Exp 2/11
(Sub). + Completion
+ S. 106 Obligation)
By then

Application Number: ADC/0558/07 **Recommendation – Permit Application**

Site: **Ventura 36 West Lane Lancing West Sussex**

Proposal: **Demolish existing bungalow and erect 2 no. 3 bedroomed houses (semi detached) with vehicle accesses onto West Lane**

The Application

The site is located within the built up area of Lancing on the western side of West Lane. A single storey bungalow currently occupies the site with vehicular access to the front onto West Lane. Permission was previously granted for the demolition of adjacent bungalows, nos. 32, 30 and 28 West Lane and a development is currently nearing completion for the erection of 11 dwellings both fronting West Lane and also to the rear via an access which lies to the north of the application site, (L/35/04/TP) To the west of the site is a garage building which provides parking for the new dwellings to the rear of the site. To the south of the application site is a two storey dwelling which has been divided converted into two flats. Directly opposite in West Lane to the east are other similar detached bungalows and to the north east are two storey terraced properties.

Permission has also been granted for the redevelopment of existing bungalows further to the north of the site. It is proposed to demolish nos. 22, 24 and 26 West Lane and erect 10 new dwellings, (ADC/0334/06) some of which front West Lane and others forming 'backland' development.

The current application seeks full planning permission for the demolition of the existing detached bungalow and the redevelopment of the site with a pair of two storey semi detached dwellings. Off street parking is provided to the front of the dwellings with access from West Lane. The building is to be set slightly further forward than the existing bungalow and will not extend to the rear as far as the existing bungalow. Cycle parking is provided to the rear of the dwellings. The dwellings are to be handed each with three bedrooms, the third is accommodated in the roof space with an ensuite, the rooms in the roof are served by velux windows. The building is of pitched roof design with a maximum height of 8.9 metres, 8.3 metres deep and 9.6 metres wide.

Consultations and Representations

Country Transport Services:- Recommend refusal – If on street parking occurred on what is a quiet cul-de-sac would pose a low risk to other road and highway users. If these houses were permitted with low parking provision, residents would almost certainly park on West Lane and obstruct visibility at the new access points and the adjacent road access. Driveway length should be 6 metres and pedestrian visibility should be 2 metres x 2 metres either side

of each access point. Object on lack of parking and highway safety grounds. TAD contribution £1,138.

Director of Services: - The EHO has no objection.

Third Parties: - 1 letter has been received from the resident of 17 West Lane making the following comments: -

- No objection to dwellings being replaced concern is over extra vehicles.
- Car parked on the pavement.
- No garages.
- Removal of grass verges would help.

Lancing Parish Council: - None yet received.

Relevant Planning Policies and Guidance

West Sussex Structure Plan 2001-16 (2005): LOC1, CH1, NE1-2, ERA1, DEV1, DEV4-5
Adur District Local Plan 1993-2006 (1996): AH2, AH5 and Appendix II '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 & ADC 2004)
PPS1 'Delivering Sustainable Development' 9ODPM 2005)
PPS3 'Housing' (DCLG 2006)
PPG13 'Transport' (DTLR 2001)
PPS24 'Planning and Noise' (DoE 1994)

Planning Assessment

Policies

The site is located within a primarily residential part of the built-up area not identified for any particular use or purpose in the Local Plan. The proposal represents residential infilling/redevelopment in accordance with both Structure and Local Plan policies and is therefore acceptable in principle. In order to meet the housing requirements of the Structure Plan, a significant proportion of new housing development by way of 'unidentified' small infill/redevelopment sites such as this is essential.

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, CH1) and subject to policy DEV1 requiring high density development. Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised.

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 hard surfaced 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 PPG3 encourages the maximisation of the use of urban land for housing development, particularly affordable housing, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards.

Density, Character and Appearance

The siting, design and appearance of the proposed semi detached dwellings are considered to be acceptable in this case. The scale and design being similar to the developments that have already been approved and are under construction at the adjacent sites. It is considered that the proposal would not be out of keeping with the varied character of this part of West Lane and would make more efficient use of the land than existing.

The building is proposed to be set back from the highway by a minimum of 5.3 metres to allow for parking to the front of the dwellings. Therefore the buildings will be set back further than the similar semi detached dwellings that have been granted consent to be erected to the north on the opposite side of the new access road.

The rear garden depth of both properties is 10.3 metres which is just below the D.C standard of 11 metres however this is considered to be acceptable in this case in the light of the development that has been completed to the rear of the site. The rear boundary of the proposed dwellings will adjoin the hammerhead of the access and garage building which serves the recently built dwellings to the rear.

There is a minimum gap of 1 metre between the building and the boundaries to the north and south therefore allowing sufficient space between buildings and to allow access to the rear and side of the building. The rear garden sizes meet the D.C standard for a terraced dwelling however are below the

standard for a semi detached dwelling of the same size. In this case it is considered that this is acceptable, in the light of the spacing between dwellings and the layout and amenity space that has been permitted in relation to the surrounding new development.

Residential Amenity

There will be additional, significant loss of light or over looking as a result of this proposal to the occupiers of the adjacent dwellings. The two storey building which accommodates two flats to the south, no. 38 West Lane is set back further from the highway than the proposed building. There are some windows on the side elevation of this dwelling that will face onto the proposed building however these are mainly windows which are secondary or serve non habitable rooms. There is a kitchen window at first floor level which is on the northern elevation however it is considered that as this is set back to the rear the proposed building will not block any light from this window and the impact will be no greater than existing. There are no windows in either of the side elevations facing north and south other than bathrooms windows at first floor which will be obscure glazed and velux windows in the roof slope. There will therefore be no overlooking to properties to either side of the site.

There will be a distance of more than 22 metres between the rear elevation of the proposed dwellings and the front elevation of the newly built dwelling to the rear. Therefore meeting the D.C standard and resulting in no over looking or loss of privacy.

Parking and Access

The Highways Authority is objecting to the proposed development on the grounds of highway safety and lack of parking. The initial plans submitted showed one parking space for each dwelling to the front of the site with a hard standing driveway depth of 4.7 metres with two separate accesses. Following the Highways Authority's objection suggestions were made to increase the parking provision to two parking spaces per dwelling with provision made for parking to the rear of the dwellings accessed via the new access road. It was considered that from an amenity and visual appearance point of view that this would be an unacceptable compromise to allow more parking provision in this case.

It has been acceptable to allow only one space per dwelling in this case. The maximum car parking standard in this case is two spaces per dwelling and in the light of the previous approvals which have allowed less than two spaces per dwelling and the fact that the surrounding dwellings have provision for off street parking it is considered that the parking provision is acceptable in this case and the scope to provide additional parking on this site is limited.

The dwelling has been set back to allow 5.3 metres between the front of the building and the pavement. This allows more space than was previously shown for safe clearance of the highway and also increases pedestrian visibility. A low level wall is also proposed adjacent to the access road which

will allow visibility to those using this access. The Highways Authority are still objecting to the proposal as it is considered that a depth of 6 metres of hard standing should be a minimum. Again it is considered that this is an acceptable compromise based on the previous approval adjacent to this site. A shared access is proposed to serve both dwellings which allows for three vehicles to park clear of the highway. There is still space for on street parking to occur without causing an obstruction to highway users.

Other Issues - Trees

There is a Cupressus tree to the rear of the site which is very large and over grown and it is proposed that this tree be removed. This is considered to be acceptable as the tree has no significant amenity value and does and will in the future continue to over shadow the rear amenity space of these dwelling. Similarly a large Silver Birch is also on the rear boundary of the site. This is to remain however will be reduced by 20%, it is considered that this will increase the light to the rear garden while preserving the tree for amenity value and screening.

Recommendation

APPROVE for reason that :- 2PPi

1. C1Ci
2. C7Cii
3. C8Biv
4. C9Ai
5. C9Kii
6. C9N
7. C9S
8. C11A3
9. C12Aii
10. C14H
11. C18B
12. C18K

Case Officer.....J Baker.....Date 29/10/07.

Planning Services Manager.....[signature].....Date 29/10/07 – Subject to Completion of S106 Obligation by 2/11/07

Chair of Planning Committee.....A.J. Mills.....Date 29/10/07

*Subject to Completion of S106 Obligation by 2/11/07
ASM.