

<u>No:</u>	BH2018/02583	<u>Ward:</u>	Wish Ward
<u>App Type:</u>	Removal or Variation of Condition		
<u>Address:</u>	Westerman Complex School Road Hove BN3 5HX		
<u>Proposal:</u>	Application for variation of condition 1 of BH2016/02535 (Outline application for Demolition of existing mixed use buildings and erection of 104 dwellings (C3) and 572 Sqm of office space (B1) and approval of reserved matters for access, layout and scale.) to allow amendments to the approved drawings including alterations to the car parking layout and internal layouts. Variation of condition 4 regarding the layout of the units to provide one additional one-bed unit, and one less two-bed unit and condition 6 regarding the maximum building heights to state that other than lift overruns the maximum buildings heights shall be as stated in the condition.		
<u>Officer:</u>	Eimear Murphy, tel: 01273 293335	<u>Valid Date:</u>	20.08.2018
<u>Con Area:</u>		<u>Expiry Date:</u>	19.11.2018
<u>Listed Building Grade:</u>		<u>EOT:</u>	
<u>Agent:</u>	Mr Simon Bareham 2 Port Hall Road Brighton BN1 5PD		
<u>Applicant:</u>	Hyde New Homes C/O Lewis And Co Planning 2 Port Hall Road Brighton BN1 5PD		

Cllr Robert Nemeth requested that this application be determined by the Planning Committee.

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 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
Location Plan	16.146.100	A	15.08.2019
Block Plan	16.146.206	B	08.02.2019
Proposed Floor Plans - Roof	16.146.200	D	16.01.2019
Proposed Floor Plans - Ground	16.146.201	E	16.01.2019
Proposed Floor Plans – First	16.146.202	E	16.01.2019

Proposed Site Layout - Second	16.146.203	E	16.01.2019
Proposed Site Layout – Third	16.146.204	E	16.01.2019
Proposed Site Layout – Fourth	16.146.205	D	16.01.2019
Proposed Elevations 1 of 3	16.146.220	E	18.01.2019
Proposed Elevations 2 of 3	16.146.221	E	18.01.2019
Proposed Elevations 3 of 3	16.146.222	D	16.01.2019
Proposed Bin Store	16.146.224	A	16.01.2019
Car Park Strategy	16.146.226	A	16.01.2019
Statement - CAR PARK SURVEY	WIE11133/TR001/A03		7 July 2016
Contaminated Land Report	PHASE 1: RISK ASSESSMENT		7 July 2016
Statement	OVERSHADOWING REPORT	3	7 July 2016
Statement	PLANNING STATEMENT		7 July 2016
Flood Risk Assessment	14892/02/SDR01		7 July 2016
SUDS strategy	14892/02/SDR01		7 July 2016
Statement	TRANSPORT STATEMENT		7 July 2016
Statement	GS-2979573		7 July 2016

2. a) Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:
- i. Appearance
 - ii. Landscaping
- b) The reserved matters shall be carried out as approved.
- c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.
- Reason:** To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.
3. The development hereby permitted must be begun not later than 3rd August 2021 or two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
- Reason:** To ensure that the Local Planning Authority retains the right to review unimplemented permissions.
4. The development hereby approved shall not exceed a maximum of 104 residential units of which no more than 21 units shall be dwellings and no more than 83 units shall be flats. The overall composition of the development shall comprise a maximum of 49 one-bed units; 33 two-bed units and 22 three-bed units.
- Reason:** For the avoidance of doubt and to define the extent of this permission in the interests of proper planning.

5. The development hereby approved shall not exceed a maximum of 527 m² of Class B1 floorspace.

Reason: For the avoidance of doubt and to define the extent of this permission in the interests of proper planning.

6. Except for the lift overruns shown on the drawings hereby approved, the buildings shall not exceed the following heights in each of the following positions within the site:

- a) Development sharing a boundary with the properties in Alpine Close (to the east of the site) shall not exceed 3 storeys in height with a maximum ridge height of 9.75m.

- b) Development sharing a boundary with the properties in Marmion Road (to the east of the site) shall not exceed 4 storeys in height with a maximum height of 11.75m

- c) The development with a frontage onto School Road shall not exceed 4 storeys in height with a maximum height of 12.5m with the exception of (i) development at the corner of School Road and the Rayford House site which shall not exceed 5 storeys with a maximum height of 14.5m; and (ii) development sharing a boundary with the properties in Marmion Road (to the east of the site) which shall not exceed 4 storeys in height with a maximum height of 11.75m

Reason: To ensure the development integrates effectively with its surroundings and to comply with policy CP12 of the Brighton and Hove City Plan Part One and QD27 of the Brighton and Hove Local Plan.

7. No extension, enlargement, alteration or provision within the curtilage of the of the dwellinghouses as provided for within Schedule 2, Part 1, Classes A - E of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification) other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and to the character of the area and for this reason would wish to control any future development to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.

8. No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods as per the recommendations of the Flood Risk Assessment (Ref: RCEF14892/02/SDR) has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the building commencing. No other infiltration of surface water drainage into the ground is permitted other than with the written approval of the Local Planning Authority.

Reason: As this matter is fundamental to ensure that the principles of sustainable drainage are incorporated into this proposal and that measures are in place to prevent an increased risk of flooding and the pollution of controlled waters by ensuring the provision of a satisfactory means of surface water disposal and to comply with policy SU3 of the Brighton & Hove Local Plan.

9. No development shall 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.

10. (i) The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:
- a) A site investigation report (based on the Phase 1 Preliminary Risk Assessment submitted with the application) documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Phase 1 Preliminary Risk Assessment in accordance with BS10175:2001+A1:2013 in order to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.; and, unless otherwise agreed in writing by the Local Planning Authority,
 - b) (A detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring to identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Such scheme shall include the nomination of a competent person to oversee the implementation of the works.
- (ii) The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of (i) (b) above that any remediation scheme required and approved under the provisions of (i) (b) above has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of

implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:

- a) As built drawings of the implemented scheme;
- b) Photographs of the remediation works in progress; and
- c) Certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i) (b).

Reason: The site lies in Source Protection Zone 2 for the Goldstone abstraction, therefore any contamination present has the potential to impact groundwater quality including drinking water supplies and is therefore a matter that is fundamental to the acceptable delivery of the permission to safeguard the health of future residents or occupiers of the site and to comply with policies SU3 and SU11 of the Brighton & Hove Local Plan.

11. If during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority), shall be carried out until a method statement identifying, assessing the risk and proposing remediation measures, together with a programme, shall be submitted to and approved in writing by the Local Planning Authority. The remediation measures shall be carried out as approved and in accordance with the approved programme.

Reason: To safeguard the health of future residents or occupiers of the site and to protect local groundwater in accordance with policies SU3 and SU11 of the Brighton & Hove Local Plan.

12. Prior to the commencement of development a full asbestos survey of the site and buildings, undertaken by a suitably qualified specialist shall be submitted to and approved in writing by the local planning authority. If any asbestos containing materials are found as a result of the survey, a separate report containing evidence to show that all asbestos containing materials have been removed from the premises and taken to a suitably licensed waste deposit site shall be submitted to and approved in writing by the local planning authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU9 and QD27 of the Brighton & Hove Local Plan.

13. 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 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.

14. No development above ground floor slab level of any building hereby permitted that has a green roof or green wall shall take place until details of the construction of the green roof and green wall have been submitted to and approved in writing by the Local Planning Authority. The details shall include a cross section, construction method statement, the seed mix, and a maintenance and irrigation programme. The roofs shall then be constructed in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure that the development contributes to ecological enhancement on the site and in accordance with policy CP10 of the Brighton & Hove City Plan Part One.

15. No development above ground floor slab level of any building hereby permitted shall take place until details for the soundproofing of that building have 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 first 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.

16. No development above ground floor slab level of any building hereby permitted shall take place until details of all materials to be used in the construction of the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority, including:

- i. Samples of all external wall finishes including brick, render and cladding including details of the colour of render/paintwork to be used);
- ii. Full details of all hard surfacing materials;
- iii. Full details of the proposed window, door and balcony treatments;
- iv. Full details of all other materials to be used externally.

The 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.

17. No development above ground floor slab level of any building hereby permitted that contains a ground floor commercial use shall take place until a scheme for the soundproofing of the floors and walls between the commercial and residential uses hereby approved, 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 first occupation of the development and shall thereafter be retained as such.
Reason: To safeguard the amenities of future occupiers and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.
18. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of electric vehicle charging points 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 encourage travel by more sustainable means and to comply with policy CP9 of the Brighton & Hove Local Plan and SPD14.
19. The development hereby permitted shall not commence until such time as a scheme has been submitted to and approved in writing by the Local Planning Authority to provide that the residents of the development, other than those residents with disabilities who are Blue Badge Holders, have no entitlement to a resident's parking permit.
Reason: This pre-commencement condition is imposed in order to allow the Traffic Regulation Order to be amended in a timely manner prior to first occupation to ensure that the development does not result in overspill parking and to comply with policies TR7 & QD27 of the Brighton & Hove Local Plan and CP9 of the City Plan Part One.
20. Prior to the commencement of development an Energy Strategy for the development that addresses the requirements of City Plan Policy CP8 paragraph 4.85 and covers matters such as emission savings from energy efficiency and renewable energy measures to be incorporated in the development, including the feasibility of CHP/CCHP and community heating systems shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented and thereafter retained
Reason: To ensure that the development is sustainable and makes efficient use of energy and incorporates renewal energy in order to comply with policy CP8 of the Brighton and Hove City Plan Part One.
21. Prior to first occupation of the development hereby permitted, details of external lighting (including design, layout and levels of illuminance) shall have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties and to comply with policies QD25 and QD27 of the Brighton & Hove Local Plan.

22. Prior to first occupation of any building hereby permitted a scheme for the storage of refuse and recycling for that building 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.

23. All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development unless the development is to be developed/occupied in phases in which case the implementation shall be in accordance with a programme that is submitted to and agreed in writing with the Local Planning Authority prior to each phase of development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and 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, unless the Local Planning Authority gives written consent to any variation. The boundary treatments shall be provided in accordance with the approved details prior to first occupation of the development and shall thereafter be retained at all times.

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 of the Brighton & Hove Local Plan.

24. 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.

25. Prior to first occupation of the development hereby permitted, details of the motorcycle 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 motorcycles are provided in accordance with the Council's Supplementary Planning Document 14: 'Parking Standards'.

26. Prior to first occupation of the development hereby permitted, details of disabled car parking provision 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 scheme 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 the development provides for the needs of disabled residents, staff and visitors to the site and to comply with policy TR18 of the Brighton & Hove Local Plan with the Council's Supplementary Planning Document 14: 'Parking Standards'.
27. No dwelling shall be occupied until all the internal access roads and car parking areas have been constructed and provided in accordance with the approved plans. The vehicle parking area 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.
Reason: To ensure that adequate parking provision is retained and to comply with policy CP9 of the Brighton & Hove City Plan Part One.
28. A minimum of 10% of the affordable housing units and 5% of the total of all of the residential units hereby approved shall be built to wheelchair accessible standards. The wheelchair accessible dwellings shall be completed in compliance with Building Regulations Optional Requirement M4(3)(2b) (wheelchair user dwellings) prior to first occupation and shall be retained as such thereafter. All other dwelling(s) hereby permitted shall be completed in compliance with Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) prior to first occupation and shall be retained as such 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.
29. All approved hard surfaces shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.
Reason: To reduce the risk of flooding and pollution and increase the level of sustainability of the development and to comply with policies CP8 & CP11 of the Brighton & Hove City Plan Part One.
30. 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 City Plan Part One.

31. None of the residential units hereby approved shall be occupied until each residential unit built has achieved a water efficiency standard using 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 City Plan Part One.
32. Details of any penetrative ground construction methods, such as piling, shall not be permitted other than with the prior written approval of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The works shall be carried out in full accordance with these approved details.
Reason: The development lies within the Source Protection Zone 2 for the Goldstone abstraction this condition is required to ensure that any piling does not harm groundwater resources and is therefore a matter that is fundamental to the acceptable delivery of the permission to safeguard the health of local residents or occupiers and to comply with policies SU3 and SU11 of the Brighton & Hove Local Plan.
33. Unless otherwise agreed in writing by the Local Planning Authority, within 4 months of the date of first occupation of the non-residential development hereby approved, 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' 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 and Hove City Plan Part One.

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. Gas Networks advise that there is a pressure gas main near the site. They advise there should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes. Safe digging practices, in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas plant.
3. All existing water main infrastructure should be protected during the course of construction works. No development or new tree planting should be located within 3m either side of the centreline of the foul sewer. No new soakaways

should be located within 5m of a public sewer. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. For further advice, the applicant is advised to contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

4. The development should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service the development and seek a formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
5. To discharge the surface water drainage condition above the Local Lead Flood Authority would expect the developer to provide the detail for the whole site, which should include the details of each soakaway (including location and build details) and details of any other drainage infrastructure, such as permeable paving. The applicant will need to provide;
 - An appropriate soakaway test in accordance with Building Research Establishment Digest 365 (BRE365). Details of the results will need to be provided.
 - Appropriate calculations to demonstrate that the final proposed drainage system will be able to cope with both winter and summer storms for a full range of events and storm durations.
 - The applicant should demonstrate the surface water drainage system is designed so that flooding does not occur on any part of the site for a 1 in 30 year rainfall event, and so that flooding does not occur during a 1 in 100 (+30% allowance for climate change) year event in any part of a building or in any utility plant susceptible to water.
6. A comprehensive maintenance plan for the drainage system will need to be provided. This should describe who will maintain the drainage, how it should be maintained and the frequency needed to monitor and maintain the system for the lifetime of the development. It is not sufficient to state: "the system is therefore designed to cause a nuisance if the silt traps block, prompting the resident to clear the silt trap." Examples of suitable maintenance plans can be found at www.susdrain.org.
7. The details of external lighting required by the condition above should comply with the recommendations of the Institution of Lighting Engineers (ILE) 'Guidance Notes for the Reduction of Light Pollution (2011)' or similar guidance recognised by the council.
8. The site is potentially contaminated. The developer should be aware that the responsibility for the safe development and secure occupancy of the site rests

with the developer. It is strongly recommended that in submitting details in accordance with the above 'Potentially Contaminated Land' conditions that the applicant has reference to CLR 11, Model Procedures for the management of land contamination. This is available online as a pdf document on both the DEFRA website (www.defra.gov.uk) and the Environment Agency (www.environment-agency.gov.uk) website.

9. Whilst the requisite planning permission may be granted, should any complaints be received at any time with regards to noise, vibrations, dust, odour, smoke or light, this does not preclude the Council from carrying out an investigation under the provisions of the Environmental Protection Act 1990.
10. Advice regarding permeable and porous hardsurfaces can be found in the Department of Communities and Local Government document 'Guidance on the permeable surfacing of front gardens' which can be accessed on the Ministry of Housing, Communities & Local Government website (www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government).
11. 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.
12. The water efficiency standard is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. This standard can be achieved through either: (a) using the 'fittings approach' where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.
13. The Construction Environment Management Plan should include commitments to implementing appropriate working practices and managing construction vehicle movements to that which avoid peak times and in particular the start and end of the school day for the nearby school and wheel wash facilities are the site and other mitigation measures.
14. Prior to any works commencing on the adopted highway, a Section 278 Agreement with the Highway Authority must be formally agreed.
15. Any roads that are to be adopted must be included within a Section 38 Agreement with the Highway Authority prior to any works commencing. It is advisable to obtain the prior technical approval for all estate road details from the Local Highway Authority.
16. The car-free scheme required to be submitted should include the registered address of the completed development; an invitation to the Council as Highway

Authority (copied to the Council's Parking Team) to amend the Traffic Regulation Order; and details of arrangements to notify potential purchasers, purchasers and occupiers that the development is car-free.

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1. The application site currently comprises a mix of mainly two storey brick built buildings located on School Road. The units, which were originally constructed as industrial and light industrial units which provided a mixture of uses including a children's play centre, car wash, church, tool hire and tyre repair/MOT centre. The site backs on to the high boundary wall to the rear gardens of houses in Alpine Road to the east. Stoneham Road terminates at the south corner of the site. To the south are the terraced houses in Marmion Road. Further south and fronting Portland Road is the new medical centre and pharmacy with flats above. The car park to Rayford House, a four storey office building which has prior approval to change to 32 flats, adjoins the site to the north. On the opposite side of School Road is a mix of residential, office and school uses.
- 2.2. Due to the granting of an outline planning permission for the redevelopment of the site, the units are now vacant. The outline planning permission (BH2016/02535) established the principle of the redevelopment of the site for the erection of 104 dwellings (C3) and 572 sqm of office space (B1) and approval of reserved matters for access layout and scale. That permission was subject to a S106 Planning Agreement.
- 2.3. This application seeks to amend the description of the development to correct an error in relation to the office floor place (B1); to vary the conditions 1, 4 and 6 of that outline planning permission.
- 2.4. The description of the development in error referred to the provision of 572sqm of office space (B1) despite the application form, submitted plans and documents stating consistently referred to 527sqm.
- 2.5. Condition 4 relates to the housing mix. As approved the mix included 48 x one bed units and 34 x two bed units. The proposal is to change this mix to 49 x one bed units and 33 x two bed units.
- 2.6. Condition 6 relates to the height limits that are set across the site. The overall scale of each block is as per or less than the limits set, the proposal for the increase in height is to accommodate the lift overruns only and no other part of the buildings.
- 2.7. The original grant of outline planning permission also considered access, layout and scale. The submitted plans involve aspects that alter access both into and through the site including pedestrian access and linkages. Access also has implications for layout. Layout which was also agreed includes the position of buildings and relation with spaces outside the building.
- 2.8. In terms of "access" and "layout" the changes include:

- Re-introduction of the stepped access between the site and Stoneham Road
- New pathway to rear of the terraced housing.
- Changes to widths of pavements leading into the site off School Road
- Additional paths within the site
- Removal of indicative movement routes across the site (between the buildings and parking spaces)
- Changing to car park layout including the loss of undercroft car parking
- Changes to external cycle stand positions and removal of motorcycle spaces partially arising
- Repositioning of grouped cycle, refuse /recycling stores due to the retention of the existing substation and provision of an additional smaller substation
- Location of refuse storage for terraced housing
- Alterations to carparking provision on School Road (east side) to include cycle parking stands and the removal of trees

2.9. Subsequently submitted amended plans the plans show:

- Deletion of the stepped link to Stoneham Road and continuation of the boundary wall
- Removal of the path running behind the terraced housing
- Reintroduction of motorcycle spaces
- Revisions to the location enclosed cycle and refuse receptacle storage
- Removal of cycle stands in bays in School Road
- Provision of demarcations for pedestrian crossing points within the development

2.10. Along with the clarification on B1 floor area, proposed and amended changes to access and layout, result in the need for the plans listed in Condition 1 to be updated.

2.11. The application was accompanied by a covering letter, supporting statements including Planning Statement (2018), Design & Access (2018), Transport Statement (2018). The Air Quality, Noise Impact Assessment Biodiversity, Daylight/Sunlight, Sustainability Appraisal had been submitted with the original outline application.

3. RELEVANT HISTORY

3.1. There were a number of applications relating to the individual buildings which are currently on the site. There were no previous applications that directly related to the outline planning application.

3.2. Pre-application advice

Pre-application advice had been provided by officers over a number of years regarding the redevelopment of this site. The outline planning application followed advice provided by officers in October 2015. It was not presented to the Design Panel.

- 3.3. **BH2016/02535:** Outline application for Demolition of existing mixed use buildings and erection of 104 dwellings (C3) and 572 Sqm of office space (B1) and approval of reserved matters for access, layout and scale. Approved 3rd August 2018 along with a S106 Planning Agreement.
- 3.4. **BH2018/02561:** Reserved matters application pursuant to outline permission BH2016/02535 for approval of appearance and landscaping. Under consideration.

4. NEIGHBOURS

- 4.1. Fifteen (**15**) letters were received in relation to the originally submitted details. Of those there are 2 sets of duplicated submissions and 1 letter is signed by 3 households. 1 letter was signed by three households. Of those submitted 8 representations are generally in support of the application but raise concerns regarding the link through to Stoneham Road and parking. The remainder object. 3 letters were received in relation to the amended plans supporting the removal of the link but retained objections on parking issues. The objections included:
- 4.2. Heritage:
- Adversely affects the Conservation Area
- 4.3. Traffic, Parking, Access
- Additional traffic, narrowing of the road and turning in will cause congestion and danger to school children
 - Width of the road does not support parking on both sides
 - Unacceptable reduction in parking spaces
 - No account has been taken of the uneven distribution of spaces in Zone R
 - No parking marked for businesses occupying the office block
 - Not able to park near one's property
 - Not enough parking
- 4.4. Pedestrian Access and Link
- Inclusion of the link contradicts the developer's commitment at the public meeting
 - Was objected to previously
 - Would have an adverse effect on Poet's Corner
 - Would not save a lot of time walking to Aldrington Station
 - Potential to become an area for unsocial activities requiring continual maintenance
 - Potential to become unsafe if not appropriately lit and maintained
 - Never been a private right of way
 - Will encourage overflow parking in Stoneham/Alpine Roads which are already highly congested
 - The cut-through has the potential of becoming a drop-off and pick-up point for West Hove Schools

4.5. Design Issues

- Poor design
- Inappropriate height with lift exceeding the height restriction even if set back
- Overdevelopment

4.6. Residential Amenity

- Overall reduction in amenity
- Impact on residential amenity including overlooking gardens of in Alpine Road
- Direct overlooking, loss of privacy to three dwellings in School Road from windows and balconies
- Noise increase as commercial buildings were not occupied during evening and weekends
- Overshadowing and imposing
- Loss of sunlight and lack of light
- Impact from headlights on residential properties
- Restriction on view
- Too close to the boundary
- Undesirable impact on the quiet cul-de-sac in direct conflict with Policy QD27
- Detriment to property values

4.7. Responses to Amended Plans:

Three (3) letters were received noting the removal of the pedestrian link. Although generally in support, an objection was raised to

- Height of the wall being built at the end of Stoneham Road, shown at 1.8m, on the basis that it is too low, will encourage youngsters to climb on it and on top of the bin store/substation on the other side. It is stated that it should be at least 2.5m, preferably 3m;
- Will encourage dumping;
- Parking at the end of Stoneham Road has become very difficult, following the ill-considered revocation of the care-free planning approval condition originally imposed on the 80a Stoneham Road development.
- One or two trees could be planted at this end of Stoneham Road

5. CONSULTATIONS

External

5.1. **County Archaeologist:** Comment. Although situated within an Archaeological Notification Area, does not believe that any significant archaeological remains are likely to be affected by these proposal. No further recommendations.

5.2. **Ecology:** No comments.

5.3. **Sussex Police: Comments.** Expressed concerns over:

- The one long unobserved pathway leaves the 21 houses vulnerable with the potential to increase the fear of crime in the residents and generate crime by creating unobserved access to the rear
- Entrance to the rear garden pathway is adjacent to the proposed pedestrian link and needs to be lit to create a more safe and secure environment for the residents when using it
- Consideration should be given to creating another entrance at the opposite end at plot No 1 so that the 10 / 11 dwellings respectively are equally accessed by the pathways, reducing the fear of crime and reducing travel distances.
- The gate indicated would have to be vandal resistant and the means of accessing / locking it made available to all residents. This would also apply to any additional gates
- Recommend that the rear garden boundary fences overlooking this rear pathway consist of 1.5 metre high close board fencing topped with 300mm of trellis. This arrangement can achieve both security and surveillance requirements into an otherwise unobserved area and a security height of 1.8 metres
- Link to Stoneham Road may be beneficial for the surrounding community to access the train station, this opens up the development to excessive permeability.
- The link (located between block G and plot 21) present, the proposed cycle store and the gated entrance to the rear gardens would be vulnerable to unauthorised and unobserved access and attack.
- Removing the pedestrian access would remove the threat to the cycle store and unobserved access to the vulnerable rear gardens.
- The whole of this area would benefit from lighting conforming to BS5489:2013 throughout its route
- Concerns are expressed about the provision of refuse stores in front of the housing as it will impinge upon the pedestrian pathways causing obstruction and congestion.
- Additionally there is the concern of damage to the closely parked vehicles given the parking proposals. The manual for streets recommend that there is a minimum of 2 metres to allow access. I feel the inclusion of the bins on the pedestrian walkway has the potential to infringe this.
- The boundary between public space and private areas should be clearly indicated. Where dwellings front the public domain i.e. the footpath, demarcation in the form of defensible planting railings is to be present
- Recommend the postal arrangements for the flats is through the wall, external or lobby mounted secure post boxes.
- Strongly urge the applicant not to consider letter apertures within the flats' front doors. The absence of the letter aperture removes the opportunity for lock manipulation, fishing and arson attack and has the potential to reduce unnecessary access to the block. It also reduces unnecessary access to the block.

- From a crime prevention perspective for the apartment blocks, it will be imperative that access control is implemented into the design and layout to ensure control of entry is for authorised persons only.
- SBD recommends that all communal dwellings with more than 10 dwellings or bedrooms should have visitor door entry system or access control system to enable management oversight of the security of the building i.e. to control access to the building via the management of a recognised electronic key system. It should also incorporate a remote release of the primary entrance door set and have audio visual communication between the occupant and the visitor.
- In order to create a safe and secure communal environment for residents occupying blocks of multiple flats, bedsits or bedrooms, and to reduce the opportunity for anti-social behaviour by restricting access to all areas and floors of the building to all residents, SBD asks for compartmentalisation. Detailed advice on compartmentalisation can be found within SBD Home 2016 on the SBD website.
- Under-croft parking to the rear of blocks B, C & D, should be illuminated for the safety and security of the users and their vehicles and recommend that the applicant seek advice from Sussex Police Counter Terrorist Security advisers with regards to the scheme under-croft as soon as it is practicable
- Secure cycle stores should have PIR lighting installed internally and that the front doors are lockable.
- Given that the proposed cycle store has double doors, a door closer is to be fitted along with spring loaded automatic shoot bolts to the unlocked door to ensure it closes first. This arrangement would work very well for the refuse store as well. Sheffield hoop style stands are to be of galvanised steel bar construction of at least 3mm thickness.
- Concerned over the parking arrangements opposite block G with manoeuvring vehicles and pedestrians accessing the residential and retail elements of block's F&G.
- The rear access point to block C is to have anti-vehicle measures included to remove any contact with residents accessing the block and manoeuvring vehicles.
- With respect to the office element of the development. I direct the applicant or their agent to our website at www.securedbydesign.com where the Secured by Design (SBD) Commercial Development 2015 document can be found.

5.4. **Comments in relation to amended plans:** No objections.

Internal

5.5. **City Regeneration:** Comments that the amendment to the make-up of the accommodation does not affect the amount of developer contributions requested as both 1 and 2 bedroom units are subject to the same developer contributions.

5.6. **Environmental Health:** No Comment.

5.7. **Heritage:** No objection.

5.8. **Housing:** No Comment.

5.9. **Planning Policy:** No Comment.

5.10. **Sustainable Transport:** No objections in principle. It is noted that the development already has planning consent and therefore comments have been provided on the following revisions:

5.10.1. Pedestrian Access

- loss of pedestrian routes within the site on both sides of each vehicle access with no alternative routes provided
- less comfortable, safe and attractive pedestrian routes
- mobility impaired users would struggle to access the eastern side of the development without sufficiently wide routes between parked cars
- unclear whether dropped kerbs would be provided
- width of the pedestrian routes alongside the access roads have also been reduced and varies from approximately 1.7m to 1m, further reduced by proposed cycle parking. Unnecessary as the access roads could be reduced to 4.1m (currently shown as 4.5m and 4.8m)
- would expect at least one 2m wide footway alongside each access road with other footways being a minimum of 1.5m or absolute minimum of 1.2m at pinch points
- introduction of bin stores for each dwelling on the eastern side reduces the pedestrian route to 1.2m. This would be acceptable alongside pinch points. However, the landscaping plan (submitted for BH2018/02561) indicates the whole route is in fact 1.2m. It is recommended that this be widened to 1.5m.
- doors opening outwards onto narrow pedestrian routes are request to open inwards where opening onto the public highway
- breaks in car parking to the eastern side to provide pedestrian access have been removed, reading more as a traditional carriageway without demarcated pedestrian routes but this should be revised to in order to be closer to the consent scheme
- demarcating these routes using raised crossings to provide pedestrian priority and reduce traditional carriageway feel as well as widening pedestrian routes on the east side of the development, repositioning cycle parking where it obstructs pedestrian movement;
- amend kerb radii to slow speeds; reinstate breaks in parking to provide access to eastern side of development
- the stepped pedestrian access up to Stoneham Road would be supported in terms of allowing better access for residents, including towards Aldrington Station, preferably be ramped to allow access by all
- noted this access was removed and although any addition would be beneficial, the Highway Authority would not wish to object on the grounds of accessibility where the consented scheme provides no route at all

5.10.2. Vehicle Access

- No changes apart from deficiencies in pavement widths

5.10.3. Car Parking

- The approved ground floor plan shows 89 spaces plus a car club bay (90).
- 78 car parking spaces are shown, being 5 less than indicated in the Transport Statement Addendum and 12 fewer than consented
- both figures include the 14 on-street spaces created by removing the existing crossovers which would be available for all permit holders to use and not associated with the development itself
- A condition was attached restricting the ability of future residents, other than Blue Badge holders from applying for on-street parking permits. It is therefore considered that the impacts of the reduced on-site parking provision on surrounding streets will be managed.
- As such, and also noting that the creation of additional on-street parking will help cater for additional visitor demand that may arise, no objections are raised in this instance.
- It is noted that some of the changes requested to provide satisfactory pedestrian access (see comments above) and disabled parking (see comments below) may result in a small further reduction in car parking. For the reasons stated above, it is not considered that this would result in a significant impact upon surrounding streets.

5.10.4. Loss of street trees

- the street trees along the site frontage should be retained
- final design of the on-street parking proposals would be subject to a S278

5.10.5. Disabled Parking

- 6 disabled parking bays are shown on site
- unclear how many wheelchair accessible units are retained and therefore whether the SPD14 minimum requirement is met
- design is not in accordance with Traffic Advisory Leaflet 5/95, as required by Local Plan policy TR18. In order to be compliant, a 1.2m access zone should be provide on both sides of each bay, although this can be shared between adjacent bays.

5.10.6. Cycle Parking

- Cycle parking would remain unchanged but repositioned with additional details and changes requested to certain locations, stand types and spacing
- Sheffield stands are preferred and laid out as per Manual for Streets
- Where two-tier storage is used, space between and aisle widths should be appropriate
- Individual cycle stores for the houses may be acceptable where not communal

5.10.7. Trip Generation

- Reduction in parking has the potential to result in a small reduction in vehicle trips compared to the consented scheme as a result of the reduction in car parking.

5.10.8. In the event that the application is approved, an additional condition relating to the car park layout and pedestrian routes. It is noted that the comments provided are also of relevance to the associated reserved matters application (BH2018/02561)(landscaping).

5.11. **Comments on Amended Plans:** No comments.

5.12. **Sustainability Appraisal Officer:** No comments.

6. MATERIAL CONSIDERATIONS

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);

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.

7. POLICIES

The National Planning Policy Framework (NPPF) (2018)

Brighton & Hove City Plan Part One

SS1 Presumption in Favour of Sustainable Development

SA6 Sustainable Neighbourhoods

CP1 Housing Delivery

CP2 Planning for Sustainable Economic Development

CP3 Employment Land

CP7 Developer Contributions

CP8 Sustainable Buildings

CP9 Sustainable Transport

CP10 Biodiversity

CP12 Urban Design
CP14 Housing Density
CP16 Open Space
CP19 Housing Mix
CP20 Affordable Housing

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

TR4 Travel plans
TR7 Safe Development
TR14 Cycle access and parking
TR15 Cycle network
TR18 Parking for people with a mobility related disability
SU3 Surface Water Drainage
SU5 Surface water and foul sewage disposal infrastructure
SU9 Pollution and nuisance control
SU10 Noise Nuisance
SU11 Polluted land and buildings
QD5 Design - street frontages
QD27 Protection of amenity
HO5 Provision of private amenity space in residential development
HO13 Accessible housing and lifetime homes

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste
SPD14 Parking Standards

8. CONSIDERATIONS & ASSESSMENT

8.1. Main Considerations

As the principle of the development is not being revisited, the main issues for consideration include a change to the description of the development to correct an error in the maximum amount of business floor (B1) to be provided; the implications arising from the proposed variation of conditions 1, 4 and 6 which include access arrangements into and within the site; changes in the residential mix; the reduction in car parking within the site; accommodating suitable cycle storage and stands and refuse storage in suitable positions and the omission of trees to School Road.

8.2. Planning Policy

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.

8.3. The Council's most recent housing land supply position is published in the SHLAA Update 2018 (February 2019). However, the figures presented in the SHLAA are subject to the results of the Government's Housing Delivery Test which has not yet been published. The SHLAA shows a marginal five year

housing surplus (5.1 years supply) if a 5% buffer is applied. However, the NPPF indicates that if the Housing Delivery Test shows that delivery over the past three years (2015-2018) has been under 85% of the adjusted City Plan housing requirement, then a 20% buffer should be applied to the five year supply figures. This would result in a five year housing shortfall (4.5 years supply).

8.4. The council's own informal assessment is that housing delivery over the 2015-2018 period has been less than 80% of the required City Plan figure. Therefore, for planning policy purposes, it should be assumed that the council cannot demonstrate a five year housing land supply. In that 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).

8.5. Principle of Development

The principle of the development has already been established by the outline planning permission granted under reference BH2018/0256. Issues relating to 'access' to and within the site; 'siting' including footprints of buildings, 'scale' (apart from lift overruns); the overall number of residential units and retention of business (B1) floorspace; relationship with the streetscene; residential amenities for existing and future occupants have already been addressed and are not revisited.

8.6. Variation of the description of the development

As originally submitted under reference BH2016/02535, the description provided by the applicant's agent and throughout the supporting documents referred to the provision of 527sqm of office space (B1) was consistent. The reference to 572sqm of floorspace should have read 527sqm. This is an error that does not affect the principle of the development which and when referring to Condition 5 of BH2016/02535 states that 'the development hereby approved shall not exceed a maximum of 572m² of Class B1 floorspace'. As such, the correction is considered to be acceptable.

8.7. A formal decision notice would contain all previously agreed conditions with amendments arising from the variations to conditions 4 and 6. The S016 Planning Agreement allows for the modification, variation or amendment of the planning permission. A Deed of Variation is not therefore required.

8.8. Variation of Condition 1 - Approved Drawings

Condition 1 lists the plans approved as part of the outline planning application. Should the proposed variations to conditions 4 and 6 be considered acceptable, then the list of approved plans would be updated. This is a standard procedural issue and would follow the agreement to the proposed variations.

8.9. Variation of Condition 4 - Number of Units and Mix

Condition 4 states:

"The development hereby approved shall not exceed a maximum of 104 residential units of which no more than 21 units shall be dwellings and no more than 83 units shall be flats. The overall composition of the development shall

comprise a maximum of 48 one-bed units; 34 two-bed units and 22 three-bed units.”

8.10. The submitted plans show an arrangement with 1 additional 1 bed unit and one less 2 bed units which would result in the following mix:

- 49 one-bed units
- 33 two-bed units
- 22 three-bed units

8.11. The proposed revision to the mix of one and two bed units does not give rise for concern in itself and does not impact on the S106 Agreement or contributions. The overall number of units to be provided on the site would not change. The proposal remains policy compliant.

8.12. Variation of Condition 6 - Heights of Blocks

Condition 6 sets clear height limits for parts of the built form as follows:

- a) Development sharing a boundary with the properties in Alpine Close (to the east of the site) shall not exceed 3 storeys in height with a maximum ridge height of 9.75m.
- b) Development sharing a boundary with the properties in Marmion Road (to the east of the site) shall not exceed 4 storeys in height with a maximum height of 11.75m
- c) The development with a frontage onto School Road shall not exceed 4 storeys in height with a maximum height of 12.5m with the exception of (i) development at the corner of School Road and the Rayford House site which shall not exceed 5 storeys with a maximum height of 14.5m; and (ii) development sharing a boundary with the properties in Marmion Road (to the east of the site) which shall not exceed 4 storeys in height with a maximum height of 11.75m

8.13. The submitted plans in general show that the blocks and terrace of dwelling would sit at or below the heights stated, apart from the lift over runs to the three main blocks - Block A, conjoined Blocks B, C and D and conjoined E, F and G. The increase in height varies between 0.4m, 1.0m and 1.4m above the respective stated heights. Given where the lifts are positioned, set back from the edge of roof and having regard to the height of the parapets, the presence of the lift overruns would not be overly perceptible and would not harm or detract from the appearance of the individual blocks or development of the whole.

8.14. It is therefore considered that Condition 6 can be amended to include the wording 'except the lift overruns'. The additional controlling factor would be the revised approved plans lists to which the development should adhere.

8.15. Other matters

The submitted plans and details include matters relating to 'landscaping' which is reserved for consideration under application reference BH2018/02561, Condition 22 (storage of refuse and recycling), Condition 24 (secure cycle parking), Condition 25 (motor cycle parking) facilities; Condition 26 (disabled parking provision).

8.16. Therefore and having regard to the reserved matters and the conditions which would be carried forward in a revised decision notice, the submitted plans include changes to the internal layout of conjoined Blocks B, C and D and conjoined E, F and G. Along with the retention of the existing electricity substation and the removal of the undercroft car parking to blocks F and G, the accommodation of cycle parking, refuse recycling and accommodation of appropriate parking for car, disabled bays and motorcycles, led to changes to the layout within the development.

8.17. In their original form, the plans included a rear path running the length of the terrace (Block G) and the reinstatement of the pedestrian link through to Stoneham Road. These two 'access' elements have since been reviewed and deleted on secured by design grounds.

8.18. Access into the site from School Road has been reduced to reduced to 4.1m which accords with the advice from Transport and on the basis that it would enable the retention of suitable pavements on each side of the road, removing conflicts along main movement routes and crossing points. Movement within the site, crossing between blocks B, D and D to the terraced housing is more 'suggestive' rather than dictated. The removal of bicycle spaces within the run of car parking spaces allows for an improved arrangement within the site. In addition, the removal of the pedestrian link and repositioning of cycle and refuse storage enables the south eastern corner to be 'calmed' as a shared surface.

8.19. Conclusion

The issues arising from the proposed variation of conditions and matters relating to 'access' and 'layout' are considered to be acceptable and would not result in a significant deviation from the scheme approved at the outline stage. It remains a policy compliant development which would provide much needed housing in the City to meet a recognised need.

9. EQUALITIES

9.1. As this application relates primarily to the variation of conditions to an extant outline planning permission with some issues arising from 'access' and 'layout', with some matters reserved and other issues to be secured by condition, it is considered that no equalities issues arise.

