

Gareth Giles Esq
Planning Department,
Brighton & Hove City Council,
Hove Town Hall,
Norton Road,
Hove,
BN3 3BQ

3rd May 2018

Dear Mr Giles,

Planning Application: BH2018/00868 at King's House, Hove

Please note my objection to the above development and my comments below. I have consulted widely in Grand Avenue and the Central Hove Ward part of Second Avenue, and my comments reflect the sincere concerns of neighbouring residents.

I would like to be clear that, whilst I do support the conversion of the site to residential use, I request that Planning Committee members consider the scale of the new blocks to be constructed to the north of the original listed building and their impact on the amenity of neighbouring properties at One Grand Avenue and in Second Avenue. It is the scale, height, massing and proximity to neighbouring buildings which is of primary concern to neighbours. There is also significant concern that the proposed new buildings have little architectural merit in such a prime site and a Conservation Area.

The ten storey block in Grand Avenue is significantly higher than the northern 'tower' of the retained listed building, and therefore is overbearing and harms the setting of the retained listed building. It is of similar height to One Grand Avenue, and will have a significant negative impact on the access to light and therefore the amenity of residents at the south elevation of One Grand Avenue.

The six storey block in Second Avenue is not at all in keeping with the height and massing of the existing villas in this conservation area, where generally the height of properties reduces as they move toward the sea. This new block dramatically breaks this and should be reduced by one or two stories. It should also be moved further back from the street.

It is especially disappointing that the Brighton & Hove massing study (March 2015) suggested potential for an 11 storey block to be sited in Grand Avenue, and that 196 units

could be delivered. I am unclear whether there was any member involvement in determining whether such massing were appropriate, but it has clearly set the parameters around which developers have worked.

At prior consultation meetings with the developers I have made clear my view that the block designs are of little architectural interest and are largely utilitarian. This is a missed opportunity to enhance the street scene in both Grand Avenue and Second Avenue.

Residents at 2 and 3 Second Avenue have expressed concern that the blocks are too close to the existing Second Avenue properties for the scale being proposed. The proposed building will dominate these original properties and the introduction of balconies to the east elevation will overlook No. 2 and No. 3 Second Avenue. This will have a negative impact on privacy and is in breach of Local Plan policy QD27.

Residents have noted that the location of the service lift and air intake valve near the site's northern boundary may have noise implications for No. 2 and No. 3 Second Avenue and which needs to be addressed.

Please note the overwhelming neighbouring resident concerns regarding inadequate provision of parking at the proposed development. The proposal includes a total of 80 parking spaces, only 6 of which are 'accessible'. The development is sited in the Key Public Transport Corridor cited in SPD 14. Maximum parking standards in the Key Public Transport Corridor are as follows;

1-2 beds 0.5 spaces per dwelling plus 1 space per 2 dwellings for visitors

3-4+ beds 1 space per dwelling plus 1 space per 2 dwellings for visitors.

The development proposes 166 one and two bedroom flats, allowing 166 spaces, plus 3 three bedroom properties, allowing 4.5 spaces. Therefore the planned provision of only 80 spaces is significantly less than half that allowed by SPD14.

The proposed development is situated in Zone N. Although there is currently no waiting list, it is close to capacity. SPD14 enables planners to determine that developments may be car free, and I request that this condition is imposed, so that no residents of the new development are entitled to on-street CPZ parking permits.

Access to parking is from Second Avenue, which will increase traffic flow along a residential street, negatively impacting the amenity of neighbouring residents.

CP19 Housing mix demonstrates the Council's concern regarding insufficient 3 bedroom property development in the city. The proposed concentration of two bedroom units in this development runs contrary to this.

I welcome the developer's commitment to work with the Council to deliver the largest possible proportion of affordable housing to reflect local housing need and expect that the Council will challenge the submitted Viability Assessment which demonstrates there is no capacity for affordable housing.

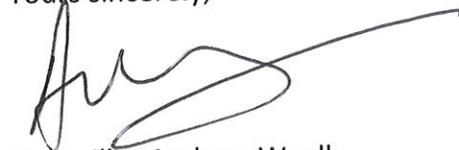
There is significant concern within the community regarding the disruption which will be inevitably caused during construction. It would be particularly helpful if the Council's Planning Department would impose meaningful limits regarding delivery times and contractors' vehicles access and parking so as to minimise this negative impact.

Residents have expressed concern that Grand Avenue becomes the primary access route during demolition and construction. It is clear that there cannot be an access road over the grassed land outside King's House; this is precious local green space. In addition, please ensure that the grassed area cannot be used for parking, lorries, or cranes as the space is used by the local community extensively and must not be spoiled.

Please can I be advised as soon as possible the likely date the application will be considered by Planning Committee as I would like to attend and speak.

Thank you for your consideration of the concerns raised in this submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Wealls', with a long horizontal flourish extending to the right.

Councillor Andrew Wealls

