TR7 of the Brighton & Hove Local Plan and SA6, CP7, CP9, CP12, CP13 and CP15 of the City Plan Part One.

10. 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.

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 Brighton & Hove City Plan Part One.

12. 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.

13. The development hereby permitted shall not commence until full details of existing and proposed ground levels (referenced as Ordnance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.

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

14. No extension, enlargement or other alteration of the dwellinghouse(s) as provided for within Schedule 2, Part 1, Classes A, B, C, and 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 for this reason would wish to control any future development to comply with policies QD14 and QD27 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 planning permission granted includes a vehicle crossover which requires alterations and amendments to areas of the public highway. All necessary costs including any necessary amendments to a Traffic Regulation Order (TRO), the appropriate license and application fees for the crossing and any costs associated with the movement of any existing street furniture will have to be funded by the applicant. Although these works are approved in principle

by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. The crossover is required to be constructed under licence from the Head of Asset and Network Management. The applicant is advised to contact the Council's Streetworks Team (permit.admin@brighton-hove.gov.uk 01273 290729) for necessary highway approval from the Highway Authority prior to any works commencing on the adopted highway to satisfy the requirements of the condition.

3. The applicant is advised that accredited energy assessors are those licensed under accreditation schemes approved by the Secretary of State (see Gov.uk website); two bodies currently operate in England: National Energy Services Ltd; and Northgate Public Services. The production of this information is a requirement under Part L1A 2013, paragraph 2.13.
4. The applicant is advised that accredited energy assessors are those licensed under accreditation schemes approved by the Secretary of State (see Gov.uk website); two bodies currently operate in England: National Energy Services Ltd; and Northgate Public Services. The production of this information is a requirement under Part L1A 2013, paragraph 2.13.
5. The planning permission granted includes an obligation upon the applicant to carry out small scale footway improvements on the adopted (public) highway that is owned by the Highway Authority (in this case Brighton & Hove City Council). Previously the applicant would have been conditioned to enter into a bespoke legal agreement and pay a contribution towards these works being carried out for the benefit of the development but to amongst other reasons reduce the costs of these works for all parties concerned the council is now obligating the applicant to carry out these works. The applicant or their representative is advised to contact the Council's Streetworks team (permit.admin@brighton-hove.gov.uk 01273 290729) who will provide information and if approved, a licence (instead of a bespoke legal agreement) for what, when & where work can be done, who will be permitted to carry out the works, possible contractor contact details to place orders with, design advice, material advice and will check that the footway improvements are built satisfactorily. The emphasis where possible is on minimising what needs to be done to build a satisfactory footway improvement for the benefit of the applicant, future occupants and visitors of the site and the community as a whole, and in particular the mobility and visually impaired of those respective groups. Finally be advised that the applicant or their representative must obtain all necessary highway approval from the Highway Authority prior to any works commencing on the adopted (public) highway to satisfy the law and requirements of condition.

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1. The application site relates to the rear garden space of no's 19 and 21 Isfield Road two semi-detached properties. The site backs directly onto the east side of Lambourne Road. The gradient of land on the site slopes down steeply from west to east with the properties of Isfield Road set at a lower

level than those of Lambourne Road. The properties of this part of Lambourne Road are separated from Isfield Road by the rear garden of the properties in Isfield Road with the properties on both roads predominantly facing south east. The separation and the rear gardens is widest at the southern part of the road and narrows towards the north. There is some development within the rear plots of Isfield Road, most notably at the rear of 9 and 11 and to the southern part of the road where back to back development with the southern part of Lambourne Road and Lambourne Close to Isfield Road is established. The immediate area is characterised by semi-detached properties along both Lambourne Road and Isfield Road and due to the fairly steep land levels these can sometimes appear as three storey properties with garages at street level and the ground and first floors of the dwellings above.

- 2.2. The property is not listed and is not situated within a conservation area.
- 2.3. Planning permission is sought for the erection of a single pair of semi-detached houses on land fronting Lambourne Road. This is a revised application following the recent refusal of planning application BH2018/03821 on the 5th June 2019. The previous application proposed four x 2-bedroom houses on the site and was refused on the grounds of overdevelopment, design and materials and overbearing impact on the neighbours to the rear.

3. RELEVANT HISTORY

- 3.1. BH2018/03821: Erection of a terrace of 4no two bedroom houses (C3) with associated landscaping and parking. Refused on 05.06.2019. The reasons for refusal are as follows:
 - 1. The proposed development, by reason of, the number of dwellings proposed on the site and the subdivision of the garden spaces into six plots would be uncharacteristic of the locality and would represent an overdevelopment of the site, contrary to policies CP8, CP12 and CP14 of City Plan Part One.
 - 2. The proposed dwellings, by reason of design, materials and substantial height, would create an appearance contrasting heavily with surrounding development, and is considered detrimental to the character of the Lambourne Road street scene. The proposed development would be therefore contrary to policies QD14 of the Brighton and Hove Local Plan and CP12 of City Plan Part One.
 - 3. The proposed development would, as a result of the three storey height and form of the rear elevation, would as a result of the three storey rear elevation be detrimental to the amenity of the occupiers of no's 17, 19, 21 and 23 Isfield Road by virtue of the imposing built form, overbearing impact and harmful overlooking. The proposed development would therefore be consequently be contrary to policy QD27 of the Brighton & Hove Local Plan.

4. REPRESENTATIONS

- 4.1. **Twenty Five (25)** letters have been received, objecting to the proposed development on the following grounds:
- Traffic
 - Noise
 - Height of the proposed development
 - Overdevelopment of the site
 - Impact on amenity
 - Poor design.

5. CONSULTATIONS

5.1. Transport: Seek Modifications

Although on the planning application, it states that there is not a new or altered pedestrian access proposed to or from the public highway, on the design and access statement, it clearly shows a new pedestrian access. The Highway Authority objects to the proposed tree next to the adopted (public) highway as the Highway Authority owns the verge and it seeks amendments to this application to pave over the proposed front garden and remove any front boundary treatment so that the verge can also be paved over to form paving that will by legal agreement be wide enough to be an adopted (public) footway (minimum width of 1.2m). Any different ownership of paving between neighbouring properties and the Highway Authority can be defined by different types, textures and colour of paving and the proposed soft landscaping on-site can be replaced by planters and benches for example. Also, the Highway Authority seeks amendments to the application to include the installation of a 2m wide paved footway from the existing paved footway in the verge opposite the site between 13 and 15 Lambourne Road to the carriageway with dropped kerbs where it meets the carriageway to avoid refusal.

- 5.2. The Highway Authority has also recommended conditions relating to the new/extended crossover, retention of parking area and cycle parking scheme.

5.3. Design Officer : Refuse/Seek Modifications

The principal of development is acceptable. However, the site has potential to diversify the community and to accommodate a denser housing typology. Further consideration could be given to the appropriateness of the semidetached housing typology on the site, and how innovative design could better respond to the extreme site topography. Consideration could also be given to the garden setting and how the design and material palette could respond sensitively to this.

- 5.4. It should be noted that informal pre-application advice was given to the agent prior to the Design Officer being appointed to the Council and that advice was provided in good faith. The proposed application will be assessed in light of the informal pre-application advice given and in light of the previous refusal scheme and the reasons for refusal that were given.

6. RELEVANT POLICIES & GUIDANCE

- 6.1. 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
- 6.2. 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 (2019).
- 6.3. 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.

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

SS1	Presumption in Favour of Sustainable Development
CP1	Housing delivery
CP9	Sustainable transport
CP10	Biodiversity
CP12	Urban design
CP13	Public streets and spaces
CP14	Housing density
CP19	Housing mix

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

TR14	Cycle access and parking
QD16	Trees and hedgerows
QD27	Protection of amenity
HO5	Provision of private amenity space in residential development

Supplementary Planning Document:

SPD 14	Parking Standards
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7. CONSIDERATIONS & ASSESSMENT

- 7.1. The main considerations in the determination of this application relate to the principle of development, the design of the proposed dwelling, the standard of residential accommodation, its impact on neighbouring amenity and the impact on the highways network.

Principle of Development:

- 7.2. 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.
- 7.3. The Council's most recent housing land supply position is published in the SHLAA Update 2018 (February 2019). The figures presented in the SHLAA reflect the results of the Government's 2018 Housing Delivery Test which was published in February 2019. The Housing Delivery Test shows that housing delivery in Brighton & Hove over the past three years (2015-2018) has totalled only 77% of the City Plan annualised housing target. Since housing delivery has been below 85%, the NPPF requires that a 20% buffer is applied to the five year housing supply figures. This results in a five year housing shortfall of 576 net dwellings (4.5 years supply). In this situation, when considering the planning balance in the determination of planning applications, increased weight should be given to housing delivery in line with the presumption in favour of sustainable development set out in the NPPF (paragraph 11).
- 7.4. City Plan Policy CP1 outlines that at least 13,200 new homes will need to be built over the plan period 2010-2030, which equates to an annual average rate of provision of 660 dwellings.
- 7.5. The proposed development is for the erection of 2 no. 4 bedroom semi detached dwellings with associated landscaping. The application site is in a residential area and therefore the Council has no objections in principle to the proposal of new residential development subject to compliance with local policies and guidance.
- Design and Appearance:
- 7.6. 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.
- 7.7. The previous scheme was refused due to the proposed number of units on site and the subdivision of the two gardens into 6 plots (4 new proposed and two existing) which was considered to be uncharacteristic of the locality and overdevelopment of the site. In light of this reason for refusal, the proposed scheme has reduced the number of proposed houses from 4 to 2. This reduction will give each new dwelling a larger garden area to the rear. Due to the reduction in units, the proposal is not considered to be an overdevelopment of the site. Furthermore, a pair of semi-detached dwellings would be characteristic of the locality which is largely developed by semi-detached pairs of dwellings. Whilst the design officer has noted that the semi-detached nature of the proposal should be re-evaluated given that the area is characterised by semi-detached properties the proposal is considered to be in keeping with the locality and has evolved since the previous refused scheme, which is a material consideration in the application.

- 7.8. A second reason for refusal of the previous scheme was due to the design, materials and substantial height of the proposal creating an appearance contrasting heavily with the surrounding development and considered to be detrimental to the character of the Lambourne Road street scene. The proposed application has significantly reduced the bulk and mass of the dwellings in particular at first floor level. The previous squared off and flat roof design has been abandoned in favour of a traditional pitched roof with small dormers to the front and velux windows to the rear. Although not reducing the overall total height when compared with the previous refusal, the proposal has reduced its bulk and the pitched roof is considered to have less impact and more in keeping with the locality. These changes greatly reduce the bulk of the development and lessens the visual impact from both the front and rear and is not considered to be detrimental to the character of the Lambourne Road street scene.
- 7.9. In addition to reducing the bulk, the design changes have focused on using a more traditional palette of materials. The previous scheme had large areas of white render, timber cladding and zinc to the bay windows whereas the current scheme proposes brick elevations, a pitched tiled roof and lead clad dormers to the front roofslope and small conservation style lead dormers to the rear roofslope. The change in materials is welcomed as the scheme is now considered to be more in keeping with the prevailing character of the locality and the types of materials used on surrounding properties.
- 7.10. The proposal has therefore addressed the reasons for refusal on the previous scheme by way of design and appearance and it is considered that the proposal is now in accordance with policies CP8, CP12 and CP14 of the City Plan Part One and policy QD14 of the Brighton and Hove Local Plan.
- 7.11. A condition is proposed to restrict permitted development at the new dwellings as further extensions at ground or roof level would have the potential to cause harm to local amenity and for this reason the LPA would seek to exercise control over any further alterations.
- Standard of Accommodation:
- 7.12. Policy QD27 of the Brighton and Hove Local Plan aims to secure a good standard of living accommodation for current and future occupiers in all new developments. Accommodation should therefore provide suitable circulation space within the communal spaces and bedrooms once the standard furniture has been installed, as well as good access to natural light and air in each habitable room.
- 7.13. The 'Nationally Described Space Standards' 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, they provide a useful guideline on acceptable room sizes that would offer occupants useable floor space once the usual furniture has been installed. The 'Nationally Described Space Standards' establishes the

minimum floor space for a single bedroom as measuring at least 7.5m², and a double bedroom should measure at least 11.5m².

- 7.14. The following schedule of accommodation is proposed:
- Bedroom 1 - 17.4sqm
 - Bedroom 2 - 12.6sqm
 - Bedroom 3 - 14.5sqm
 - Bedroom 4 - 8.7sqm
- 7.15. The total GIA for each unit would be 131sqm which exceeds the NDSS by 10sqm per unit. The internal areas exceed the NDSS guidance and the kitchen/dining/living provides a good level of internal space. Overall the proposed house would offer a good standard of living accommodation in terms of layout, circulation space, storage and access to natural light and ventilation.
- 7.16. Policy HO5 of the Local Plan requires the provision of private useable amenity space in new residential development which should be appropriate to the scale and character of the development. The proposed scheme would provide a rear garden and a rear patio for each property. Overall, the proposed dwellings would provide a large portion of private amenity space which is considered appropriate to a four bedroom dwelling house.
- 7.17. The proposed scheme would provide a good standard of accommodation and provide an appropriate level of amenity space and therefore the proposal is compliant with Policies QD27 and HO5 of the Local Plan.
- Impact on Amenity:
- 7.18. 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.
- 7.19. The previous scheme was refused as the height and form of the development as a result of the three storey rear elevation was considered to be detrimental to the amenity of the occupiers of no's 17, 19, 21 and 23 Isfield Road by virtue of the imposing built form creating an overbearing impact and harmful overlooking.
- 7.20. The proposed scheme has removed the flat roof element and now proposes a pitched roof profile as discussed in previous sections. The proposal will still remain 3 storeys in height but the alterations to the form of the rear elevation will greatly lessen the visual impact and sense of overbearing to the existing houses at 19 and 21 Isfield Road. The current proposal introduces a stepped relationship in the design of the rear of the dwellings which, in comparison to the refused scheme, would bring the development slightly closer to the properties in Isfield Road, however, the stepped form and pitched roof design significantly mitigates the impact of the proposal over the stark three storey previous form facing the rear of the properties in Isfield Road and for these

reasons the proposal is not considered to be overbearing on the occupier's of 17,19,21 and 23 Isfield Road.

- 7.21. In relation to harmful overlooking caused by the previous scheme, the rear elevation has been altered accordingly. The proposal has removed the rear windows at first floor level in their entirety and replaced them with Velux windows in the roof slope. Furthermore, internal rearrangements to the design has resulted in two of the four rear facing windows being bathroom windows that will be obscure glazed. When compared with the previous schemes 8 rear facing windows, the proposed development has significantly reduced the direct overlooking to the houses to the rear and whilst a single clear window at ground floor level (serving a bedroom) would remain facing the rear of properties in Isfield Road this, together with a separation distance to those properties of approximately 17m is considered to not cause a level of demonstrable harm through overlooking sufficient to warrant refusal of the application. It is noted that as the plots separating Isfield Road and Lambourne Road narrow towards the north east it is not considered that the development could be replicated (as proposed) along this area of the road due to the narrowing and subsequently increasing impact.
- 7.22. In light of the above, the proposed development is considered to have addressed the reasons for refusal on the previous scheme in regards to amenity and is considered to be compliant with policy QD27 of the Local Plan.
- 7.23. Due to the relatively steep topography of the site a condition is recommended to secure further detail on land level and ordnance datum levels in relation to the proposed development in order to safeguard the amenities of future occupiers and ensure the development is constructed in accordance with details as approved.

Sustainable Transport:

- 7.24. It is noted that the highways authority had no objection to the previous scheme although recommended conditions to be applied. The overall response to this application is to seek amendments and recommended conditions to be applied. Given that the previous scheme for a larger density of development (but very similar impact to the highway) had no objection it is considered unreasonable to refuse the current application on this basis. Conditions are recommended in order to overcome the concerns raised.
- 7.25. In specific regards to this scheme the Highways Authority have objected to the proposed tree to the front of the development site as it may limit the ability for the installation of an appropriate footpath. However, the proposed tree is considered to be acceptable in planning terms and would not be considered as a planning reason for refusal. Similarly the Highway Authority seeks the front gardens to be paved over and removed. However, the proposal as it currently stands is acceptable in planning terms and an entirely paved front area would be harmful to the appearance of the development and character of the area. Notwithstanding this a condition requiring details of all

proposed hard and soft landscaping together with finishes to boundary treatments is recommended in order to address these concerns.

- 7.26. A new vehicle access to the west of the site off Lambourne Road is proposed and a condition will be attached relating to the new/extended crossover. SPD14 states that the maximum car parking standard for 4-bedroom dwellings within the Outer Area is 1 space per dwelling plus 1 space per 2 dwellings for visitors. The applicant is proposing 1 car parking spaces for each 4-bedroom property within the Outer Area and it is considered that the proposed two parking spaces are acceptable in this instance. A retention of parking area condition will be attached to ensure that on-site parking is maintained.
- 7.27. The highways authority have also requested that the application be amended to include the provision of a 2m wide paved footway (with dropped kerbs) from the existing footway opposite the site (between 13 and 15 Lambourne Road) down through the verge where it meets the highway. It is considered that this can be secured through a grampian condition and such a condition is proposed in order to address this concern.
- 7.28. In relation to cycle parking, SPD14 states that for a 4 bedroom house, 2 cycle parking spaces should be provided. Cycle parking details are not proposed within the application but can be sufficiently secured via a condition.
- 7.29. In light of the above, the proposal is compliant with SPD14.

Sustainability:

- 7.30. Policy CP8 of the Brighton & Hove City Plan Part One requires new development to demonstrate a high level of efficiency in the use of water and energy. These measures are to be secured via a suitably worded condition.

8. EQUALITIES
None identified

