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| <u>No:</u> | BH2018/00312 | <u>Ward:</u> | Rottingdean Coastal Ward |
| <u>App Type:</u> | Outline Application All Matters Reserved | | |
| <u>Address:</u> | 93 Lustrells Crescent Saltdean Brighton BN2 8FL | | |
| <u>Proposal:</u> | Outline application with all matters reserved for the demolition of existing dwelling and erection of 2.no dwellings (C3). | | |
| <u>Officer:</u> | Charlotte Bush, 292193 | tel: | <u>Valid Date:</u> 02.02.2018 |
| <u>Con Area:</u> | | <u>Expiry Date:</u> | 30.03.2018 |
| <u>Listed Building Grade:</u> | | <u>EOT:</u> | |
| <u>Agent:</u> | Agora Chartered Architects LLP 12 Gloucester Mews Gloucester Road Brighton BN1 4BW | | |
| <u>Applicant:</u> | Mr Tony Antoniadis 56 Old Steine Brighton BN1 1NH | | |

1. RECOMMENDATION

- 1.1. That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to **GRANT** planning permission subject to the following Conditions and Informatives:

Conditions:

1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.
Reason: For the avoidance of doubt and in the interests of proper planning.

| Plan Type | Reference | Version | Date Received |
|-------------------------|------------------|---------------------|----------------------|
| Location and block plan | 001 | | 31 January 2018 |
| Proposed Drawing | 5100 A | Site plan A | 7 September 2018 |
| Proposed Drawing | 5111 A | Site Plan B | 7 September 2018 |
| Proposed Drawing | 5112 A | Site Plan C | 7 September 2018 |
| Proposed Drawing | 5311 | Elevations option 2 | 7 September 2018 |
| Proposed Drawing | 5312 | Elevations option 3 | 7 September 2018 |
| Proposed Drawing | 5310 | Elevaation option 1 | 7 September 2018 |

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.

- 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) layout;
 - (ii) scale;
 - (iii) appearance;
 - (iv) access; and
 - (v) 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.

- 4. No development above ground floor slab level of any part of the development hereby permitted shall take place until samples of 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:

- a) samples of all brick, stone/flint and tiling
- b) samples of all cladding to be used, including details of their treatment to protect against weathering
- c) details of all hard surfacing materials
- d) details of the proposed window, door and balcony treatments

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 CP12 and CP15 of the Brighton & Hove City Plan Part One.

- 5. 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.

- 6. The residential units hereby approved shall not be occupied until they have achieved an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).

Reason: To ensure that the development is sustainable and makes efficient use of energy to comply with policy CP8 of the Brighton & Hove City Plan Part One.

7. The residential units hereby approved shall not be occupied until they have 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 Brighton & Hove City Plan Part One.
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. The dwelling 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.
10. Any new/extended crossovers and accesses shall be constructed prior to the first occupation of the development hereby permitted.
Reason: In the interests of highway safety and to comply with policies TR1 and TR7 of the Brighton & Hove Local Plan.
11. Hard surface hereby approved 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 City Plan Part One.
12. Prior to first occupation of the development hereby permitted a plan detailing the positions, height, design, materials, type and construction method including of any mechanisms that might make them temporary and movable or temporary and removable of all existing and proposed boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority and the Highway Authority. 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: In the interests of highway safety and to enhance the appearance of the development in the interest of the visual and residential amenities of the

area and to comply with policies CP9, CP12, TR7, TR14, QD15, QD27 and HE6 of the Brighton & Hove Local Plan and City Plan

13. Vehicle parking areas 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 City Plan Part One

14. Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with 855837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AM5) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services, utilities, drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A specification for protective fencing to safeguard trees on site and the adjacent highway sycamore tree during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- e) a specification for scaffolding and ground protection within tree protection zones.
- f) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area, details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment
- g) storage of materials, fuels and waste as well concrete mixing and use of fires close to trees on site and the highway sycamore tree

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with SPD 06, QD 16 (Trees and Hedgerows) and pursuant to section 197 of the Town and Country Planning Act 1990

15. No extension, enlargement, alteration of the dwellinghouse(s) or provision of buildings etc incidental to the enjoyment of the dwellinghouse within the curtilage of the of the dwellinghouse(s) as provided for within Schedule 2, Part 1, Classes A, B, D, 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 HE6 and QD27 of the Brighton & Hove Local Plan and CP15 of the Brighton & 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. If the development requires vehicle crossovers which require alterations and amendments to areas of the public highway, all necessary costs including any necessary amendments to a Traffic Regulation Order (TRO), the appropriate license and application fees for the crossing and any costs associated with the movement of any existing street furniture will have to be funded by the applicant. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. The crossover is required to be constructed under licence from the Highway Authority. The applicant must contact the Streetworks Team (permit.admin@brighton-hove.gov.uk 01273 293366) at their earliest convenience to avoid any delay and prior to any works commencing on the adopted (public) highway.
3. The applicant is advised to contact the Council's Streetworks team (permit.admin@brighton-hove.gov.uk 01273 293366) at their earliest convenience to avoid delay and obtain all necessary highway approval including design, materials and construction method from the Highway Authority prior to any works commencing on and adjacent to the adopted (public) highway.
4. The following British Standards should be referred to:
 - a) BS: 3998:2010 Tree work - Recommendations
 - b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1. The application relates to a mid-20th century detached bungalow, rectangular in footprint with a pitched and gabled roof. It occupies a corner plot at the junction of Lustrells Crescent and Ridgewood Avenue, and has a detached garage to the north.
- 2.2. To the immediate east of the site is the grade II listed former Newlands Barn, now converted to dwellings as numbers 95 Lustralls Crescent and 123 Saltdean Vale, of mid to late 19th century date in coursed flint with red brick

dressings and roof of plain clay tiles. The main barn (now two storey with modern window openings) has an off-centre waggon entrance on east side and there is a separate lower range to the east of this. It includes some original flint boundary walling on Lustrells Crescent.

- 2.3. Outline permission is sought for the demolition of the existing bungalow and sub-division of the plot in order to facilitate the erection of two dwellinghouses. The principle of an additional dwelling on the plot is considered under this application; all other matters, which include access, appearance, landscaping layout and scale, are reserved for further approval.

3. RELEVANT HISTORY

- 3.1. PRE2017/00145 - Pre-application advice to demolish the existing detached bungalow and garage and erect 2 x detached 3 bedroom dwellings with off street parking.
- 3.2. BH2017/00294 - Outline application with all matters reserved for the demolition of existing house and garage and erection of 2no detached 3 bedroom dwellings with garages and sheds. Withdrawn
- 3.3. BH2016/02394 - Extension and alteration of existing bungalow to create a four bedroom dwelling. Refused 25.08.2016

4. REPRESENTATIONS

- 4.1. Seven (7) letters have been received objecting to the proposed development for the following reasons:
- Proposed scheme is not in keeping with the local area
 - Loss of daylight to neighbouring properties
 - Loss of privacy and increased noise to neighbouring properties
 - Impact on historic neighbouring property
 - Parking
 - The current bungalow is in keeping with the other properties in the road.
 - The poor state of repair of the existing property is the owner's responsibility and they should make repairs.
 - The height of the new dwellings is in appropriate
 - The plot is only big enough for 1 dwelling
 - Impact on trees
 - Impact on biodiversity

5. CONSULTATIONS

Arboriculture: No Objection

- 5.1. The garden supports an attractive evergreen Magnolia plus an Ash some Mature Goat Willow along with a good mix of mature shrubs. These combined produce an interesting mature garden which contributes to the local street scene.
- 5.2. The proposed works now include the removal of the magnolia tree but seem to retain the other trees on the site. It is a shame to lose the magnolia but development should not unduly threaten the remaining trees on site as long as they are adequately protected. Furthermore, whilst the trees are clearly attractive they do not in our view warrant protection with a TPO as the amenity afforded is only local to that area.
- 5.3. However, there is a large mature sycamore tree that grows off site and is within the publically maintained highway. This is one of many mature trees that form an important avenue of mature highway trees from East to west of the site in Lustrells Avenue. A proposal for a driveway connecting the proposed eastern property with the highway has been included within the development proposals.
- 5.4. The sycamore is healthy and in a fair condition with a lengthy useful life expectancy.
- 5.5. The proposed driveway is within a few metres of the mature trees stem will require the excavation and probable removal of structural roots and rooting area, this inappropriate loss of roots and rooting volume which will be detrimental to the health of the tree and would in all likely hood result in the loss of the tree and subsequent removal at public expense, which should be avoided.
- 5.6. It is for the damage to the rooting system and inevitable loss of this mature highway tree due the additional driveway that the arboricultural team recommend refusal for this application.

Further Arboriculture comments received in response to amended plans dated 07/09/2018

- 5.7. The proposed works now include the removal of the magnolia tree but seem to retain the other trees on the site.
- 5.8. A previous proposal was objected to by the arboricultural team due to the damage that would be caused to a mature highway sycamore tree by the installation of a vehicle crossover and associated drive. The council has received three additional plans for the two proposed properties.
- 5.9. Option A continues with the front driveway proposal to unit 2 and this will result in the loss of the highway sycamore tree. Four replacement cherry trees have been suggested as replacements and whilst this is a generous offer, the council would object to this proposal. The sycamore is mature, in good health and has many more years to contribute to the local area. The crown volume of the sycamore tree will not be reached by the cherry trees for many years. In addition the planting would upset the continuity of the present

street scene and cherry trees are a short term species that are not salt tolerant in this exposed location close to the sea.

- 5.10. Option B and Option C appear to be very similar in landscape terms and the parking has been moved to the rear of both properties. This would lead to the loss of the magnolia in the rear garden but would retain the important highway sycamore tree at the front of unit 2.
- 5.11. The arboricultural team would object to Option A.
- 5. However, the arboricultural team would not object to Option B or C received 7th September subject to a tree protection condition to protect the trees within the site and the highway sycamore tree that will be outside unit 2.

Heritage: No Objection

- 5.12. The existing bungalow is of no architectural or historic interest in itself but is fairly characteristic of the area and in its scale and siting has a neutral impact on the setting of the listed barn. Of the two proposed houses the westernmost house, which is 2 and half storeys, would be of notably greater height than the surrounding housing in the area and would, crucially, would be of significantly greater height than the main 2 storey barn. Additionally this house would be set well forward of the barn and further forward than the existing house. This would harmfully obscure views of the barn from the west along Lustrells Crescent whilst from the east the new houses would rise up dominantly behind the barn. The size of the proposed footprints combined mean that, although this is a large corner plot, the houses would appear somewhat cramped on the site. In design terms the proposed roofs are much steeper than typically found in the area and notably steeper than the main barn, further contributing to making the new houses appear overly intrusive.
- 5.13. Overall whilst there is no objection in principle to two new houses on this site, for the above reasons it is considered that the proposal as submitted would fail to preserve the setting of the listed building.

Further Heritage comments received in response to amended plans dated 07/09/2018

- 5.14. The amended plans show three options with revised and reduced footprints and revised elevations. The plan marked Option C is considered to be acceptable with regard to its impact on the setting of the adjacent listed (former) barn complex. The building line on Lustrells Crescent would be appropriately well set back from the front boundary and aligned with the corner of number 95, with a common building line, whilst the car parking would be set discreetly at the rear of the site. This option would satisfactorily maintain views of the former barn complex and retain a sufficient sense of spaciousness of the existing corner plot. The setting of the listed building would be preserved.
- 5.15. All of the three elevation options are considered to be acceptable in terms of the scale and design approach to the houses, including the revised roof pitches. It is noted that design will be a reserved matter but the elevation

detail shown in Option 1 is considered to be the most sympathetic to the listed building.

Sustainable Transport: No objection

- 5.16. The applicant is proposing to extinguish 2 existing pedestrian accesses onto the adopted (public)highway (one on Lustrells Crescent and the other on Ridgewood Avenue) and open 2 new pedestrian accesses (both on Lustrells Crescent) and for this development this is deemed acceptable.
- 5.17. The existing pedestrian access on Ridgewood Avenue has already been temporarily blocked off. The Boundary Treatments including Walls, Fences, Railings, Bollards, Doors and Gates condition and informative should be attached to any permission granted to ensure that the gaps in the walls are infilled with appropriate walling and fencing above.
- 5.18. Although footways in the vicinity of the site have been improved over the years by developer contributions, obligations and government funds there are still junctions along Saltdean Vale that for the applicant's benefit need footway improvements (dropped kerbs in particular) to extend the transport network that policy allows the Highway Authority to request. Also, there are accessible bus stops in the vicinity of the site but mobility scooters are not permitted on buses (due to risks in an accident) hence the further importance of dropped kerbs for this growing mode of transport.
- 5.19. For this development of 2 residential units with 2 and 3 beds the minimum cycle parking standard is 3 cycle parking spaces in total (3 for residential units and 0 visitor spaces). The applicant has offered to install cycle stores at the site in the Design and Access Statement however there is a lack of any detail. Therefore cycle parking is requested by condition.
- 5.20. Cycle parking must be secure, convenient (including not being blocked in a garage for cars and not being in a rear garden), well lit, well signed, near entrances and wherever practical, sheltered. The Highway Authority would not approve vertical hanging racks as they are difficult for some people to use and therefore not considered to be policy compliant. As an alternative the Highway Authority approves the use of covered, illuminated, secure Cycle Works Josta 2 tier cycle rack(s) that will store one cycle above another Also, the Highway Authority approves the use of covered, illuminated, secure Sheffield type stands spaced in line with the guidance contained within the Manual for Streets section 8.2.22 or will consider other proprietary forms of covered, illuminated secure cycle storage where appropriate.
- 5.21. The site is outside of a controlled parking zone so there is free on-street parking available. There are also opportunities, if somewhat limited, in the form of free on-street disabled parking bays in the vicinity of the site for disabled residents and visitors to park when visiting the site by car. Blue Badge holders are also able to park, where it is safe to do so, on double yellow lines for up to 3 hours in the vicinity of the site. Therefore in this instance the Highway Authority would not consider the lack of dedicated, for sole use only on-site disabled car parking to be a reason for refusal.

- 5.22. The applicant is not proposing any significant alteration to their current servicing and delivery arrangements to this site which is deemed acceptable.
- 5.23. The applicant is proposing changes to the existing vehicle access arrangements onto the adopted (public) highway on Ridgewood Avenue and Lustrells Crescent and for this development this is deemed acceptable in principle. The New/extended crossover condition and informative should be attached to any permission granted to seek approval for a (detailed) licence from the Highway Authority to make any necessary changes to the existing vehicle access arrangements onto the adopted (public) highway.
- 5.24. Also the driveway and hardstanding materials should be porous and/or permeable and no surface water should run-off onto the adopted (public) highway therefore we seek amendments to the planning application to that effect to avoid refusal (policies TR7 Safe Development, SU3 Water Resources and their Quality and SU5 Surface Water run-off and Flood Risk).
- 5.25. SPD14 states that the maximum car parking standard for 2 and 3 plus bedroom dwellings within the Outer Area is 1 space per dwelling plus 1 space per 2 dwellings for visitors. The applicant is proposing 2 car parking spaces for each of the 2 and 3 bedroom properties within the Outer Area.
- 5.26. For this development of 2 residential units the maximum car parking standard is 3 spaces (1 per unit and 1 visitor space). Therefore the proposed level of car parking (four spaces) is not in line with the maximum standards and therefore we would seek amendments to this application to avoid refusal (policy SPD14 Parking Standards). A suggestion would be to replace one of the proposed two car parking spaces off Lustrells Crescent with a cycle store for that dwelling.
- 5.27. Also the site is located outside a Controlled Parking Zone (CPZ) and therefore this site should not be made "car free" by restriction of parking permits by the Planning Case Officer as there is no CPZ and waiting list to cause a restriction.
- 5.28. There is not forecast to be a significant increase in vehicle trip generation as a result of these proposals therefore any impact on carriageways will be minimal and within their capacity so the application is deemed acceptable and developer contributions for carriageway related improvements will not be sought.
- 5.29. It is likely that the increase in dwellings will result in an increase in pedestrian and mobility and visually impaired trip generation. In order to ensure that the proposed development provides for the transport demand it generates and the needs of pedestrians and the mobility and visually impaired, a developer obligation is requested by way of a Developer Obligation (Grampian condition) and a Developer Obligation (Grampian condition) informative in accordance with policies TR7, TR11 and TR 12 of the Brighton & Hove Local Plan and CP9 of the City Plan Part One.

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)

Brighton & Hove City Plan Part One

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| SS1 | Presumption in Favour of Sustainable Development |
| CP1 | Housing delivery |
| CP7 | Infrastructure and developer contributions |
| CP8 | Sustainable buildings |
| CP9 | Sustainable transport |
| CP10 | Biodiversity |
| CP12 | Urban design |
| CP13 | Public streets and spaces |
| CP14 | Housing density |
| CP15 | Heritage |
| CP19 | Housing mix |

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

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|------|--------------------------------|
| TR4 | Travel plans |
| TR7 | Safe Development |
| TR14 | Cycle access and parking |
| SU9 | Pollution and nuisance control |
| SU10 | Noise Nuisance |
| QD5 | Design - street frontages |
| QD15 | Landscape design |
| QD16 | Trees and hedgerows |
| QD18 | Species protection |
| QD27 | Protection of amenity |

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| HO5 | Provision of private amenity space in residential development |
| HO13 | Accessible housing and lifetime homes |
| HE3 | Development affecting the setting of a listed building |

Supplementary Planning Documents:

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| SPD03 | Construction & Demolition Waste |
| SPD06 | Trees & Development Sites |
| SPD09 | Architectural Features |
| SPD11 | Nature Conservation & Development |
| SPD12 | Design Guide for Extensions and Alterations |
| SPD14 | Parking Standards |

8. CONSIDERATIONS & ASSESSMENT

- 8.1. The main considerations in the determination of this application relate to the principle of the development of the site and the impact of the proposed dwellings on the character and appearance of the adjoining grade II listed building, the street and the surrounding area. The standard of accommodation, access, sustainability, impact on street trees, and impact on neighbouring amenity and transport are also material considerations.

Principle of Development:

- 8.2. The City Plan Part 1 Inspector's Report was received in February 2016. The Inspector's conclusions on housing were to agree the target of 13,200 new homes for the city until 2030 as a minimum requirement. It is against this minimum housing requirement that the City's five year housing land supply position is assessed annually.
- 8.3. The Council's most recent housing land supply position is published in the SHLAA Update 2018 (February 2019). The figures presented in the SHLAA reflect the results of the Government's 2018 Housing Delivery Test which was published in February 2019. The Housing Delivery Test shows that housing delivery in Brighton & Hove over the past three years (2015-2018) has totalled only 77% of the City Plan annualised housing target. Since housing delivery has been below 85%, the NPPF requires that a 20% buffer is applied to the five year housing supply figures. This results in a five year housing shortfall of 576 net dwellings (4.5 years supply). In this situation, when considering the planning balance in the determination of planning applications, increased weight should be given to housing delivery in line with the presumption in favour of sustainable development set out in the NPPF (paragraph 11).
- 8.4. The proposal is for two detached dwelling, the height and scale of each dwelling would be determined under reserved matters.
- 8.5. As a principle of development, residential development on a residential site would be appropriate, the specific impacts must however be considered as to whether the development is appropriate and whether harm would be caused.

Site Capacity/Streetscene:

- 8.6. The application site currently measures 21m wide. The scheme would divide the plot in two. The plots along the northern side of Lustrells Crescent are wide corner plots with irregular shaped structures. The plots on the southern side of the road measure an average of 11.3m wide. The plots to the rear of the site on Ridgewood Avenue measure approximately 11.8m wide. The houses on the southern side of Lustrells Crescent and Ridgewood Avenue are built to take advantage of the length of the plots and are built close to the side boundaries.
- 8.7. By dividing the application site in two, the plot to build ratio is likely to be similar to the plot to build ratio of the southern side of Lustrells Crescent and Ridgewood Avenue, with similar spacing between the buildings. As such, the division of the plot and alignment of two buildings on the application site would not be out of keeping with the prevailing character of the area. It is considered that it would therefore be possible to provide two reasonable sized dwellings with a good standard of living accommodation and private amenity space for future occupants.
- 8.8. The predominant material in the local vicinity is brick. However, the neighbouring listed building is finished in flint with brick quoining details. The use of materials should be complementary to the listed building so not to detract from it, and this would be covered under reserved matters and the use of materials could be secured by condition.
- 8.9. Over extension of properties on the site would have a negative effect on appearance of the dwellings and alter the plot to build ratio away from the prevailing character of the area. Additionally, further extensions could also encompass important amenity space for future occupants. The two dwellings should also be subservient to the listed building and future extensions may jeopardise this. Permitted development rights for extensions, roof alterations and porches is therefore removed by condition to ensure that future development on the site is considered by the Local Planning Authority to ensure that it is appropriate.

Impact on Amenity:

- 8.10. 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.
- 8.11. The properties most likely to be affected by any new dwellings on this site are 6 Ridgewood Avenue and 95 Lustrells Crescent and 123 Saltdean Vale.
- 8.12. No. 6 Ridgewood Avenue is a single storey bungalow situated approximately 1m from the shared boundary with the application site. The dwelling has two side windows and glazed door facing onto the application site. However, these apertures are obscured by an existing high wall and fence measuring

approximately 2m high. It is unlikely that there would be a significant loss of light, loss of privacy, increased overshadowing or sense of enclosure to the occupants of No. 6 Ridgeway Avenue as a result of an appropriately designed and scaled dwelling.

- 8.13. No.95 Lustrells Crescent is a converted barn with rooflights facing onto the application site. At its closet point, No.95 is situated 5.6m from the shared boundary, extending to 7m. At its closet point, No. 123 Saltdean Vale is situated 7.2m from the shared boundary extending to 8.5m. These distances are considered sufficient to limit any additional sense of enclosure created by an additional dwelling if appropriately scaled.
- 8.14. Any views of the ground floor windows and doors of No. 95 and No.123 would be obscured by the existing boundary wall, and the first floor windows are rooflights offering limited views of the occupants.
- 8.15. It is acknowledged that there may be some additional overlooking. However, this is not unusual in a residential area and the impacts would be dependent on the details which would be considered in a future application for reserved details.
- 8.16. Whilst the proposal would result in an intensification of the use of the site it is not considered that this would be likely to result in any significant harm with regards to noise and disturbance given the relationship with neighbouring properties within the immediate vicinity of the site.

Sustainable Transport:

- 8.17. Access to the site would be considered under reserved matters. However, indicative drawings have demonstrated that it would be possible to access one plot from Lustrells Crescent and the other from Ridgewood Avenue without causing highway safety concerns.
- 8.18. Similarly, a net increase of one dwelling would not lead to a significant increase in vehicle trip generation therefore any impact on carriageways will be minimal and within their capacity.
- 8.19. Details relating to aspects such as secure cycle parking; porous/permeable hardstanding materials and controlling any new/extended crossover can be secured by condition.

Sustainability:

- 8.20. Policy CP8 of the Brighton & Hove City Plan Part One require new development to demonstrate a high level of efficiency in the use of water and energy. Policy CP8 requires new development to achieve 19% above Part L for energy efficiency, and to meet the optional standard for water consumption. These standards can be secured by condition.

9. EQUALITIES

None identified