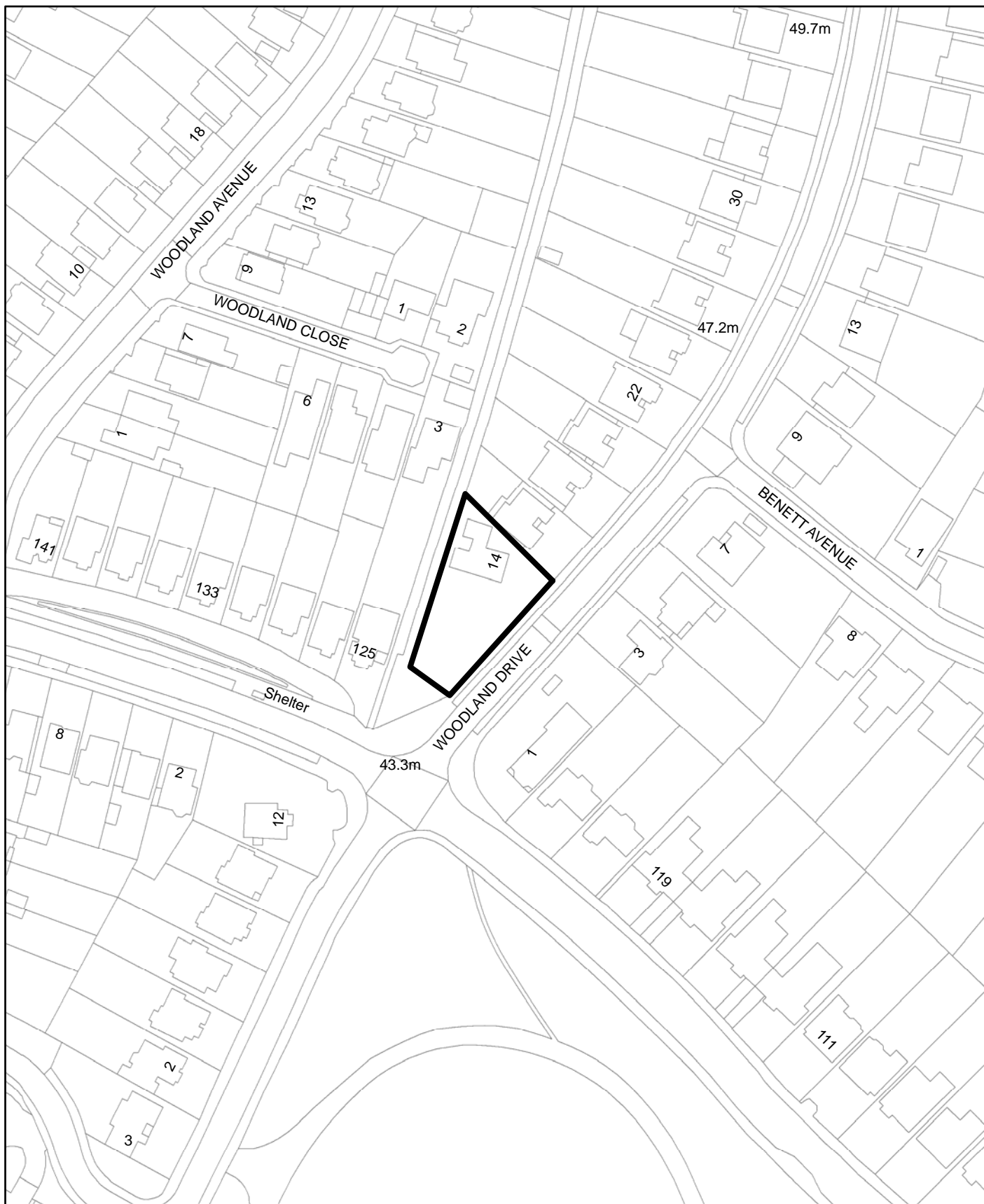


# **ITEM H**

**14 Woodland Drive, Hove  
BH2016 / 01392  
Full Planning**

**13 July 2016**



**Brighton & Hove  
City Council**



**Scale: 1:1,250**

<b><u>No:</u></b>	<b>BH2016/01392</b>	<b><u>Ward:</u></b>	<b>HOVE PARK</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>14 Woodland Drive Hove</b>		
<b><u>Proposal:</u></b>	<b>Erection of three bedroom residential dwelling with parking and associated works.</b>		
<b><u>Officer:</u></b>	Emily Stanbridge Tel 292359	<b><u>Valid Date:</u></b>	22/04/2016
<b><u>Con Area:</u></b>	N/A	<b><u>Expiry Date:</u></b>	17 June 2016
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	Turner Associates, 19a Wilbury Avenue Hove BN3 6HS		
<b><u>Applicant:</u></b>	Mr Mark Davies, 14 Woodland Drive Hove BN3 6NL		

## 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 **GRANT** planning permission subject to the Conditions and Informatives set out in section 11.

## 2 SITE LOCATION & DESCRIPTION

- 2.1 This application relates to a detached property situated on the north western side of Woodland Drive, positioned close to the junction of Goldstone Crescent. The current site comprises of a two storey detached property with a large garden area to the south.

## 3 RELEVANT HISTORY

None relevant

## 4 THE APPLICATION

- 4.1 Planning permission is sought for the erection of a two storey residential dwelling with parking and associated works.

## 5 PUBLICITY & CONSULTATIONS

### External

- 5.1 **Neighbours: Eleven (11)** letters of representation have been received from the occupiers of **3 Woodland Close, 125 Goldstone Crescent and 1, 3, 10, 16, 20, 22, 25, 26 and 28 Woodland Drive** objecting to the application on the following grounds:
- Overshadowing and loss of privacy to the occupiers of 3 Woodland Close, 1 Woodland Drive and 125 Goldstone Crescent.

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- Reduction of green space
- Overdevelopment of the plot
- A small 3 bedroom property is not in keeping with the rest of the neighbourhood.
- The application would set a precedent for 'garden grabbing'.
- Slowing traffic from the new driveway poses a risk to the roundabout.
- The garden to No.14 would be significantly reduced
- The proposed development would have limited outside space
- The proposed driveway is positioned close to the roundabout.
- The proposed dwelling sits further forward than the rest of the line of houses changing the entrance to Woodland Drive.
- The proposed development will encourage more parking on the street.
- The proposed dwelling will make traffic noise more prominent.
- The proposed development poses a danger to the nearby junction.
- The new dwelling will be extremely close to No. 125 Goldstone Crescent
- The proposed house is of no benefit to the community.
- The development results in a cramped appearance.
- Potential air pollution from building works
- Impact to the side entrance of 125 Goldstone Crescent during building works
- Potential loss of light
- The development would affect the right to light and air
- The development proposed could cause health complications to the occupiers of 125 Goldstone Crescent
- The application does not include the provision for visitor parking.
- The side elevations of the property incorporate large flank brick walls where there are presently trees and open space.
- The property will be particularly visible given its elevated position.
- The plans submitted show an inaccuracy in the width of the pathway between the application site and 125 Goldstone Crescent.
- The new dwelling is not in keeping with the appearance of neighbouring properties.
- The level of off street parking proposed is not sufficient.

**Four (4)** letters of representation have been received from the occupiers of **Flat 2 Portland House 133 Marine Parade, 27 Beacon Hill, 121 Goldstone Crescent and 25 Campbell Road** in support of the application on the following grounds:

- The proposed development does not impinge or disturb current buildings in the area.
- New homes are a benefit in this area.
- The proposed design is in keeping with other properties in the area.
- Surrounding properties will not be overlooked or suffer overshadowing
- The development does not represent over development of the site.

A letter has also been received from **Councillor Vanessa Brown** objecting to the scheme. A copy of the letter is attached to the report.

- 5.2 **Arboriculture: No Objection.** The proposed dwelling will only result in the loss of a large clump of Laurel from the front garden of number 14 Woodland Drive and will greatly diminish the size of the garden area around this detached property. Whilst securing the construction of a new home is to be welcomed the location of the dwelling will visually impinge on the main access path into three cornered copse. This is likely to give the impression that the footpath entrance way has become narrower and perhaps less inviting to potential users. However, on balance the Arboricultural Section feels that this potential detriment is a marginal one and has therefore no objection to the proposals in this planning application.

**Internal:**

- 5.3 **Highways: No objection subject to condition.**  
Highway Improvement works

Although footways in the vicinity of the site have been improved over the years by developer contributions and government funds there are still junctions along Woodland Drive that for the applicant's benefit need footway improvements (dropped kerbs in particular) to extend the transport network. 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.

Therefore, if the planning case officer does seek a developer contribution from the applicant then it is requested that it is put towards installing a pair of dropped kerbs with paving and tactile paving if appropriate at the junction of and across Bennett Avenue with Woodland Drive. This is to improve access to and from the site to the various land uses in the vicinity of the site, for example education, employment, shops, postal services, leisure, medical, other dwellings in the wider community and transport in general and at least the Bennett Drive residential area, the local Woodland Drive parade of shops and the local post box in particular that we know of at this point in time.

Cycle Parking

SPGBH4 states that a minimum of 1 cycle parking space is required for every dwelling plus 1 space per 3 dwellings for visitors. For this development of 1 new residential unit the minimum cycle parking standard is 2 cycle parking spaces in total (1 for each residential unit and 1 visitor space). The applicant has kindly offered to install 3 cycle parking spaces in their supporting evidence however there is a lack of detail therefore cycle parking is requested by condition.

Vehicular access

The applicant is proposing changes to vehicle access arrangements onto the adopted (public) highway and for this development this is deemed acceptable and therefore it is request that the New/extended crossover condition and informative is attached to any permission granted. It is noted that concerns have been raised about the proposed new vehicle crossover and the following information and comment is offered.

For the 3 years up to 31 March 2016 there have only been 4 recorded personal injury accidents (PIAs) in this area namely at the roundabout junction, and they were all slight. In terms of accident clusters this means that this cluster is ranked

92nd in terms of the number of PIAs in any one area in the city (so there are 91 worse areas).

The proposed new vehicle crossover is near a pair of speed cushions so moving vehicles in this area will already be “traffic calmed”. There is an existing lamp column next to the proposed new vehicle crossover so the area is well lit. The applicant is only proposing one parking space for the new dwelling so that will generate an insignificant number of trips and therefore create an insignificant road safety risk. There is already an existing vehicle crossover near and between the proposed new vehicle crossover and the roundabout on the other side of the road.

#### Car Parking

SPG04 states that the maximum car parking standard for outside a CPZ is 1 space per dwelling plus 1 car space per 2 dwellings for visitors. The applicant is proposing 1 car parking space for each new property. For this development of 1 new residential unit the maximum car parking standard is 2 spaces (1 per unit and 1 visitor space). Therefore the proposed level of car parking (one space) is in line with the maximum standards and is therefore deemed acceptable in this case.

#### Trip generation

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 so the application is deemed acceptable and developer contributions for carriageway related improvements will not be sought.

## **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 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 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) is a material consideration.
- 6.4 Due weight should be given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.
- 6.5 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 City Plan Part One

SS1	Presumption in Favour of Sustainable Development
CP1	Housing delivery
CP8	Sustainable buildings
CP9	Sustainable transport
CP12	Urban design
CP13	Public streets and spaces
CP14	Housing density
CP16	Open space
CP19	Housing mix

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

TR7	Safe Development
TR14	Cycle access and parking
QD5	Design - street frontages
QD14	Extensions and alterations
QD15	Landscape design
QD16	Trees and hedgerows
QD18	Species protection
QD27	Protection of amenity
HO5	Provision of private amenity space in residential development
HO13	Accessible housing and lifetime homes

#### Supplementary Planning Guidance:

SPGBH4	Parking Standards
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#### Supplementary Planning Documents:

SPD06	Trees & Development Sites
SPD11	Nature Conservation and Development

## **8 CONSIDERATIONS & ASSESSMENT**

- 8.1 The main considerations in the determination of this application relate to the visual impact of the development to the wider Brighton & Hove, the standard of accommodation provided and any potential impact to the amenities of neighbouring properties, in addition to transport and sustainability issues.

The City Plan Part 1 Inspector's Report was received February 2016. This supports a housing provision target of 13,200 new homes for the city to 2030. It is against this housing requirement that the five year housing land supply position is assessed following the adoption of the Plan on the 24<sup>th</sup> March 2016. The City Plan Inspector indicates support for the Council's approach to assessing the 5 year housing land supply and has found the Plan sound in this respect. The five year housing land supply position will be updated on an annual basis.

## 8.2 Design and appearance

The existing site of 14 Woodland Drive comprises a two storey property to the north of the site with off street parking and a large sloping garden to the south towards the junction with Goldstone Crescent.

Planning permission is sought for the construction of a two storey dwelling to the south of the application site. The dwelling proposed is of traditional form and materials and respects the character of properties on both Woodlands Drive and Goldstone Crescent.

The new dwelling proposed depicts elements of nearby properties on both Woodlands Drive and Goldstone Crescent through the incorporation of gable ends, incorporating areas of render at first floor level in addition to a tiled roof of matching form to other properties in the vicinity of the site such as No 127 Goldstone Crescent and 18 Woodland Drive. As such the design and form of the development proposed respects the characteristics of the Brighton & Hove.

Whilst Woodland Drive is characterised by detached dwellings in generous plots, there are a variety of plot sizes in the surrounding area. Smaller plots are visible to both Woodland Close and to the south of the site on Chartfield. It is not considered out of keeping with the prevailing pattern of development in the vicinity. Whilst it is acknowledged that the area of garden spaced proposed is relatively small, this is considered to provide sufficient useable private amenity space and on balance is acceptable. In addition the subdivision of 14 Woodland Drive retains an area of useable private amenity space to the south of the existing dwelling which is commensurate to a family dwelling.

The site coverage proposed to the new development site is approximately 29%. This level of coverage is comparable to properties on Woodland Close. As such the size and nature of the dwelling proposed is not considered out of character with the surrounding area.

Woodland Drive is suburban in character and is characterised by detached dwellings, set back from the public highway. It is noted that properties to Woodland Drive are positioned along a curved building line. Amendments have been made during the lifetime of the application to reposition the proposed dwelling 1m further towards the west and incorporate a reduction in depth of the gable to the front elevation in order to better respect this. The proposed dwelling features a set-back of 4m from the public highway and incorporates an area of useable garden forward of the front elevation. Given this set back, it is not considered that the new dwelling results in a harmful breach of the existing building line of Woodland Drive and does not cause significant harm to the visual amenities of the Brighton & Hove.

## 8.3 Impact on Amenity:

Policy QD27 states that planning permission for any development 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.



The proposed dwelling extends to the same building line as those properties on Goldstone Crescent towards the North. It is not therefore considered that any loss of light and outlook would occur to the rear elevation and garden areas of these properties. The new dwelling is appropriately set away from the boundary to No. 125 Goldstone Crescent and is further separated by an existing public footpath so not to result in an overbearing impact.

In addition the new dwelling is positioned approximately 11m to the south of No. 14 Woodland Drive. Given that the separation distance is more than those of other properties in the vicinity it is not considered that the new dwelling would result in overbearing impact or loss of light to this property. The proposed dwelling is positioned sufficiently away from all boundaries so not to cause harm to the amenities of neighbouring properties by way of overbearing impact, sense of enclosure and loss of light.

There is inevitably a degree of mutual overlooking from window openings at upper floor levels in this suburban area. As such the windows to the southern and eastern elevations are not considered to provide unacceptable views of neighbouring properties given their outlook onto the Brighton & Hove and the separation distance to opposite properties on Woodland Drive and Goldstone Crescent.

To the northern elevation, a window is proposed at ground floor level in addition to outward opening French doors and a first floor window. The fenestration at ground floor level will largely be obscured from No.14 by the boundary treatment proposed. In addition the separation distance to the neighbouring property means it's unlikely that harmful views would be had of this neighbouring property. A window is also proposed at first floor level, serving a bathroom. The window is to be obscurely glazed and therefore would not result in harmful levels of overlooking or loss of privacy to this neighbouring property.

To the western elevation a two storey bay window is proposed serving the ground floor family room and a single bedroom above. Given the separation distance and existing boundary treatment between the dwelling and No. 125 Goldstone Crescent it is not considered that these windows will provide obtrusive views of this neighbouring property. Furthermore mutual overlooking exists to the rear gardens of properties along Goldstone Crescent and the windows to the side elevation of No.125 do not serve habitable rooms. As such it is not considered that the views obtained from the western elevation will result in a harmful loss of privacy to the neighbouring occupiers.

A further window is proposed to the landing area of the property, given the use of this area, it is not considered that harmful views would be had from this window to the neighbouring property.

#### **8.4 Standard of accommodation**

Policy HO5 requires suitable external amenity space to be provided for new residential development. The proposed garden for the dwelling is considered acceptable in meeting the requirements for a family dwellinghouse.

The layout and location of all habitable rooms are considered acceptable and would provide a good standard of accommodation, with good levels of natural light, outlook and ventilation.

#### **8.5 Sustainable Transport**

The proposed dwelling would not significantly increase trip generation above existing levels. The applicant is proposing 3 cycle parking spaces; however there is a lack of detail regarding their location. As such a suitably worded condition is recommended to secure this.

The application proposes a new vehicular access and 1 car parking space. The Highway Authority consider these associated works acceptable and is considered to create an insignificant road safety risk.

It is likely that the additional dwelling 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, improvements to the highway are requested by way of a condition and Highway Works Informative in accordance with policies TR1, TR8 and QD28 of the Brighton & Hove Local Plan. This contribution seeks to install a pair of dropped kerbs with paving and tactile paving if appropriate at the junction of and across Bennett Avenue with Woodland Drive. This is to improve access to and from the site to various land uses in the vicinity of the site.

#### **8.6 Sustainability:**

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 measures can be secured via a suitably worded condition.

### **9 CONCLUSION**

- 9.1 The proposed development will not be detrimental to the visual amenities of the wider street scene, or to the amenities of adjacent or future occupiers in accordance with development plan policies. Furthermore suitably worded conditions are attached to secure transport and sustainability details.

### **10 EQUALITIES**

- 10.1 None identified.

### **11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES**

- 1) 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.

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- 2) 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
Site and block plans	01	A	21.06.2016
Existing site survey	02	-	20.04.2016
Existing Brighton & Hoves	03	-	20.04.2016
Existing site sections	04	-	20.04.2016
Existing elevation	05	-	20.04.2016
Existing section B-B	06	-	20.04.2016
Proposed site plan	10	A	21.06.2016
Proposed street elevations	11	A	21.06.2016
Proposed floor plans	12	A	21.06.2016
South elevation	13	A	21.06.2016
North elevation	14	A	21.06.2016
West elevation	15	A	21.06.2016
East elevation	16	A	21.06.2016

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

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

4. 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.

5. The new crossover and access 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 TR7 of the Brighton & Hove Local Plan and CP9 of the City Plan Part One.

6. 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

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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.

7. The residential unit hereby approved shall not be occupied until each residential unit built has achieved an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).

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

8. None of the residential units hereby approved shall be occupied until each residential unit built has achieved a water efficiency standard using not more than 110 litres per person per day maximum indoor water consumption.

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

9. Prior to first occupation of the development hereby permitted, pedestrian crossing improvements (dropped kerbs with paving and tactile paving if appropriate) shall have been installed at the junction of and across Bennett Avenue with Woodland Drive.

**Reason:** To ensure that suitable footway provision is provided to and from the development and to comply with policies TR7, TR11 and TR12 of the Brighton & Hove Local Plan & CP9 of the City Plan Part One.

10. Prior to first occupation of the development hereby permitted, a scheme for landscaping shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. details of all hard surfacing;
- b. details of all boundary treatments;
- c. details of any proposed trees, including number and species and planting method of any trees
- d. All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD15 of the Brighton & Hove Local Plan and CP12 of the City Plan Part One.

11. The hard surfaces 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. No development above ground floor slab level of any part of the development hereby permitted shall take place until samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority, including (where applicable):
- a) samples of all brick, render and tiling (including details of the colour of render/paintwork to be used)
  - b) samples of all cladding to be used, including details of their treatment to protect against weathering
  - c) samples of all hard surfacing materials
  - d) samples of the proposed window, door and balcony treatments
  - e) samples of all other materials to be used externally
- Development shall be carried out in accordance with the approved details.
- Reason:** To ensure a satisfactory appearance to the development and to comply with policy of the City Plan Part One.

13. No development shall commence until full details of existing and proposed ground levels (referenced as Ordinance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.
- Reason:** As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area, in addition to comply with policy QD27 of the Brighton & Hove Local Plan and CP12 of the 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. This decision to grant Planning Permission has been taken:
  - (i) having regard to the policies and proposals in the National Planning Policy Framework and the Development Plan, including Supplementary Planning Guidance and Supplementary Planning Documents:  
(Please see section 7 of the report for the full list); and
  - (ii) for the following reasons:-

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The proposed development will not be detrimental to the visual amenities of the wider street scene, or to the amenities of adjacent or future occupiers in accordance with development plan policies.

3. The planning permission granted includes a vehicle crossover which requires 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 Head of Asset and Network Management. The applicant must contact the Streetworks Team (01273 293 366) prior to any works commencing on the public highway.
4. The applicant is advised to contact the Council's Streetworks team ([permit.admin@brightonhove.gov.uk](mailto:permit.admin@brightonhove.gov.uk) 01273 293366) and obtain all necessary highway approval from the Highway Authority prior to any works commencing on the adopted highway to satisfy the requirements of condition 9.

19<sup>th</sup> May 2016

Dear Sir/ Madam

Re: BH2016/01392. 14 Woodland Drive

As a councillor for Hove Park Ward I am writing to object to the above application. I believe this to be an overdevelopment of the site. The vehicular access would be situated close to a very busy dangerous junction.

There are also concerns about the detrimental effect this building would have on the residents of 125 Goldstone Crescent. It would be situated directly in front of the southern elevation of 125 Goldstone Crescent.

If this application is recommended to be passed I would request that it goes before the Planning Committee for decision.

Yours sincerely  
Vanessa Brown

Cllr Vanessa Brown

