

<u>No:</u>	BH2017/03863	<u>Ward:</u>	Goldsmid Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Hove Business Centre Fonthill Road Hove BN3 6HA		
<u>Proposal:</u>	Creation of additional floor to provide 4no office units (B1) with associated works.		
<u>Officer:</u>	Wayne Nee, tel: 292132	<u>Valid Date:</u>	06.12.2017
		<u>Expiry Date:</u>	31.01.2018
<u>Agent:</u>	Brooks Murray Architects The Arts Building Morris Place Unit 1 Second Floor London N4 3JG		
<u>Applicant:</u>	Hatton Garden Properties Hove Business Centre Fonthill Road Hove BN3 6HA		

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 be **MINDED TO GRANT** planning permission subject to a s106 agreement and the following Conditions and Informatives:

1.2 S106 Heads of Terms

- Contribution of £33,362 towards sustainable transport improvements for footway, cycle and public realm improvements on the route between the site and local facilities, including, but not limited to Hove Station.
- Contribution of £9672 towards the Local Employment Scheme.

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
Floor Plans Proposed	981.58.100	D	29 March 2018
Elevations Proposed	981.58.200	D	29 March 2018
Location Plan	981.58.001		6 December 2017

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 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 policies HE6 of the Brighton & Hove Local Plan, and policies CP12 and CP15 of the Brighton & Hove City Plan Part One.

4. Prior to the commencement of the relevant part of the development full details of the design, materials and finishes for the balcony screens and railings, and their relationship with the parapet roofline, shall be submitted to and approved in writing by the local planning authority. Development shall then be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policy HE6 of the Brighton & Hove Local Plan and CP15 of the Brighton & Hove City Plan Part One.

5. Other than amenity spaces to the front of the building, access to the flat roof of the building shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

6. The window in the west side elevation of the development hereby permitted shall be obscure glazed and non-opening, and thereafter permanently retained as such.

Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

7. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- (i) The phases of the Proposed Development including the forecasted completion date(s)
- (ii) A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to Commence Development until such consent has been obtained
- (iii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)
- (iv) A scheme of how the contractors will minimise complaints from neighbours regarding issues such as noise and dust management vibration site traffic and deliveries to and from the site
- (v) Details of hours of construction including all associated vehicular movements
- (vi) Details of the construction compound

- (vii) A plan showing construction traffic routes
- (viii) An audit of all waste generated during construction works

The construction shall be carried out in accordance with the approved CEMP.

Reason: As this matter is fundamental to the protection of amenity, highway safety and managing waste throughout development works and to comply with policies QD27, SU9, SU10 and TR7 of the Brighton & Hove Local Plan, policy CP8 of the Brighton & Hove City Plan Part One, and WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Supplementary Planning Document 03 Construction and Demolition Waste.

8. Prior to first occupation of the development hereby permitted a scheme for the storage of refuse and recycling shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved 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.
9. Unless otherwise agreed in writing by the Local Planning Authority, the non-residential development hereby approved shall not be occupied until a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the non-residential development built has achieved a minimum BREEAM New Construction rating of 'Very Good' /'Excellent' 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 CP8 of the Brighton & Hove City Plan Part One.
10. Prior to the commencement of the development, details of a scheme of works to provide a segregated footway within the Hove Business Centre car park from Fonthill Road to the new residential access shall be submitted to and approved in writing by the Local Planning Authority. The works shall be completed prior to the occupation of the development hereby permitted and shall thereafter be retained.
Reason: In the interest of highway safety and to comply with policies TR1, TR7 and TR8 of the Brighton & Hove Local Plan.
11. Within three months of the date of first occupation, a Travel Plan for the development shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall thereafter be fully implemented in accordance with the approved details.
Reason: To ensure the promotion of safe, active and sustainable forms of travel and comply with policies TR4 of the Brighton & Hove Local Plan and CP9 of the Brighton & Hove City Plan Part One.
12. Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall 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.

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 applicant should contact the Highway Authority Access Team for advice and information at their earliest convenience to avoid delay (travel.planning@brighton-hove.gov.uk or telephone 01273 292233). The Travel Plan shall include such measures and commitments as are considered necessary to mitigate the expected travel impacts of the development and should include as a minimum the following initiatives and commitments:
 - (i) Promote and enable increased use of walking, cycling, public transport use, car sharing, and car clubs as alternatives to sole car use;
 - (ii) A commitment to reduce carbon emissions associated with business and commuter travel;
 - (iii) Increase awareness of and improve road safety and personal security;
 - (iv) Undertake dialogue and consultation with adjacent/neighbouring tenants/businesses;
 - (v) Identify targets focussed on reductions in the level of business and Commuter car use;
 - (vi) Identify a monitoring framework, which shall include a commitment to Undertake an annual staff travel survey utilising iTrace Travel Plan Monitoring software, for at least five years, or until such time as the targets identified in section (v) above are met, to enable the Travel Plan to be reviewed and updated as appropriate;
 - (vii) Following the annual staff survey, an annual review will be submitted to the Local Planning Authority to update on progress towards meeting targets;
 - (viii) Identify a nominated member of staff to act as Travel Plan Co-ordinator, and to become the individual contact for the Local Planning Authority relating to the Travel Plan.
3. The applicant is advised that in order to provide policy compliant cycle parking the Highway Authority's preference is for the use of Sheffield Stands spaced in line with the guidance contained within the Department for Transport's Manual for Streets section 8.2.22.

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1 The application site relates to the Hove Business Centre, a part three part four storey building comprising a mix of seventeen B1, B8, D1 and D2 units.

- 2.2 The Business Centre forms part of the former Dubarry Perfumery complex and is attached to Microscape House to the east. Access and parking is via Fonthill Road to the west. Residential properties adjoin the site to the north and west, with further business units within Microscape House to the west.
- 2.3 The mainline railway fronts the site to the south with Hove Station and the Hove Station Conservation Area to the southeast. The former Dubarry Perfumery building, which also comprises Microscape House and Dubarry House to the east, has been designated as a building of local interest.
- 2.4 Planning permission is sought for the creation of additional floor to provide 4 no office units (B1) with associated works.

3. RELEVANT HISTORY

BH2017/03876 Prior approval for change of use from office (B1) to 15no flats (C3) - Prior Approval Required Approved 01/02/2018.

BH2014/03742 Creation of 4no one bedroom flats, 4no two bedroom flats and 1no three bedroom flat on existing flat roof incorporating revised access and associated works - Appeal against non-determination allowed 06/12/2016. The issue of concern in this case related to the provision of affordable housing. The Inspector did not support the Council's concerns and the appeal was allowed.

BH2014/01981- Creation of 4no one bedroom flats, 4no two bedroom flats and 1no three bedroom flat on existing flat roof incorporating revised access and associated works – Withdrawn.

4. REPRESENTATIONS

- 4.1 Twenty-two (22) letter has been received objecting to the proposed development for the following reasons:
- Would change the skyline and visual impact of the building
 - Will cause significant overshadowing, overlooking and loss of privacy to properties on Newtown Road
 - Neighbouring properties have a 'right to light'
 - Increase in noise
 - Loss of views
 - Increase in light pollution
 - No provision for parking
 - Increase in traffic congestion
 - Increase use of zone T
 - There is already too few parking spaces
 - Impact on road safety
 - Unclear where bin storage would be located
 - Poor disabled access
 - Dust pollution during works
 - Increase security risk to properties on Newtown Road

5. CONSULTATIONS

5.1 Heritage: Comment

Initial comments:

The rear (north elevation) of this building is far more utilitarian than the front and has also been more affected by alterations and fire escapes. Alterations to the south elevation will be clearly visible from the railway station car park and the elevated vantage points of the railway platforms and public footbridge, therefore the impact of this proposal on the South elevation is considered to be the principal consideration.

A strong characteristic of the front of this building is the varied yet harmonious treatment of the elevation in sections, in particular the roofline which for one section has a distinctive curved parapet.

This proposal for the addition of a floor across the full extent of the Western and middle sections of the building differs from previous applications in that the alignment of the new element would be immediately behind the plane of the existing front wall of the building. The lack of set-back would alter the roofscape and reduce the effect of the parapet profile. The proposed roofline of this additional floor has an almost continuous flat profile, and is considered to diverge dramatically from the subtle variations in the existing façade, thereby detracting from the building's architectural, artistic and townscape interest. It is also noted that glass screens are proposed along the top of the eastern portion of parapet however the need for this is queried in view of the minimal space behind precluding the use for external amenity space.

Due to the impact the new alignment of the proposed floor would have Heritage Team cannot support this application.

Further comments following the submission of amendments:

Revised plans have been submitted which set the proposed upper floor back from the front façade of the existing building. It is considered that this will allow the existing façade to continue to take prominence, with the historic mosaic panels and profiled parapets framing the top of the building. The perspective and the shadow lines created by the additional set-back of the proposed floor will reduce the impact of this additional structure and the Heritage Team no longer wishes to object to the application on heritage grounds.

5.2 City Regeneration: Support

City Regeneration fully supports this application. The proposal is for the extension of 4 new office units on the roof of the existing building. This will provide a net additional gross internal floorspace of 967.2 sq m which is welcomed by the Economic Development team. There has been no reference made as to the number of FTE the extra office space will provide.

City Regeneration does acknowledge that objections have been made due to the parking. As the offices are right beside Hove train station and bus route, we

would hope that employees would use a sustainable method of transport to commute. We would suggest that the developers/business owners make contact with a Transport Planner at the Council to discuss travel plans for their staff. Quality employment space is in short supply and the additional units would potentially meet the needs of SMEs.

A contribution of £9672 is required towards the Local Employment Scheme.

5.3 Sustainable Transport: Comment

Pedestrian Access:

Pedestrian access to the proposed development is predominately as existing. There are three entrances located at the ground floor level with some minor internal alterations. Currently there is no segregated pedestrian access from the vehicles manoeuvring within the car park and entering and leaving the site. As these proposals will increase the footfall associated with the site the Highway Authority would look for a segregated footway to be provided which would provide a safe means of access and egress. This could be achieved by delineating a footway in a different colour or material to the carriageway. This would reduce the potential for vehicle/pedestrian conflict and ensure the development is in compliance with Local Plan policy TR7 and City Plan Part One. Further details of this pedestrian route can be secured by condition.

Vehicle Access and Car Parking:

SPD14 maximum parking standards allow 1 space per 100m² for B1 uses, equivalent to 9 spaces in this instance. It should be noted that these are maximums and lower levels of parking are permitted. The development proposes to be car free and therefore no car parking is provided.

In order to assist in mitigating the potential overspill from the development the Highway Authority would look for the applicant to produce a Travel Plan for the development. This would be expected to contain a range of measures which encourage employees to switch to travel by sustainable modes which may include public transport taster tickets and cycle equipment vouchers. This is considered necessary in order to mitigate the impacts of the development and encourage travel by sustainable modes in accordance with Brighton & Hove City Plan Part One policy CP9 and Brighton & Hove Local Plan policy TR4. This is secured by condition.

Cycle Parking:

The development proposes 12 cycle stands allowing up to 24 cycle spaces, accessed via the rear of the building or from the front entrance through an internal corridor to the back of the building. This meets requirements for the number of cycle parking spaces set out in SPD14 parking standards. However, limited details are provided as to the type and security of the cycle parking. In order to be in line with Policy TR14 of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered. The Highway Authority's preference is for the use of Sheffield type stands spaced in line with the guidance contained within the

Manual for Streets section 8.2.22. Further details of the cycle parking provision and its implementation is secured by condition.

Trip Generation and S106:

The proposals comprise 967.2m² of additional B1 office floorspace. This increase in floorspace is likely to increase the level of trips associated with the site.

Whilst the site is in close proximity to Hove Railway Station, pedestrian routes in the vicinity of the site would benefit from improvements in order to serve the needs of those travelling between the Station and the site. A sustainable transport contribution is therefore requested, This has been calculated in accordance with the council's Developer Contributions Technical Guidance (£33,362). This would be allocated towards footway, cycle and public realm improvements on the route between the site and local facilities, including, but not limited to Hove Station. This is to provide for the needs of those accessing the development on foot, bicycle and by public transport in accordance with Brighton & Hove City Plan policies CP7, CP9 and DA6.

In addition, a Travel Plan is requested in order to facilitate and promote sustainable modes of travel in accordance with Brighton & Hove City Plan Part One policy CP9 and Local Plan policy TR4. It is recommended that this be secured either by condition or as part of the S106 agreement.

6. MATERIAL CONSIDERATIONS

6.2 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

6.3 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);

6.4 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.

7. POLICIES

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

SS1 Presumption in Favour of Sustainable Development

DA6 Hove Station Area

CP2 Sustainable economic development
CP3 Employment land
CP7 Infrastructure and developer contributions
CP8 Sustainable buildings
CP9 Sustainable transport
CP12 Urban design
CP15 Heritage

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

TR4 Travel plans
TR7 Safe Development
TR14 Cycle access and parking
SU9 Pollution and nuisance control
SU10 Noise Nuisance
QD14 Extensions and alterations
QD27 Protection of amenity
EM4 New business and industrial uses on unidentified sites
HE3 Development affecting the setting of a listed building
HE6 Development within or affecting the setting of conservation areas
HE10 Buildings of local interest

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste
SPD14 Parking Standards

8. CONSIDERATIONS & ASSESSMENT

8.1 The main considerations in the determination of this application relate to the principle of adding an additional floor comprising office units to the locally listed building, its impact on the appearance of the building and the setting of the adjacent Hove Station Conservation Area, its impact on neighbouring amenity, sustainability and transport issues.

8.2 Planning Policy:

The site is located outside the northern boundary of the Hove Station Area Development Area identified within policy DA6 of the City Plan Part One. Policy DA6 generally seeks to maintain and strengthen employment provision within the area as well as providing for residential uses. It is not considered that the proposal runs contrary to these aims.

8.3 In terms of providing 967sqm of new B1 office accommodation, Policy EM4 of the Local Plan sets out the criteria for when planning permission for such uses on unidentified sites will be granted:

- a) There is a demonstrable need for such a use, given the availability of existing land or premises identified in the plan or on the market or with outstanding planning permission;
- b) The site is readily accessible by public transport, walking and cycling;
- c) The development would not result in the net loss of residential accommodation;

- d) The development would not result in the loss of an important open space, an identified Greenway or a nature conservation site as specified in the Plan.
- e) The development would not have a demonstrably adverse environmental impact because of increased traffic and noise;
- f) The development would not be detrimental to the amenities of occupiers of nearby properties or the general character of the area; and
- g) There is adequate landscaped amenity open space.

8.4 It is considered that the proposal would meet criteria a - e by virtue of its central location and the identified need for modern office accommodation within the Employment Land Study update 2012. This study identifies a shortfall of high quality office accommodation over the plan period and strongest demand for accommodation up to the 460m² in size. The proposed office floor space would be split into 4 no. office units all under 460m² in size.

8.5 Matters relating to criteria f) are addressed below. Although there is limited amenity space to meet criteria g), given the constraints of the site, and the location of the site within close proximity to city centre amenities, it is considered that in this case the level of outdoor amenity space is acceptable.

8.6 Design and Appearance:

Locally listed buildings are categorised as 'non-designated heritage assets' within the NPPF and NPPG. Paragraph 135 of the NPPF requires Planning Authorities to take into account the effect of an application on the significance of a non-designated heritage asset, and reach a balanced judgement as to the scale of any harm or loss and the significance of the asset.

8.7 In this instance the significance of the building is most borne out by its southern elevation and parapet roofline. This is most visible from the station platforms opposite and from the footbridge overpass to the east of the site. The parapet roofline, which is different on each section of the building, is silhouetted against the sky when viewed from the station platforms, but is set more amongst rooftop clutter when viewed from the public footbridge to the east. The original roof form of the building has been eroded by the addition of an additional storey on Microscape House to the east which, although set back from the parapet, appears as a detracting piecemeal addition, and by stairwell, railing and rooflight upstands along the main roof.

8.8 As originally submitted the southern elevation of the additional storey projected further forward than previously approved; this has been pulled back to the building line which was previously approved at appeal. In addition glazing originally proposed to the northern elevation of the additional storey has been replaced with solid panelling.

8.9 As now proposed, the application scheme would continue the general scale and form of the Microscape House addition across the entire roof to the building. This would serve to remove much of the rooftop clutter and provide a cleaner, more unifying form behind the parapet.

- 8.10 The additional storey would be inset from the front parapet roofline and be completed in metal/zinc finish with windows of matching appearance. This would give the addition a recessive appearance and assist in retaining the primacy of the existing elevations and parapets. The design of the additional storey links appropriately with the vertical division across the building, with suitable visual breaks between each building type and windows aligning with those below. The final details of materials and windows are recommended to be secured by condition and, if appropriately treated, would serve to ensure that the additional storey forms a suitably unifying and subordinate crown to the building.
- 8.11 To the rear, the building is of lesser visual significance. The additional storey would also be set back from the rear elevation. No windows would be in this rear elevation, with the massing regularly punctuated by insets aligning with the windows in the elevation below. The general position, scale and elevational treatment of the rear elevation is considered acceptable in design terms, providing a suitably articulated elevation inset appropriately from the main rear elevation such that it would appear a subordinate addition when viewed from the properties along Newtown Road to the rear.
- 8.12 The design approach would serve to preserve the appearance and visual dominance of the historic parapet roofline. Having regard to the previously approved application, and the acute need for office space in the city, it is considered that a roof top addition in the manner proposed would not result in significant harm to the existing locally listed building.
- 8.13 Nor would it have a significantly harmful impact on the setting of the Hove Station Conservation Area, or the setting of the Grade II listed Hove Station buildings and footbridge given its subordinate scale and separation from these heritage assets.
- 8.14 Subject to final details of materials, which conditions recommended, the proposed rooftop extension is considered an appropriately scaled and design addition that would unify the roof of the building without significantly harming its heritage significance, in accordance with policies CP12 & CP15 of the Brighton & Hove City Plan Part One and QD14 & HE6 of the Brighton & Hove Local Plan.
- 8.15 Impact on Amenity:**
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.
- 8.16 As existing, Hove Business Centre is set between 11m and 13.5m from the properties on Newtown Road, and approximately 6m from their rear gardens. The building is three storeys in height with a basement level to the west side, and has large windows facing towards the Newtown Road properties. The scale and proximity of the building dominates the outlook to these properties, whilst the facing windows result in night-time light pollution and a strong sense of

overlooking. This impact is somewhat alleviated by the business use of the building, with little or no weekend activity.

- 8.17 Residents of Newtown Road have raised objections of impact of the additional storey, relating primarily to loss of light, overshadowing, overlooking and loss of privacy. The bulk and massing of the additional storey would be set between 2m and 3.1m from the rear elevation of the building and would undoubtedly have some impact on light and outlook to these properties, with section drawings through the building indicating that the main body of the extension would be visible above the existing roofline from the rear ground floor doors to the properties along Newtown Road. However, given the 2m-3.1m inset of the additional storey, and its separation of between 14m and 16.4m from the properties along Newtown Road, its degree of visibility from ground level would be somewhat limited.
- 8.18 The height and set back of the proposed development is the same as the previous application BH2014/03742. The impact on the amenity of neighbouring properties was not considered significant to warrant refusal in the previous application and was not considered to be a concern when the Inspector considered the appeal. A daylight/sunlight assessment was submitted indicating that although some light and daylight would be lost from some ground floor windows, the impact would not be significant.
- 8.19 As such it is considered that the proposed development would have a significantly oppressive impact or result in a significant loss of light or outlook. Whilst its visibility would be considerably greater from upper floor windows and terraces, this would be set against broader sky views such that it would not be significantly oppressive or harmful to light or outlook.
- 8.20 To the west, the extension would be inset from the west elevation. This setback is sufficient to ensure minimal amenity impact on the rear gardens and windows to nos.1-9 Fonthill Road, with the extension part disguised behind an existing stair tower.
- 8.21 Following amendments made to the application, there are now no windows proposed in the rear elevation therefore the proposal would not result in overlooking of properties along Newtown Road or Fonthill Road. The flat roof area at the rear would have no access other than for maintenance purposes. The proposed balconies at the front would overlook the railway line to the south and so would not result in any overlooking issues for neighbouring residents.
- 8.22 Sustainable Transport:**
The site is within Controlled Parking Zone T, in a sustainable location adjacent to Hove Station and public transport routes.
- 8.23 Residents have raised objection at the potential impact on parking capacity in the area. It is not considered that the office units would have a significant impact on daytime parking levels in the area. It is noted that the site is within a controlled parking zone and so the level of car parking can be managed. The Transport Team have no objection to the proposal, subject to a contribution

towards sustainable transport infrastructure within the vicinity of the site which would be secured by s106 legal agreement, and conditions to secure a travel plan and full details of cycle parking provision.

8.24 Sustainability:

Policy CP8 of the Brighton and Hove City Plan Part One requires development of this scale to meet BREEAM 'Very Good'. A condition is recommended to ensure the development meets this standard.

8.25 Other Matters:

This application has been considered under the Conservation of Habitats and Species Regulations 2017 (Habitats Regulations) for its potential impacts on the Natura 2000 (European) sites. A pre-screening exercise has been undertaken which has concluded that there is no potential for in-combination “likely significant effects” on European sites and therefore it is not necessary to carry out further appropriate assessment under the Habitats Regulations.

8.26 Conclusion:

The provision of additional office accommodation is welcome. The proposed development would be of an acceptable appearance; similar to the additional storey previously approved at appeal. Significant harm to neighbouring amenity would not be caused. Approval is therefore recommended subject to the conditions and legal agreement requirements set out above.

9. EQUALITIES

- 9.1 Access would be through the existing entrances to the building, with lift access up to the new storey.

