

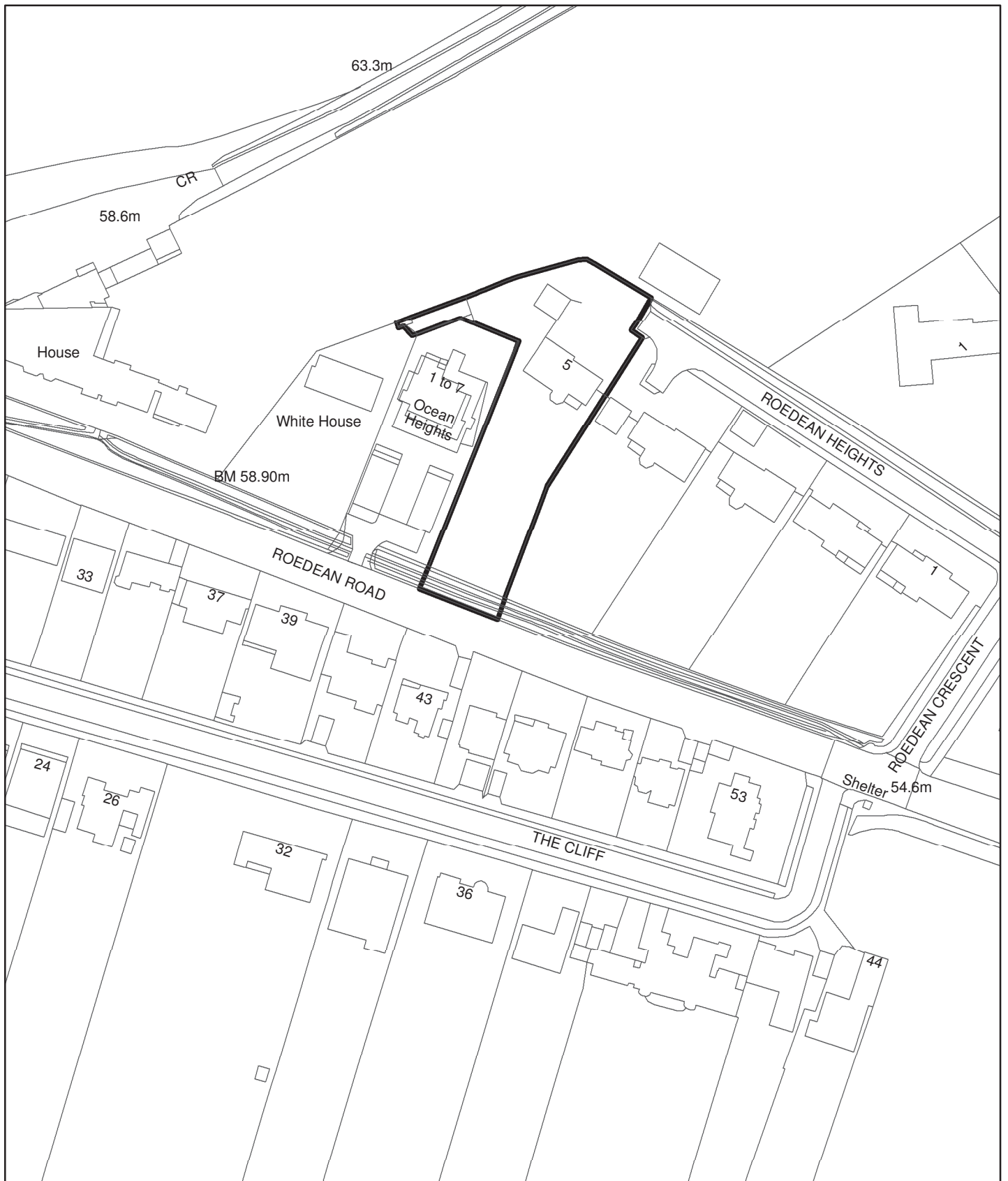
**PLANS LIST
ITEM D**

5 Roedean Heights, Brighton

**BH2012/03222
Full planning consent**

24 APRIL 2013

BH2012/03222 5 Roedean Heights, Brighton.



**Brighton & Hove
City Council**



Scale: 1:1,250

<u>No:</u>	BH2012/03222	<u>Ward:</u>	ROTTINGDEAN COASTAL
<u>App Type:</u>	Full Planning		
<u>Address:</u>	5 Roedean Heights, Brighton		
<u>Proposal:</u>	Demolition of existing house and construction of 7 residential apartments with new access from Roedean Road.		
<u>Officer:</u>	Jonathan Puplett Tel 292525	<u>Valid Date:</u>	29/10/2012
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	24/12/2012
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	Enplan, 10 Upper Grosvenor Road, Tunbridge Wells, Kent		
<u>Applicant:</u>	Mr S Antram, C/O Enplan		

1 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 7 and resolves to **REFUSE** planning permission for the reasons set out in section 11.

2 SITE LOCATION & DESCRIPTION

- 2.1 The application relates to a dwellinghouse located on the southern side of Roedean Heights. East Brighton Golf Course is located opposite the site to north, which forms part of the South Downs National Park. The rear boundary of the site backs onto Roedean Road. The dwelling forms part of a group of five residential properties (nos. 1-5 Roedean Heights), alongside this group of properties to the west is the recently constructed 'Ocean Heights' building.
- 2.2 The residential development in the area surrounding the application site is primarily characterised by detached dwellinghouses of traditional form and style set in large plots. Some recent planning permissions have been granted in the area for development of a more contemporary character (e.g. Ocean Heights), some flatted developments have also received recent consents (e.g. Ocean Heights and 39 Roedean Road).

3 RELEVANT HISTORY

Application site

BH2010/02910: Demolition of existing house and construction of 8 residential apartments. Refused 25/11/2011.

BH2001/00154/FP: Erection of single storey addition west side and extension to roof of existing garage. Approved 02/04/2001.

A number of applications were submitted for the redevelopment on the site which now contains nos. 1-5 Roedean Heights (formally known as 'Downside' Roedean Road) in the 1950s, 60s, 70s and 80s. The most recent approval was application ref. **BN87/147F**, for the erection of 5 no. 2-storey detached houses each with double garage, approved in March 1987.

Relevant decisions in the locality of the site

4 Roedean Heights

BH2010/02909: Demolition of existing house and construction of 8 residential apartments. Refused 25/11/2011

Ocean Heights

BH2009/01489: Demolition of existing dwelling and construction of 7 residential apartments (Part-retrospective). Approved 09/03/2010.

BH2007/02086: Demolition of existing dwelling and the construction of 7 flats. Approved 13/11/2007.

39 Roedean Road

BH2012/03243: Demolition of existing 6no bedroom house and erection of new 6no bedroom three storey house with basement level and associated parking. Approved 14/01/2013.

BH2010/02422: Demolition of existing four storey four bed single dwelling house and erection of 1no 3 bedroom, 4no 2 bedroom and 2no 1 bedroom flats with associated car parking & cycle spaces. Approved 05/10/2011.

6 Cliff Approach

BH2011/02251: Demolition of existing four bedroom house and erection of 6no self-contained apartments comprising of 2no three bedroom at 1st and 2nd floors and 4no two bedroom apartments at lower and upper ground floors with associated communal garden, car parking, refuse and cycle storage. Refused 07/12/2011. Appeal dismissed 26/09/2012.

Linwood House 12 Roedean Way

BH2003/03174/FP: Demolition of existing house. Erection of 3-storey block of 9 flats. Provision of 9 parking spaces, cycle and refuse storage to front of property. Refused 14/04/2004. Appeal dismissed.

4 THE APPLICATION

- 4.1 Planning permission is sought for the demolition of the existing dwelling and the construction of a block of 7 self-contained flats.
- 4.2 The existing vehicular access to the site from Roedean Heights would provide access to a driveway, two parking spaces, cycle storage and refuse and recycling storage. A new vehicular access is proposed from Roedean Road to the south of the site. The formation of this access would require substantial excavation of the raised bank in situ on the northern side of Roedean Road. Further substantial excavation would be required to form a proposed underground car park to provide 12 parking spaces.
- 4.3 Following the refusal of the previous application (ref. BH2010/02910) a meeting did take place with the applicant and the architect for this previous scheme. At this time the Local Planning Authority raised significant concerns in relation to the potential impacts any proposed scheme which involves a significant increase in footprint and scale in comparison to the existing dwelling. Prior to

the submission of the current application the agent for the application contacted the Council and was offered the opportunity to engage in pre-application discussions. The opportunity was not taken up; therefore no discussions regarding the current proposal took place prior to the submission of the formal application.

- 4.4 The applicant has submitted documentation relating to an appeal against the non-determination of the current application within the defined statutory period. The Local Planning Authority is yet to receive confirmation from the Planning Inspectorate that such an appeal has been lodged.

5 PUBLICITY & CONSULTATIONS

External

- 5.1 **Neighbours: Sixty-two (62)** letters of representation have been received from **1, 3 Roedean Heights; 2, 15, 16, 17, 18 (2 letters), 22, 24, 24a, 25, 29, 32, 34 (2 letters), 41, 43 (2 letters), 50 The Cliff; 5, 7, 8 (2 letters), Roedean House 9-13, 14, 15, 20 (2 letters), 29, 46, 47, 49, 50 Roedean Crescent; 1, 2, 8, 11, Linwood House 12, 14 Roedean Way; 23, 33, Ocean Heights 40 (3 letters), 49, 51 Roedean Road; 3 Cliff Road; 3, 5 Roedean Terrace; 1 Wilson Avenue; 133 Crescent Drive North; 8 Swallow Court Albourne Road; 'The White House' Roedean; Peter Phillips, David Bean (no address provided); WS Planning on behalf of no. 2 Roedean Heights; CJ Planning and 'Bold Architecture Design' on behalf of Ocean Heights, Roedean Road objecting to the application for the following reasons:**

- The proposed development would be overbearing.
- The proposed building would be of an overdevelopment, would be of excessive footprint, bulk / scale and would be out of keeping with its surroundings, in particular in comparison to the two-storey dwellings along Roedean Heights.
- A flatted development is out of character with most of Roedean which consists of detached houses set in relatively large plots.
- The proposed development would have a major impact on the street scene and the skyline viewed from the National Park.
- The proposed development would be out of keeping with Roedean Heights.
- The proposed vehicular access on to Roedean Road would be dangerous. This is a busy stretch of road, a bus route, and there is no pavement for pedestrians to use. Vehicles often park here to make deliveries etc. There have been many accidents and near misses on this stretch of road; the proposed new access would result in an increased safety risk. Approval of such an access may also set a precedent for similar accesses being approved along Roedean Road.
- Ocean Heights is ugly and the proposed development would be a further blot on the landscape.
- The two bottom floor flats will not benefit from sufficient light and will have a poor quality of outlook.
- The developers claims that there are good public transport links, there are however very limited bus services along Roedean Road.

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- The proposed development would not help address housing demand as the new units would not be affordable for most.
- The proposed development would be environmentally detrimental.
- The proposed development would result in increased car use and traffic.
- If approved the development would set a precedent for the approval of further similar developments in Roedean in the future.
- The site is part of an archaeological sensitive area and sufficient investigation has not been carried out in this regard.
- The proposed development will have a detrimental impact upon the residential amenity of neighbouring occupiers. The development would cause increased overlooking, have an overbearing impact and create a sense of enclosure.
- The proposed vehicular access onto Roedean Road would have an incongruous appearance and would require the loss of a significant section of the established screening on this side of the road.
- It is stated that there is a demand for flats in the locality of the site; this statement is not however supported with any evidence. It appears that there may not in fact be a demand for such accommodation in this location.
- The application submission does not include full details of the proposed vehicular access on to Roedean road; no elevation has been provided to show how this access would appear from the street. It is not clear what works would be required to form the access and whether appropriate visibility splays would be formed.
- The proposed development is contrary to policies HO4, QD1, QD2, QD3, QD4, NC7.
- Two of the drawings submitted are inconsistent; one shows the proposed Roedean Road access positioned to the west side of the frontage, the second shows the access positioned centrally.
- The submitted drawings do not clearly show the appearance of the proposed photovoltaic panels.
- The section drawings submitted do not fully demonstrate the proposed car park.
- A Code for Sustainable Homes Rating of Level 3 is proposed; the new block should meet a minimum of Level 4 or 5. Insufficient information has been submitted in regard to sustainability.
- The proposal for loss of some garden area and a large underground car park is not environmentally sustainable; how will this affect drainage of the garden area?
- The previous proposal on the site was accompanied by an application for similar re-development of no. 4 Roedean Heights. If the current application is approved it appears likely that an application for re-development of no. 4 will follow.
- The Ocean Heights development fronts on to Roedean Road and therefore should not be considered to set a precedent for similar developments on Roedean Heights, which is of a different, distinct character.
- Any proposed development should follow the front and rear building lines on Roedean Heights; the proposed building would have an awkward relationship with both Ocean Heights and the dwellings on Roedean Heights.

- If this scheme is approved, neighbouring occupiers (specifically at nos. 1 and 3 Roedean Heights) will feel obliged to seek similar redevelopments / sale of property to developers.
- The amenity space allowed for future occupiers is insufficient.

5.2 **Two (2)** letters have been received from the **Roedean Residents' Association** objecting to the application for the following reasons:

- The proposed development will be bulky and out of character with the surrounding development.
- The proposal would result in loss of garden area / 'garden grabbing'.
- The bottom floor flats will not have sufficient daylight.
- The bus services along Roedean road are infrequent.
- The proposed flats will not address the need for affordable housing, and will not be suitable for families.
- The application submission does not include an elevation which shows the appearance and extent of the proposed vehicular access on Roedean Road. Without this information the application cannot be fully assessed.
- There is not 'plenty of on-street parking' available in the vicinity of the site as there are long sections of yellow lines and parking along Roedean Heights could block access for emergency vehicles and waste vehicles.
- The proposed access on to Roedean Road would result in increased risk for users of the highway.
- Construction works required in association with the proposed development (demolition, significant excavation and construction) would cause traffic noise and disruption.

5.3 A letter has been received from **Councillor Mary Mears** objecting to the proposed development, a copy of this letter is attached.

5.4 **Fourteen (14)** letters of representation have been received from: **9, 11, 29 Roedean Road; Adrian Milligan East Brighton Golf Club Roedean Road; 8 Pipers Close Hove; 122 Goldstone Crescent Hove; 31 Hawthorn Close Saltdean; 12 The Ridings Ovingdean; 15 Wanderdown Close Ovingdean; 98 Farm Hill Woodingdean; 2 Bazehill Road Rottingdean; PBG Finishings LTD, 1 Middleton Avenue Hove; G&H Developments The Paddocks, 46-48 Gorham Avenue Rottingdean; Mr Lees (member of East Brighton Golf Club address not provided)** supporting the application for the following reasons:

- The proposed development has been designed to soften the impact of the Ocean Heights block.
- The proposed development is of a high standard, in keeping with the character of the area, sustainable and environmentally sustainable.
- Occupiers of the development would have access to local amenities and public transport.
- The scheme represents a reduction in scale and bulk in comparison to the previous scheme.
- Schemes of this nature create work and employment for local construction firms.

- The proposal would boost the housing stock of the city.
 - The proposal includes ample off-street parking and will keep traffic away from Roedean Heights (as a Roedean Road access is proposed).
 - Views from the National Park / Golf Course will not be impacted; the proposed development will be almost unnoticeable.
 - The proposed development would link the front building line of Ocean Heights and the rear building line of the dwellings on Roedean Heights.
 - The proposed development would not have an impact upon surrounding properties.
 - The previous approval of the 'Ocean Heights' scheme set a precedent and the Planning Office should show consistency in their treatment of applications.
- 5.5 A letter has been received from **East Brighton Golf Club** stating that they 'neither oppose nor support' the application.
- 5.6 **South Downs National Park Authority: Object.** The roof of the existing dwelling on the site and the neighbouring dwelling are visible from the public bridleway to the north, as is 'Ocean Heights' which is a more prominent building given its scale and design. The proposed development would create a more built up or 'urbanised' edge to the National Park boundary by itself and in conjunction with Ocean Heights, in contrast with the existing detached dwellings which provide a less intrusive and developed boundary to the urban area. This change in character to the urban edge would be apparent from within the National Park and would cause harm to its setting because of the siting, scale and design, including the bulk and massing, of the proposed development and also when seen next to Ocean Heights. Whilst Brighton is widely visible from the bridleway to the north of the site, looking south from this vantage point the building would be seen against a backdrop of the sea rather than the urban area which would heighten its prominence, as well as this part of the urban edge of Brighton, from within the National Park.
- 5.7 **South Downs Society:** It is questioned whether the proposed development has addressed the concerns which was raised at the time of the previous application which was refused, i.e. the scale and appearance of the proposed development and negative impact upon views from the National Park.
- 5.8 **Brighton & Hove Archaeological Society:** The site lies within an area of intense archaeological sensitivity. It is recommended that the County Archaeologist be consulted.
- 5.9 **County Archaeologist: Recommends conditions.** The proposed development has the potential to result in the loss of heritage assets; it is therefore recommended that a programme of archaeological works be secured by planning conditions.
- Internal:**
- 5.10 **Sustainable Transport: Support.** Full detailed drawings of the proposed a vehicular access from Roedean Road have not been provided, the principle of an access in this location is however considered acceptable and it is considered

that an appropriate access (and visibility splays) could be secured by planning condition. The proposed level of off-street vehicular parking is considered to be acceptable; a parking management plan would be required to confirm how the proposed parking spaces would be allocated. A cycle store is proposed to the northern curtilage of the site. It appears that a larger store would be required to accommodate the 10 cycle spaces which are proposed; details of a revised store design would be required by condition. The proposed disabled parking bays do not provide the required minimum size and clearances; a revised proposal would therefore be required in this regard which could be secured by condition. To ensure compliance with policies TR1 and QD28 a contribution of £4500 towards sustainable transport infrastructure in the vicinity of the site is required.

- 5.11 **Arboriculture:** No objection. The proposed development would affect existing trees on the site; there is no in principle objection to the removal of some of these trees if required. It would be necessary to secure protection measures of any trees and hedges which are to remain, and the planting of replacement trees in lieu of any which are to be removed by planning condition.
- 5.12 **Access Officer:** Comment. Concerns are raised regarding some details of the proposed flat layouts, the proposed lift, and the proposed disabled parking bays.

6 MATERIAL CONSIDERATIONS

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”
- 6.2 The development plan is:
- Brighton & Hove Local Plan 2005 (saved policies post 2007);
 - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
 - East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
 - East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.
- 6.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and is a material consideration which applies with immediate effect.
- 6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.5 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the extent to

which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.

- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR7	Safe development
TR14	Cycle access and parking
TR18	Parking for people with a mobility related disability
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU9	Pollution and nuisance control
SU10	Noise nuisance
SU13	Minimisation and re-use of construction industry waste
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD4	Design – strategic impact
QD7	Crime prevention through environmental design
QD15	Landscape design
QD16	Trees and hedgerows
QD17	Protection and integration of nature conservation features
QD27	Protection of amenity
QD28	Planning Obligations
HO2	Affordable housing and ‘windfall’ sites
HO3	Dwelling type and size
HO4	Dwelling densities
HO5	Provision of private amenity space in residential development
HO6	Provision of outdoor recreation space in housing schemes
HO13	Accessible housing and lifetime homes
NC7	Sussex Downs Area of Outstanding Natural Beauty
NC8	Setting of the Sussex Downs Area of Outstanding Natural Beauty
HE12	Scheduled ancient monuments and other important archaeological sites

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD03	Construction & Demolition Waste
SPD06	Trees & Development Sites
SPD08	Sustainable Building Design
SPD11	Nature Conservation & Development

Brighton & Hove City Plan Part One (submission document)

8 CONSIDERATIONS & ASSESSMENT

- 8.1 The key issues of consideration in this case relate to the principle of the proposed development in this location, neighbouring amenity, the standard of accommodation which the proposed development would provide, access, transport and highways considerations, environmental sustainability, landscaping and ecology.

Principle of development:

- 8.2 The principle of the type and scale of development proposed must be considered having regard to the NPPF, and policies HO4, QD1, QD2, QD3 and QD4 of the Brighton & Hove Local Plan.

- 8.3 Residential gardens do not fall within the definition of ‘previously developed land’ as set out in Annex 2 of the NPPF. The application site is partially developed (within the footprints of the structure in situ), and partially undeveloped (the garden area). As partially residential garden land the site is defined as partially undeveloped ‘Greenfield’ land. In regard to the development of residential gardens, paragraph 53 of the NPPF states that:
‘Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.’

- 8.4 The Brighton & Hove Local Plan does not specifically address garden development, Chapters 3 (Design) and 4 (Housing and community facilities) do however set out aims to secure a high standard of design and development with pays respects to site constraints and the character of the area surrounding the site. As such, a residential redevelopment of the site would not be resisted in principle, but must be carefully assessed and considered.

- 8.5 It is considered that the principle of acceptability in this case relates to the density and scale of development proposed. The application site has an area of approximately 1906m². The existing ‘dwelling density’ of the site therefore currently stands at 5.25 dwellings per hectare. The proposed development would see this increase to 36.7 dwellings per hectare. This is significantly higher than the prevailing densities in the surrounding area where most properties are single dwellings set in large plots. National, regional and local planning policy seeks to encourage higher densities of development where appropriate, and subject to a proposed scheme of a suitably high standard of design, which is appropriate to its context.

- 8.6 Policy HO4 of the Brighton & Hove Local Plan states that:
To make full and effective use of the land available (in accordance with Policy QD3), residential development will be permitted at higher densities than those typically found in the locality where it can be adequately demonstrated that the proposal:
- a. exhibits high standards of design and architecture;*
 - b. includes a mix of dwelling types and sizes which reflect local needs;*

- c. is well served by public transport, walking and cycling routes, local services and community facilities; and*
- d. respects the capacity of the local area to accommodate additional dwellings.*

- 8.7 In regard to criterion (a), as detailed below, it is considered that the proposed development fails to exhibit a high standard of design and is not appropriate to its immediate context. The scale and bulk of the proposed building is inappropriate. The dwelling density proposed is greater than that which characterises the surrounding area, and in this case it is considered that the design of scheme proposed does not comply with the requirements of national, regional and local policy. The scheme is considered to be out of keeping with its context; the surrounding area is generally characterised by two-storey single detached dwellings set in large plots. The area has an open, spacious and green character, and the built forms in the area are generally no higher than two storey with pitched roofs.
- 8.8 In regard to criterion (b), six two-bedroom units, and one three-bedroom unit are proposed; this is considered to be an appropriate mix in this case. In regard to criterion (c) whilst not in a central location, the site is in close proximity to bus route and walking and cycling routes. Services and community facilities are available in the locality of the site and city centre amenities are accessible. In regard to criterion (d) it is considered that, in principle, the locality can accommodate additional dwellings.
- 8.9 In summary, the proposal is of a higher density than those typically found in the locality, and it is considered that the design of development proposed (due to its scale, footprint and bulk) is inappropriate and not of a high standard given the constraints of the site and its relationship with neighbouring properties. For these reasons the scheme is considered contrary to Policy HO4 and the policies of the Brighton & Hove Local Plan and the NPPF which identify good design as a key priority.

The submitted drawings:

- 8.10 The visuals submitted are not helpful; they use distances and vantage points which do not fully demonstrate the potential impact of the proposed development. The proposed development appears as very small in the visuals due to the distanced vantage point utilised and the size of the images submitted. It is considered that views taken from vantage points closer to the site on Roedean Road, and from closer to the site within the National Park, would provide a clearer impression of the likely visual impact of the development.
- 8.11 Coloured indicative drawings of the front and rear of the proposed building have been submitted. These are in addition to the elevation, section and plan drawings submitted. None of the drawings submitted provide an elevation view of the proposed development as it would be viewed from Roedean Road, such a drawing would show the ground works to the rear garden and raised bank alongside Roedean Road, and vehicular access proposed. It is not clear that these elements of the proposal have been fully understood or addressed.

- 8.12 A drawing attached to the submitted transport statement (ref, 06 01) shows a vehicular access set centrally on the plot's Roedean Road frontage, drawings PA001B and PA010/B however show an access set to the western side of the site. The submitted transport report suggests that *'some regrading of the verge along the northern side of Roedean Road may be required depending on the level and gradient of the access road'*. The visibility splays shown on drawing 06 01 run in front of a number of neighbouring properties, the land involved does however appear to be Council owned highway land. Given the levels difference, it is not clear if retaining walls will also be required along Roedean Road which could have a visual impact.
- 8.13 Overall it is considered that insufficient (and contradictory) information has been submitted regarding the proposed works to the land to the northern side Roedean Road to enable a full assessment of the likely visual impact and highway safety implications of the proposed development.

Visual Impact and impact upon the setting of the South Downs National Park:

- 8.14 The proposed building would be of a prominent appearance, particularly when viewed from the south and east of the site, and from the National Park to the north.
- 8.15 The Council's Urban Characterisation Study (published January 2009) defines Roedean as:
'A residential area of predominantly detached or semidetached houses, with some blocks of flats, set on the cliff top above the sea, mainly in private ownership and owner occupation.'
- 8.16 It is acknowledged that significant enlargement and alterations to dwellings in the area have been granted planning permission in the past, and also that redevelopment of sites in a contemporary style has been considered acceptable and granted consent in some cases. It does however remain the case that the area is primarily characterised by detached dwellings of traditional form and character set in large plots.
- 8.17 Whilst the considerations of this report must focus upon the current proposal which will be judged on its own merits, the previously approved and implemented scheme at 'Ocean Heights', Roedean Road should be reviewed as it could be said to set a precedent for the approval of the replacement of single dwellings with larger flatted developments. The dwelling previously in situ at Ocean Heights was of a particularly unusual appearance; a three storey block-like structure with a large projecting terrace. This dwelling was out of keeping with surrounding dwellings and appeared as incongruous, the building was particularly prominent due to its open frontage and raised setting above Roedean Road. This building was not part of a group of similar dwellings. The proposal to replace this building was therefore considered in the context that the existing building was of a prominent and unusual appearance. As such, the replacement of the dwelling with a prominent flatted development was not considered to be an inappropriate change. Furthermore the height and massing

of the proposed building in comparison to the dwelling in situ was considered acceptable.

- 8.18 Since the approval of this development, there have been significant changes to the planning policy context. Firstly, the South Downs National Park was formally adopted on the 1st of April 2011. This adoption requires that the impact of proposed development on the setting of the National Park area be given greater weight. Secondly, the NPPF has come into force which sets out in paragraph 53 that Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area, and also in more general terms reaffirms the priority to be attached to securing appropriate and high quality design. Thirdly, the draft Brighton & Hove City Plan Part One has been voted upon by Elected Members and is currently out for further consultation prior to examination. This document has weight as emerging local policy.
- 8.19 Current and future proposals for flatted developments in the vicinity of Ocean Heights must therefore be considered in this altered policy context. In the case of the current application, the existing dwelling at no. 5 forms part of a group of 5 dwellings of a similar character set on a similar building line, fronting onto Ocean Heights. The immediate context of the site therefore differs significantly to that of Ocean Heights.
- 8.20 Moving back to the application site, the site is not of a prominent appearance when viewed from the west of the site on Roedean Road, considerations of visual impact will therefore focus on views from the south, east and north.
- 8.21 The contemporary design style proposed would be in contrast to the predominantly traditional character of the Roedean area. A contemporary character of building would not be resisted in principle; such a design approach has been considered acceptable in many such cases across the city. The primary considerations in regard to visual impact are therefore the scale, footprint, height and bulk of the dwelling proposed, an assessment of how the building would sit in its immediate surroundings and in longer views, and consideration of the specific features of the proposed design.
- 8.22 The building proposed would present a three-storey appearance with sunken lower ground floor level to Roedean Heights, the top floor having a curved 'green roof' appearance to its rear (North elevation). The sides and southern elevation of the top storey would be brick faced. All sides of the main building would be brick faced with dark grey framed large windows. A central projection on the North elevation would house a stairway. Ancillary outbuildings are proposed in front of the building to the North to house a refuse and recycling store, and cycle storage. A driveway and two parking spaces are proposed. No elevations of the proposed outbuilding have been provided.
- 8.23 To the south side of the building facing towards Roedean Road staggered elevations are proposed, it is intended that the footprint and bulk of the proposed building would provide a transition between the front building line of 'Ocean Heights' (which fronts on to Roedean Road) and the rear building line of

no. 4 Roedean Road. Again, a three storey appearance partially sunken basement level would be formed. To this side a curved roof is not proposed to top floor, this floor would have a full storey appearance. Terrace and balcony areas are proposed to serve each of the units proposed.

- 8.24 As detailed above, full information regarding the excavation, ground works and landscaping associated with the proposed underground car park and vehicular access have not been provided. It appears that an opening would be cut into the raised bank to the northern side of Roedean Road, this it is assumed would lead to a gated access to the proposed underground car park. It appears that a glazed balustrade would provide a safety barrier between this opening and the garden area of the proposed development. Further ground works may be required to either side of the proposed access to provide visibility splays.
- 8.25 In regard to landscaping, it is proposed that the trees and screening in situ to the side boundaries of the site would be retained. The proposed works to enable the construction of the car park and vehicular access would require the removal of significant areas of planting and lawn. It is proposed that new lawn atop the proposed car park and additional planting would mitigate for the loss of planting which would be caused.

Distance views / strategic views

- 8.26 The application site is visible from the south-east, primarily from Marine Drive which is the main access route into the city from the east. The application site appears as part of a group of buildings set at the top of a sloping area of open land and as such redevelopment of the site will affect the skyline of this vista. It is considered that as a view from a main access route to the city along the seafront and coastline, this view represents a 'strategic view' as defined by policy QD4.
- 8.27 The proposed development would also be visible from the South Downs National Park to the north of the site, at present there are views available from the downs to over the roof of the existing dwelling to the sea beyond. Views from the Downs, and views of the sea from a distance are again identified as strategic views in policy QD4. Policy CP12 of the emerging Brighton & Hove City Plan Part One identifies the importance to be attached to impact upon the setting of National Park, and to the need to protect or enhance strategic views into, out of and within the city. Policies NC7 and NC8 of the Brighton and Hove Local Plan also seek to protect the National Park and its setting.
- 8.28 Policy QD4 states that:
'In order to preserve or enhance strategic views, important vistas, the skyline and the setting of landmark buildings, all new development should display a high quality of design. Development that has a detrimental impact on any of these factors and impairs a view, even briefly, due to its appearance, by wholly obscuring it or being out of context with it, will not be permitted.'
- 8.29 In distance views from Marine Drive (A259) to the south-east of the site, the Ocean Heights building is visible and contrasts with the surrounding

development which predominantly consists of traditional dwelling houses with pitched tiled roofs. The proposed building in conjunction with Ocean Heights would cumulatively create an appearance of greater prominence in comparison to the existing situation. Thus the contrast between the scale and character of such developments and the more traditional character of the dwellings surrounding the site would be emphasised. No illustrations have been submitted to demonstrate the visual impact of the proposed development from such vantage points. Based on the information submitted, it is considered that the excessive scale and bulk of the proposed building would fail to sit in harmony with its context and would harm this strategic view.

- 8.30 At present the dwellinghouse in situ is visible from the South Downs National Park to the north of the site, the house is however set at a lower level in relation to the park, therefore it is the roof of the house which is most visible from this angle. When viewed from the National Park the roof of no. 5 and the upper floors of the Ocean Heights building are visible alongside the application property. When viewed from Wilson Avenue and the open space to the eastern side of Wilson Avenue which includes East Brighton Park, the roof of 5 Roedean Heights and the upper floors of Ocean Heights form part of the skyline with the sea visible beyond.
- 8.31 A photo montage has been submitted showing views from a vantage point to the north of the site, this is however a distanced view and does not fully demonstrate the likely impact of the proposed development from closer vantage points in the National Park. At the time of application BH2010/02910 closer views were provided which demonstrated that a redevelopment of the site would in fact have a significant visual impact. Without closer views being provided, the full likely visual impact of the proposed development has not been demonstrated.
- 8.32 It is considered from the information submitted that the proposal at no. 5 Roedean Heights would significantly alter views from the park, emphasising the abrupt transition from relatively open land to the built up area of the city beyond. Whilst a curved green roofed form is proposed to the top storey of the building the bulk and form proposed would be clearly apparent as a built form and the building as a whole would be of a greater scale, bulk and prominence than the existing building and roof.
- 8.33 The boundaries of the National Park have been drawn in such a way that there is no staged transition from the Park to the built up area of the city, and the proximity of the built up area is apparent in many views from the Park. It is however the case that schemes for the redevelopment of sites located within the immediate setting of the Park must be carefully considered as to whether they would be unduly prominent or would detract from views into or out of the Park.
- 8.34 The roof of the existing dwelling on the site and the neighbouring dwelling are visible from the public bridleway to the north, as is 'Ocean Heights' which is a more prominent building given its scale and design. As noted by the South Downs National Park Authority, the proposed development would create a more

built up or 'urbanised' edge to the National Park boundary by itself and in conjunction with Ocean Heights, in contrast with the existing detached dwelling which provides a less intrusive more suburban developed boundary to the National Park. This change in character to the urban edge would be apparent from within the National Park and would cause harm to its setting because of the siting, scale and design, including the bulk and massing, of the proposed development which would be exacerbated when seen next to Ocean Heights. Whilst Brighton is widely visible from the bridleway to the north of the site, looking south from this vantage point the building would be seen against a backdrop of the sea rather than the urban area which would heighten its prominence, as well as this part of the urban edge of Brighton, from within the National Park. Overall it is considered that this strategic view from the National Park would be harmed.

- 8.35 It is noted that the proposed building when viewed from the National Park would be alongside the block at 'Ocean Heights'. This neighbouring building was however granted consent prior to the adoption of the National Park and replaced what was a rather unusually designed prominent dwellinghouse which bore little relationship to its neighbours. The dwelling in situ at no. 5 Roedean Heights is of a more traditional appearance and the roof visible from the National Park has a lesser visual impact. The proposed building in conjunction with Ocean Heights would have a cumulative visual impact.
- 8.36 The proposed development would emphasise the contrast between the National Park and the built up area and would detract from the views from the National Park. The South Downs National Park Authority has objected to the proposal on these grounds. The proposal is considered contrary to policies QD4, NC7 and NC8 of the Brighton & Hove Local Plan, and Policy CP12 of the emerging Brighton & Hove City Plan Part One.
- 8.37 No illustrations have been submitted demonstrating the impact of the proposed development on distance / strategic views from Wilson Avenue and the open space to the eastern side of Wilson Avenue (which includes East Brighton Park) towards the skyline and the sea beyond. It is again considered that the proposed development in conjunction with the Ocean Heights building would result in a prominent appearance which would contrast with the dwellings of traditional form with pitched roofs on this skyline.

Closer views from the south / east (from Roedean Road, Roedean Way and open space)

- 8.38 When viewed from Roedean Road and Roedean Way in closer proximity to the application site, again the proposed development would sit in contrast to the more traditional character of the dwellings surrounding the site.
- 8.39 The existing situation is relatively unusual. Roedean Heights is a group of 5 detached dwellings of similar character and appearance, the primary elevations of these dwellings face northwards onto Roedean Heights, with the rear of the dwellings facing towards Roedean Road. The properties have extensive rear gardens with a densely planted bank sloping down to Roedean Road. Therefore, from directly behind the properties on Roedean Road the

dwellinghouses are largely screened from view. Ocean Heights has a greater visual presence along Roedean Road as its vehicular access is from this road and its primary elevation fronts onto Roedean Road.

- 8.40 From the south-east the dwellings of Roedean Heights are clearly visible and appear as a group of similar buildings positioned along a relatively consistent building line. Ocean Heights appears as separate to this group, whilst in close proximity to no. 5 Roedean Heights, its positioning, well forward from the dwellings along Roedean Heights, sets it apart when viewed from this angle, with the primary frontage facing on to Roedean Road (South).
- 8.41 When viewed from Roedean Road and Roedean Way to south east of the site it is considered that the proposed building would sit in stark contrast to the remaining dwellings along Roedean Heights and would detract from the street scene. The proposed development fails to pay respect to the constraints of the site on this regard and would appear as an overdevelopment.
- 8.42 The application submission details that the proposed building has been designed so as to appear as a transition between the front building line of the Ocean Heights building and the rear building line of the properties to the east on Roedean Heights. It is not considered that such an approach would deliver an improved or acceptable appearance. Such a building would, combined with Ocean Heights, result cumulatively in a greater visual impact and both buildings would contrast with the prevailing character of the area and the dwellings immediately alongside on Roedean Heights. Ocean Heights itself has such an impact, the particularities of this site and the reasons why this development was considered to be acceptable at the time the applications were considered are detailed above. It is not considered that the approval of the Ocean Heights scheme sets a precedent which justifies the approval of the current application.
- 8.43 Two photo montages have been submitted showing views from the east of the site, these are however distanced views and do not fully demonstrate the likely impact of the proposed development from closer vantage points. At the time of application BH2010/02910 closer views were provided which demonstrated that a redevelopment of the site would in fact have a significant visual impact. Without closer views being provided, the true likely visual impact of the proposed development has not been demonstrated.
- 8.44 It is considered that a redevelopment of no. 5 Roedean Heights should pay respect to the building lines of the group of buildings of which it forms a part (nos. 1-5 Roedean Heights). Such an approach, if combined with an appropriate scale and design of building (closer to that of the existing dwelling), would typically deliver a more appropriate appearance and would also have a lesser impact upon the occupants of dwellings located to either side of the application site.
- 8.45 In addition to these concerns, a vehicular access is proposed on to Roedean Road. Insufficient information has been submitted regarding this element of the proposal to enable a full assessment of its likely visual impact. It does appear that substantial excavation of the raised bank in situ would be required to form

the access, and that clearing and possibly ground works to the bank to either side of the access may also be required to provide clear sightlines. Such works would significantly alter this section of the northern side of Roedean Road. It is considered that the failure to provide sufficient information in regard to this significant matter, is of significant concern in regard to visual impact and the application warrants refusal on these grounds.

Views from Roedean Heights (street scene)

- 8.46 The Roedean Heights street scene is primarily characterised by dwellinghouses fronting on to open garden areas and driveways, with some ancillary outbuildings. The proposed development does include a sensible layout to its Roedean Road frontage in the form of a main building with an open space in front, and outbuilding set away from the street frontage. A driveway is proposed with outbuildings set to the western side of the site. The proposed building has a clear entrance which projects centrally from the main building. The proposed roof form would however sit in stark contrast to the traditional dwellings on Roedean Heights, as would the scale and bulk of the proposed building as detailed above.
- 8.47 Overall it is considered that the proposed development would cause significant visual harm and warrants refusal on these grounds.

Neighbouring amenity:

Bulk

- 8.48 The proposed building is of a significantly increased bulk in comparison to the existing dwellinghouse. It is considered that this increase in bulk would create a sense of enclosure and would have an overbearing impact when viewed from the rear windows and rear garden area of no. 4 Roedean Heights. In regard to the Ocean Heights building, a large part of the bulk of the proposed building would be located alongside Ocean Heights, and therefore would not have a significant impact. The northern section of the proposed building would be set behind Ocean Heights, and would be of an increased bulk in comparison to the existing dwelling. (This would have an impact on outlook from the rear of Ocean Heights, however the views straight ahead of the rear fenestration of the Ocean Heights building would be largely unaffected).
- 8.49 It is considered that the harm which the development would cause to the amenity of residents of no. 4 Roedean Heights is of a magnitude which warrants the refusal of planning permission. To a lesser extent the outlook from the rear windows and gardens of nos. 1, 2 and 3 Roedean Heights would also be harmed as the proposed building steps significantly beyond the rear building line of the dwellings in Roedean Heights.
- 8.50 In regard to sunlight and daylight, the rear windows and garden of no. 4 Roedean Heights have an open southerly aspect. As such, were the proposed development constructed, they would continue to receive substantial levels of daylight and sunlight. The proposed development would however result in increased overshadowing of no. 4 in evening hours. The rear garden areas of this property would be particularly affected. The north and south facing fenestration and terraces of Ocean Heights would suffer some increased

overshadowing, in particular it spears that the north facing windows and doors of Ocean Heights would suffer overshadowing in morning hours due to the bulk of the development proposed.

- 8.51 No sunlight and daylight report has been submitted to demonstrate the impact of the proposed development upon neighbouring occupiers. In the absence of such a report it is considered that significantly increased overshadowing of no. 4 Roedean Road and Ocean Heights would result, and the application is contrary to policy QD27 of the Brighton & Hove Local Plan in this regard.

Privacy

- 8.52 The proposed development would significantly increase overlooking. The existing dwelling would be replaced with a multi-storey block with numerous windows, glazed doors, balconies and terraces. An assessment must therefore be made as to whether this increased overlooking would cause significant harm to neighbouring privacy.
- 8.53 To the rear (southern elevation) of the proposed dwelling, glazed doors and large terrace areas are proposed with privacy screens to their sides. Rear facing balconies are proposed to either side of the building with full height walls to their sides. These screens and walls would restrict views from the terraces and balconies to primarily the south; the application site rear garden and the dwellings and views beyond. Some views of the rear section of the rear garden of Roedean Heights properties to the east would be available, some views into the curtilage to the front of the Ocean Heights building would also be available. It is not however considered that such views would cause significant harm to privacy as the section of the neighbouring gardens closest to the Roedean Heights dwellinghouses are most likely to be intensively used as private amenity spaces, and the terraces to the front of Ocean Heights have privacy screens in situ.
- 8.54 Side facing windows are proposed; at lower ground floor level these face into lightwells and would not therefore harm neighbouring privacy. At ground floor and above the side windows proposed are to be obscure glazed and could be controlled by condition as such.
- 8.55 To the front (northern elevation) of the building large windows are proposed. Views available would primarily be across the road towards high hedging and the National Park Beyond, views to either side would be of the front gardens / driveways of neighbouring properties to the east, and the land behind Ocean Heights to the west; again significant harm to neighbouring privacy would not be caused.

Noise

- 8.56 The proposed development (once constructed and occupied) would be likely to cause increased noise in comparison to the existing use as the site would be used in a more intensive fashion. Vehicular and pedestrian comings and going would be increased, and use of the proposed terraces, balconies and gardens would also cause some noise disturbance greater than normal in this suburban

location. However, the application does not warrant refusal having regard to increased noise.

- 8.57 Construction works would be likely to cause disruption to neighbouring occupiers, in particular the excavation required to facilitate the proposed building and car park would be very disruptive. Were approval to be recommended, a Construction Environmental Management Plan (CEMP) to agree management of disturbance, nuisance and highway obstruction during construction works could be secured by planning condition.

Standard of accommodation and accessibility:

- 8.58 In general, the proposed residential units would provide generous layouts and a high standard of accommodation. Some of the lower ground floor rooms proposed would be reliant on light and outlook provided by lightwells which is not ideal, both lower ground floor units would however benefit from substantial full height glazing and high quality light levels and outlook to the rear of the building. It is considered overall that the proposed units would provide a high standard of accommodation. Adequate refuse, recycling and cycle storage is proposed. The proposed balconies, terraces and communal garden area represent a high standard of outdoor amenity space provision in compliance with policy HO5.
- 8.59 In regard to accessibility, full compliance with Lifetime Homes Standards is proposed and could be secured by planning condition.

Archaeology:

- 8.60 The County Archaeologist has advised that the proposed development has the potential to cause significant harm to an area which has been identified as of potential archaeological interest. A study has been submitted in this regard, based upon this information the County Archaeologist has recommended that such concerns could be adequately addressed by planning conditions securing a schedule of archaeological works.

Transport:

- 8.61 Parking for 8 vehicles is proposed at lower ground floor level to be accessed by a car lift. Cycle parking facilities are proposed in the form of a single storey building to the front of building on Roedean Heights.
- 8.62 Cycle parking and two spaces for disabled / visitor parking are proposed to the northern side of the building to be accessed from Roedean Heights. As detailed above, a new access is proposed from Roedean Road to an underground car park with 12 spaces. The level of parking proposed is considered to be acceptable. The proposed disabled bays do not provide full compliance with current standards; a revised layout could be secured by planning condition. The proposed cycle store is not a size which could reasonably contain the proposed number spaces, again however revised could be secured by planning condition were approval to be recommended.
- 8.63 The Sustainable Transport Team have commented on the application and have advised that in order for the proposed development to provide for the travel

demand it would create, and comply with policy TR1 of the Brighton & Hove Local Plan, improvements to sustainable transport infrastructure in the vicinity of the site would be required or alternatively a financial contribution to secure such improvements. Based on established formulae it has been calculated that a contribution of £4,500 would be required in this case. This contribution would help fund improvements such as those required to the east bound bus stop in Roedean Road, which is currently in the grass verge & has no formal disembarking area or connections to the surrounding footways. Such a contribution could be secured by legal agreement were approval to be recommended.

8.64 Notwithstanding previous objections raised in relation to design, the principle of the proposed access on to Roedean Road does raise significant concerns in highway safety terms. This stretch of road is reasonably busy with cars travelling at speed. There is no defined pavement and therefore pedestrians are forced to walk along the side of the road which increases danger for all road users. In such a scenario it is considered that full details of any proposed new access should be provided at application stage in order to fully demonstrate that an increased highway safety risk would not be caused.

8.65 The application does not include full details of the proposed vehicular access and car park. The application drawings show an access to the western side of the Roedean Road frontage, the Transport Report submitted however includes an annex drawing showing the proposed access positioned centrally. No elevation of the proposed access has been submitted. The Transport Report indicated that some regrading of the raised bank to either side of the proposed access may be required, full details of such works are however not provided. It is considered that the information submitted is incomplete and contradictory, and that overall it has not been demonstrated that such an access would not cause an increased highway safety risk. Furthermore the required ground works and significant excavation proposed to facilitate access and parking could result in unstable land and no technical information such as details of retaining walls has been submitted. Based upon the submission the proposal is considered contrary to policies SU8 ('Unstable land') and TR7 ('Safe development') of the Brighton & Hove Local Plan and warrants refusal on these grounds.

Environmental Health

8.66 As detailed above were approval to be recommended it is considered that a plan would need to be secured by legal agreement to ensure that the proposed construction works did not cause significant harm to neighbouring amenity.

Environmental Sustainability

8.67 Policy SU2 of the Brighton & Hove requires that proposals demonstrate a high standard of efficiency in the use of energy, water and materials. SPD08 provides further guidance on the level of sustainability which development should achieve. The application site is partially developed (within the footprint of the proposed dwelling), and partially undeveloped garden land. SPD08 advises that in regard to new-build developments of 3-9 residential units located on previously developed land, a Code for Sustainable Homes rating of Level 3 should be met. In regard to new build developments located on undeveloped

(greenfield) land, it is advised that a Code for Sustainable Homes rating of Level 5 should be met.

- 8.68 The proposed development includes a number of sustainability measures, including:
- Green roofs.
 - Solar photovoltaic panels.
 - Large areas of south facing glazing.
- 8.69 It is stated that a Code for Sustainable Homes of Level 3 would be achieved and could be secured by planning condition. No reference is made to the guidance set out in SPD08, it is therefore not clear whether the applicants are aware of this guidance.
- 8.70 In this case, the proposal involves a scheme of a substantially larger footprint than the existing dwelling, encroaching on Greenfield land. Furthermore the scale of development proposed; seven dwellings and a large underground car park, in comparison to the existing one dwelling, represents a significant increase in scale and impact. In such a case, the council would ideally expect that the development would achieve a Code for Sustainable Homes rating of Level 5, such as is set out by SPD08 in relation to Greenfield development. As in this case the development is to be partially built on an area of land which is developed, the council may consider a Level 4 rating acceptable if justification could be provided as to why a Level 5 rating is not achievable.
- 8.71 The previous application put forward by the applicant (ref. BH2012/02910) proposed a rating of Level 5. It is not clear why a rating of Level 3 is now proposed. The application documents make no reference to the guidance set out in SPD08 and provide no detailed justification as to why a rating of Level 5 (which was previously proposed) cannot now be met. Based upon the information submitted to date, approval cannot be recommended. The proposed level of sustainability is contrary to the guidance set out in SPD08; in the absence of sufficient justification of this lower level it is considered that the scheme does not adequately address the requirements of policy SU2. The application warrants refusal on these grounds.

Trees and landscaping

- 8.72 It is proposed that the existing screening to each side boundary of the application site would be retained. Significant areas of planting would need to be removed in association with the excavation proposed to enable the construction of the proposed dwelling, car park, vehicular access and any works to clear visibility splays. The planning statement submitted details a commitment to replacement and additional planting to mitigate this harm. The Arboriculturalist has not raised objection to the removal of trees within the site subject to suitable replacement planting. It is considered that further details of protection measures during construction works for any planting to be retained could be secured by condition. Full details and implementation of soft and hard landscaping measures could be secured by planning condition.

Ecology and Nature Conservation

- 8.73 Policy QD17 and the guidance set out in SPD11 require that all new development include mitigation for any harm caused and nature conservation enhancement measures. Landscaping is proposed as detailed above; along with the retention of some existing trees and planting, and green roof areas. The garden area proposed also provides the potential for delivering significant nature conservation enhancement measures. It is considered that were planning permission to be approved, full details of appropriate nature conservation measures and their implementation could be secured by planning condition.

9 CONCLUSION

- 9.1 The proposed development would deliver additional housing units and would be welcomed had significant harmful impacts not been identified. In this however, as detailed above, the proposed development is considered contrary to national and local planning policy, and adverse impacts have been identified which would significantly and demonstrably outweigh the benefits of the proposal.
- 9.2 The proposed development would have an inappropriate appearance which would detract from the appearance of the Roedean Road / Roedean Way street scene, and would harm strategic views from the National Park to the north and Marine Drive to the south/east of the site. The bulk and scale of the proposed building would appear out of keeping with the prevailing character of the locality and would fail to pay adequate respect to the site constraints and context. The bulk of the proposed building would harm neighbouring amenity, increased overshadowing would also be caused. Insufficient information has been submitted to demonstrate that the proposed works to form a vehicular access and sightlines on Roedean Road would result in an acceptable appearance and would not cause an increased highway safety risk. It is proposed that the development would achieve a Code for Sustainable Homes rating of Level 3 which is substantially below the Level 5 rating which the guidance set out in SPD08 states should be achieved in relation to Greenfield development to fully address the requirements of policy SU2.
- 9.3 A number of other concerns relating to the proposed development have been identified which do not warrant the refusal of planning permission as they could be appropriately resolved through the application of planning conditions and the negotiation of a planning legal agreement.
- 9.4 Overall, it is considered that the scheme warrants the refusal of planning permission for the reasons identified in Section 11 below.

10 EQUALITIES

- 10.1 Full compliance with Lifetime Homes Standards is proposed and could be secured by planning condition. Two disabled parking spaces are proposed, whilst not fully compliant with current standards revised details could be secured by planning condition were approval to be recommended.

11 REASON FOR REFUSAL / INFORMATIVES

11.1 Reasons for Refusal:

1. The scale, bulk and appearance of the proposed building is excessive, fails to respect the immediate and wider context of the application site, and would appear as an incongruous addition to the area, out of keeping with the prevailing character of the locality. The proposal would harm strategic views from the South Downs National Park to the north of the site, and from Marine Drive to the south / east of the site. the proposed development would create a more built up or 'urbanised' edge to the National Park boundary by itself and in conjunction with Ocean Heights, in contrast with the existing dwelling and neighbouring dwelling along Roedean Heights which provides a less intrusive and developed boundary to the urban area. The proposal is therefore contrary to policies HO4, QD1, QD2, QD3, QD4, NC7 and NC8 of the Brighton & Hove Local Plan.
2. The proposed building would have an overbearing impact and create a sense of enclosure when viewed from the dwellings and gardens to either side. Increased overshadowing of neighbouring dwellings and garden areas would also be caused. The proposed development is therefore contrary to policy QD27 of the Brighton & Hove Local Plan.
3. The information submitted regarding the proposed underground car park, vehicular access and any clearing and regrading works required to provide clear sight lines, is incomplete and in parts contradictory. The applicant has failed to demonstrate that these elements of the proposal would result in an acceptable appearance and would not cause and increased highway safety risk. Furthermore the required ground works could result in unstable land and no technical information such as details of retaining walls has been submitted. Based upon the information submitted the proposed development is therefore contrary to policies QD1, QD2, QD3, QD4, SU8 and TR7 of Brighton & Hove Local Plan.
4. The proposed development would not provide a level of sustainability which would adequately address the requirements of policy SU2 of the Brighton & Hove Local Plan and the guidance set out in SPD08 'Sustainable Building Design'. Sufficient justification has not been provided to demonstrate that the level of sustainability recommended in SPD08 could not reasonably be met.

11.2 Informatives:

1. In accordance with the National Planning Policy Framework 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.

PLANS LIST – 24 APRIL 2013

2. This decision is based on the drawings listed below:

Plan Type	Reference	Version	Date Received
Site Plan	001	B	29/10/2012
Site Levels Survey	002	A	08/10/2012
Existing Site Section & Elevations	003	B	29/10/2012
Proposed Site Plan	010	B	29/10/2012
Proposed Site Section & Elevations	011	B	29/10/2012
Proposed Floor Plans	012	A	08/10/2012
Proposed Elevations	013	A	08/10/2012

From: Mary Mears
Sent: 21 November 2012 11:57
To: Jon Puplett
Cc: Claire Burnett
Subject: Planning Application BH2012/03222 5 Roedean Heights.

Dear Jon Puplett

Planning Application BH2012/03222 5 Roedean Heights.

As a ward councillor for Rottingdean Coastal I wish to object to the above planning application for the following reasons.

The design with its bulk height and density is in my view out of keeping with the street scene.

The roof line and its design are totally out of keeping with the roof lines of neighboring properties.

Looking at the plans it would appear there would be a problem with insufficient light for the lowest flats, which would affect the quality of life for the occupiers.

The proposed access directly onto a very busy section of Roedean Road, is in my view dangerous and could cause serious health and safety issues, with regards to the comment about the excellent public transport this is not correct as the bus time table will show.!

Although not a planning consideration, the comment that it will help the councils housing needs as before I would question, when no 4 and 5 Roedean Heights came together to planning previously there were no provisions for affordable housing and I see from this planning application for no5 the number has been reduced from 8 last time to 7 this time.

Should the officer's decision be to approve this planning application, I request it goes to the planning committee and I reserve my right to speak.

Kind regards.

Mary.

Councillor Mary Mears
Conservative Member for Rottingdean Coastal Ward

Telephone 01273 294370
Brighton & Hove City Council
Email:mary.mears@brighton-hove.gov.uk

