**Application Number: ADC/0247/08 Recommendation – APPROVE**

**Site: 184 Brighton Road, Lancing BN15 8LL**

**Proposal: Demolition of existing house and erection of a pair of four-bedroom semi-detached houses with integral garages**

**The Application**

The application site is a detached house located on the south side of Brighton Road. The plot is 14.7 metres wide by 24 metres deep within a terrace of identical detached houses. The current building has, like most other houses on the south side of Brighton Road, a rear extension, an integral garage, and a rear garden that steps down to the Widewater Lagoon.

This proposal is a re-submission of ADC/0631/07 (withdrawn) and seeks permission to demolish the existing building and replace it with a pair of four-bedroom semi-detached houses, finished in timber cladding, white render and tile. These houses will sit on a footprint 12.3 metres in width and 10.4 metres in depth and will contain integral garages, access and utility space on the ground floor, living quarters at first floor level, and bedrooms on the second floor. Each house will have a terrace leading out from the first floor living area onto the top of the secondary sea defence embankment, with a garden stepping down to the Lagoon.

The design of the building is similar to a recently built terrace of three dwellings to the east (L/117/05/TP) in that it features a first floor eaves line, front dormers and a part-hipped roof rising to a height of 10 metres above ground level. Due to the difference in front and rear ground levels the rear eaves line sits at second floor level allowing for first floor lounge access to the rear gardens. It will sit in its plot 1.3 metres from the highway and with a 1 metre separation to both east and west boundaries.

The ground floor garages are set back beneath the first floor to allow for an area of hardstanding 5.4 metres in depth in front. Bin storage will also be included in this area. The existing access point is to be retained and a new access installed on the western side of the plot to serve the second dwelling. A Design and Access statement is enclosed along with a comprehensive Flood Risk Assessment.

**Consultations and Representations**

***West Sussex County Council:*** No objection. The development meets the adopted maximum car parking and the cycle parking standards. A section 106 Obligation undertaking to pay a contribution (to be calculated) towards sustainable transport improvements in the area is required.

***Adur District Council:*** The Environmental Health officer has no objection subject to imposition of a planning condition. Previous noise calculations have shown that properties along this stretch of the A259 fall in NEC 'C' (PPG24) where planning permission should not normally be granted. However, in line with previous applications of this nature where the proposed development comprises replacement dwellings, there is no objection subject to suitable sound insulation for rooms fronting the A259.

***Environment Agency:*** No objection subject to imposition of planning condition requiring the habitable floor levels to be set at a minimum of 4.9m AOD.

***Lancing Parish Council:*** No comments received.

***Third Parties:*** No.182 Brighton Road has objected on the grounds that the footprint of the proposed building will extend over the common pathway and beyond the main rear building line. This will result in a loss of privacy to their south facing rooms and garden, and will restrict their views to the east. A request is made to ensure that the proposed building does not break the rear building line of the neighbouring properties.

**Relevant Planning Policies and Guidance**

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005) (saved policies): LOC1, CH1, NE1, ERA1, ERA4, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH5, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No.2 'Space around New Dwellings and Flats'
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
Design Bulletin No.1 'Trees and Landscaping' (ADC 1996)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)
PPG24 'Planning and Noise' (DoE 1994)
PPS25 'Planning and Flood Risk' (ODPM 2006)

**Planning Assessment**

***Policies***

The site is located within a residential part of the built-up area of Lancing and the proposal constitutes infill and redevelopment as provided for in both Structure and Local Plan policies. There is no objection in principle to infilling and redevelopment within the built-up area and, in order to meet the housing requirements of the approved Structure Plan and Local Plan, a significant proportion of housing development by way of 'unidentified' small infill sites is necessary.

Structure Plan policies give significant weight to making the best use of land through higher density development provided that the impact on the character of the area and environment is acceptable (LOC1, ERA1) and subject to policy DEV1 requiring high quality development. Policy NE1 requires the provision of new residential developments of sizes, types and tenures to suit the varied needs of local households and to minimise the need to develop Greenfield sites. Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met. DEV5 states that "Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need is to encourage walking, cycling and the use of passenger transport where this is or can be a realistic alternative". The explanatory text refers to a transport contributions methodology (now adopted as TAD payments to sustainable transport improvements).

Local Plan policy AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hardsurfaced areas; they do not have an unneighbourly effect due to loss of privacy; daylight/sunlight; outlook or open space, incorporating adequate standards of residential amenity for the new dwellings in terms of amenity space, daylight, outlook and privacy; access and parking provision meets the adopted standards; and they accord with the Council's DC Standard No.2 'Space around New Dwellings and Flats'.

Government policy guidance in PPS3 encourages best use of urban land for housing development, particularly affordable housing and a mixture of types to create a balanced community, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient and sustainable use of land without compromising the quality of the environment. PPS1 states:-

> "Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

PPS3 also states that Councils should "facilitate good design by identifying the distinctive features that define the character of a particular local area..... ...Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric... .....successful intensification need not mean high rise development or low quality accommodation with inappropriate space.....The density of existing development should not dictate that of new housing by stifling change or requiring a replication of existing style of form.....If done well, imaginative design and layout of new development can lead to a more

efficient use of land without compromising the quality of the local environment."

***Visual Amenity, Density and Character***

The current building is flanked by similar houses with identical pyramid roofs and front bay windows that stretch from No.170-186 Brighton Road. They are set on irregularly sized plots such that some have greater separation than others whilst all feature rear gardens at first floor level due being built on a flood defence embankment facing Widewater lagoon.

The proposed semi-detached pair will sit on the uniform building line with 1 metre side boundary separations and integral garages set 4 metres beneath the front elevation to allow for a suitable hardstanding. The Council's DC Standard No.2 'Space around New Dwellings and Flats' states that in the case of large semi-detached houses over two storeys in height or over 10 metres in width a gap of 2 metres is required to the boundary. In this instance a 1 metres gap to the boundary is considered acceptable as the neighbouring houses sit 6 metres away to the east and 4.5 metres to the west. This building will thus not appear cramped in its plot and is at a similar density to others that have been approved.

The front eaves line will be level with those of the neighbouring houses with a hipped roof line rising at the same angle to a height of 10 metres, 1.7 metres greater than the neighbouring properties. Whilst this would appear a marked contrast in height, there is a similar semi-detached scheme approved but not yet implemented at the western end of this terrace at No.170 that has an overall height of 11.9 metres AOD, approximately 1.1 metres above the neighbouring house at 172. Additionally it is worth noting that the development at 190 (which this scheme appears to be modelled on) has a similar height to that proposed, albeit on a wider plot. Thus,the present proposal is similar in height and form to others in the immediate area.

It must also be noted that this additional height is product of the need to raise habitable rooms above potential flood levels (4.9 metres AOD). The neighbouring old housing stock does not conform to this and will inevitably be redeveloped at some stage in a similar manner to this proposal. Therefore it is considered that, although this proposal will sit clearly higher than the uniformity of the surrounding houses, it is necessary given the flood level requirements of PPG25 and the EA and is not discordant with similar recent schemes in the immediate area.

As stated the design of this building is similar to that of No.190 two properties to the east, with a part-hipped roof and flat roofed front dormers. The front dormers as submitted are 5.7 metres in width and only 0.1 metre from the flank of the roof which is visually unacceptable. Upon request, the applicants have increased this distance from the flank to 0.7 metre so that the dormers appear more modest within the roof space and more in line with those at No.190.

***Residential Amenity***

The proposal as designed will not unduly impact on the privacy of the neighbouring houses. The side elevations feature two windows at first and second floor level serving a studies and bathrooms respectively, and a further small first floor window serving the rear lounges. The western flank lounge window will look directly into the side/rear lounge extension of No.182 and will thus need to be obscured.
The revised rear elevation will sit marginally beyond the rear building line of the neighbouring houses but not as far south as the current rear extension. The objection by No.182 is on the basis that the rear elevation projects significantly beyond the rear building line at two storey level and would restrict their light and outlook. However, most of the houses, including No.182, have rear extensions at top/first floor (garden) level that project 0.6 metre further beyond the proposed rear elevation of this proposal. It considered there is insufficient justification to refuse the development on the basis that it would restrict outlook or light to neighbouring houses to an unacceptable extent.

Internally, the houses will have access, garages and utility spaces on the ground floor, living quarters at first floor opening onto the embankment (garden), and four bedrooms above. Bin storage facilities will be included beneath the first floor projection. The Council's Environmental health section have commented that the front facing windows will need to be soundproofed from traffic noise which can be required by condition.

To the rear a garden area of 89 square metres is provided for each house. Whilst this is less than the 100 square metres in the Couincil's DC Standard for houses of this size, it is no less than is afforded by the similar nearby developments and is considered acceptable.

***Access and Parking***

The garages are proposed to be set 5.3 metres back from the pavement and 7.8 metres from the kerbside. This will allow the parking of a maximum two vehicles (one in the garage and one on the hardstanding) which is appropriate for dwellings of this size under the adopted maximum parking standards. The existing access point is to be retained for use by the eastern house whilst a new 3 metre wide crossover is to be installed for the western house.
The County Highways have raised no objection to the proposal subject to the securing of 2 metre by 2 metre pedestrian visibility splays and 2.4 metre by 120 metre vehicular visibility. These have been added to the revised plans.

***Flood Risk***

A flood risk assessment was submitted with the application and has been considered by the Environment Agency. Although the ground floor levels of the building are set at 2.3 AOD, all habitable rooms are at first floor level and above at 4.9 metres AOD. The EA have raised no objection subject to the habitable rooms being secured by condition at a minimum 4.9 metres AOD.

**Recommendation**

Subject to completion of a section 106 Obligation undertaking to pay a contribution (to be calculated) to sustainable transport improvements in the area, APPROVE for reason that:-

The proposed development is within the built-up area and would help meet the need for additional housing without detracting from the existing local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties, without unacceptable flood risk and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2) and the West Sussex Structure Plan (LOC1, NE1, CH1, ERA1, ERA4, DEV1, DEV4-5)

Subject to:-

1. C1Ci (Standard time limit)
2. C7Ci (Details of walls/fences to be approved and implemented)
3. C8Biv (Parking spaces and access facilities to be constructed and retained) (amended)
4. C9Bi (Pavement crossing details) (amended)
5. C9F (Visibility splays) (amended)
6. C9N (Temporary provision for contractors materials etc. on the site)
7. C9S (Temporary wheel cleaning facility during construction work)
8. C12Ai (External materials for walls and roof of building to be approved)
9. C14Ai (Permission relates to amended plan received on 11 June 2008)
10. C14H (Existing building to be demolished prior to development)
11. C17Dii (Protection of dwellings from road noise)
12. C18B (Removal of PD rights for extensions or curtilage buildings)
13. C18Cii (Glazing in side lounge windows to be of obscured glass)
14. C18Ei (No additional windows to be formed in side walls of building)
15. Finished floor levels of habitable rooms of the dwellings hereby permitted shall be set at a minimum 4.9 metres AOD, as shown on the submitted drawings, and shall not be altered without the prior written consent of the LPA.

.....