

<b><u>No:</u></b>	<b>BH2017/03397</b>	<b><u>Ward:</u></b>	<b>Rottingdean Coastal Ward</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>69 Saltdean Drive Saltdean Brighton BN2 8SD</b>		
<b><u>Proposal:</u></b>	<b>Erection of a single storey rear extension with associated roof extension. Side passageway roof alteration. Replacement white UPVC windows and doors to match existing. (Retrospective)</b>		
<b><u>Officer:</u></b>	<b>Sven Rufus, tel: 292454</b>	<b><u>Valid Date:</u></b>	<b>09.10.2017</b>
<b><u>Con Area:</u></b>	<b>N/A</b>	<b><u>Expiry Date:</u></b>	<b>04.12.2017</b>
<b><u>Listed Building Grade:</u></b>	<b>N/A</b>	<b><u>EOT:</u></b>	
<b><u>Agent:</u></b>	<b>CG Design 30 Coleridge Close Goring By Sea Worthing BN12 6LD</b>		
<b><u>Applicant:</u></b>	<b>New Generation Care Ltd c/o Aspen Capital Group 79 High Street Eton SL4 6AF Berkshire</b>		

## 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.

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Existing Floor Plans and Elevations	17/2009/1/02		9 October 2017
Floor plans/elevations/sect proposed	17/2009/1/01	A	25 January 2018

2. Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.  
**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

### Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One the approach to making a decision on this planning application has been to apply the presumption in favour of

sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.

2. The applicant is advised that in order to provide policy compliant cycle parking the Highway Authority's preference is for the use of Sheffield Stands spaced in line with the guidance contained within the Department for Transport's Manual for Streets section 8.2.22.

## **2. SITE LOCATION & APPLICATION DESCRIPTION**

- 2.1 The application site is a brick and rendered chalet bungalow on the west side of Saltdean Drive. The property is the northernmost on the road with a public car park to the north.
- 2.2 The property has previously been used as a dwellinghouse (C3). This application seeks to make alterations to the property that would facilitate its use as a dwellinghouse used by not more than six residents living together as a single household where care is provided for residents (C3b). This use remains within the Use Class C3, and therefore does not constitute a change of use requiring planning consent.
- 2.3 The application is to erect a single storey rear extension, and a roof alteration over the side passageway.

## **3. RELEVANT HISTORY**

**BH2017/03400:** Conversion of existing garage into habitable space with revised fenestration. (Retrospective) (UNDER CONSIDERATION)

**BH2005/02454/FP:** Demolition of car port and erection of side extensions. (APPROVED 26/10/17)

**53/1341:** Erection of Bungalow and Garage (APPROVED 3/11/53)

## **4. REPRESENTATIONS**

- 4.1 Twenty one (21) objections have been received from fourteen neighbours, raising the following concerns:
  - Overdevelopment of the building in conjunction with loss of parking space/garage
  - Concerns regarding the impact of the development on street parking, road safety and access for emergency vehicles.
  - Works already commenced
  - Poor design of the front elevation which detrimentally alters the character of the building.
  - Change of use from residential to healthcare.
  - Impact on local business due to restricted parking.

- 4.2 One (1) letter of support has been received from the Youth Participation Team, on the grounds that there is a need for this type of accommodation and as they understand there will not be a big impact on parking.

## **5. CONSULTATIONS**

### **5.1 Car / Disabled Parking**

The development proposes to retain the existing parking space in front of the garage. The applicant should look to provide a disabled parking space in line with SPD14 parking standards. It is recommended that details of disabled parking and its implementation are secured by condition.

### **5.2 Cycle Parking**

The applicant suggests that secure cycle parking can be provided in the covered passageway leading to the front door of the property. However, no details regarding the number or type of cycle parking provided. It is recommended that details of cycle parking and its implementation are secured by condition.

- 5.3 Cycle Parking should comply with standards set out in SPD14. In addition, in order to be in line with Policy TR14 of the Brighton and Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical sheltered.

### **5.4 Trip Generation**

The development is likely to lead to a slight increase in trips to the site. However, the anticipated impact is likely to be marginal. Furthermore, the demand profile is likely to be different with a lower level of demand overnight when residential demand is highest. The highest level of demand (e.g. visitors, staff) is likely to be during the day when residential demand is lowest. Therefore it is not considered that the development will result in a severe impact upon the surrounding highway network.

## **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.

## **7.0 POLICIES**

### The National Planning Policy Framework (NPPF)

#### Brighton & Hove City Plan Part One

SS1 Presumption in Favour of Sustainable Development

CP12 Urban design

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

TR4 Travel plans

TR14 Cycle access and parking

QD14 Extensions and alterations

QD27 Protection of amenity

#### Supplementary Planning Documents:

SPD12 Design Guide for Extensions and Alterations

SPD14 Parking Standards

## **8.0 CONSIDERATIONS & ASSESSMENT**

- 8.1 The main considerations for this application is the impact of the proposals on the appearance of the property, the potential impact on amenity and the potential impact of the proposals on parking in the area around the application site. The application is retrospective as the construction had been largely constructed at the time of the officer site visit.

### 8.2 Design and Appearance

The proposed single storey extension projects beyond the rear elevation of the dwelling by 4m, along the width of the existing house. In doing so, the extension also sits behind a previous extension along the north eastern side elevation.

- 8.3 The new extension is currently entirely constructed in brick, while the main house is brick with render above. The extension has a flat roof while the main house has a pitched roof. Although the new extension has been constructed with different materials and a different roof form to the main house, it is considered that the impact of this on the appearance of the original house does not cause harm given that it is not visible from the public realm.

- 8.4 The single storey rear extension is therefore considered a suitable addition to the building that does not harm its appearance or that of the wider area, in accordance with policy QD14 of the Brighton & Hove Local Plan and SPD12 guidance.

### 8.5 Amenity

The new extension does not provide any opportunities for additional overlooking into neighbouring properties. In being set away from the boundary of the site with the neighbour at 67 Saltdean Drive and constructed at a height that is not significantly higher than the boundary feature, the new extension does not

cause any impacts on amenity as a result of overshadowing or creating an overbearing structure. There is no neighbour along the northern boundary as the adjacent site is used as a car park.

8.6 The impact on the adjacent properties has been fully considered in terms of daylight, sunlight, outlook and privacy following a site visit and no significant harm has been identified.

#### 8.7 Parking

The retrospective application for the single storey rear extension, along with the associated application BH2017/03400 for converting the garage into habitable space, would result in the final building being a house with 6 rooms in use as a dwellinghouse. As a result of this potential number of occupants and support staff, there has been a large number of objections from neighbours highlighting the likely impact that the developments would have on the level of street parking in the area.

8.8 The applicants have supplied information regarding the management of vehicle movements that would arise as a result of the occupation and support services associated with the residents of the property. This assessment addressed resident, staff and visitor movements, stating that:

- residents have physical or learning disabilities that prevent them from driving. Consequently there is no ongoing parking concern arising from residents.
- staff will be encouraged to use public transport and can receive subsidised bus passes from the employer. If staff do drive they will be instructed to park away from the site or use the public car park next door. Managers will park on site or in the adjacent public car park. Secure cycle parking can be provided on site.
- visitors will be encouraged to park in the adjacent public car park.

8.9 An assessment of the transport and parking issues associated with this application concluded that there would only be a slight increase on the trips generated by this site, and the additional parking demand would not result in a severe impact on the highways network. The additional parking would not likely be at the busiest times for other parking demands in the area, and the impact is reduced in this way.

8.10 In light of the Transport comments, and the commitment made by the applicant to reduce the numbers of trips generated, the issue of parking is not considered to be severe enough to merit refusal.

## 9. **EQUALITIES**

The applicant is New Generation Care Ltd, an organisation that provides accommodation and support to adults with learning and physical disabilities. The intention to provide support in this way is noted.

