expires
21.07.08

Development Control – Delegated Officer Report

Application Number: ADC/0112/08 **Recommendation - Permit**

Site: **121 Grinstead Lane Lancing West Sussex BN15 9DR**

Proposal: **2 two-bedroom flats attached to south side with 3 parking spaces at front**

The Application

The application relates to the southern half of a pair of semi-detached houses on the east side Grinstead lane, located within the built up area of Lancing.

The proposal is for 2 two-bedroom flats located in a two-storey, hipped roof extension to the south of the existing dwelling, with three parking spaces to the front.

The proposal is the resubmission of a refused planning application (ADC/0593/06). The current application differs from the refused application in that the parking arrangements have been amended to show the three spaces in front of the proposed new flats. The design of the building which comprises the 2 two-bedroom flats and its layout are unchanged from the original refused application.

The existing dwelling is located with a mature tree within the footpath outside the house. In the middle of the road is a pedestrian crossing point consisting of two islands and street lights. A streetlight is located directly to the south of the existing vehicle crossover and is proposed to be moved to the north of the proposed extended access.

Consultations and Representations

County Transport Planning Services: No highway objection. The Highway Authority have looked at the surrounding properties where no on-site turning exists, in conjunction with the accident reports for the area. Given that other vehicles have to reverse off of or onto the public highway and that no personal injuries have occurred in the vicinity in the past three years, the provision of a further space would not result in any significant highway concerns. In terms of car parking provision, the WSCC Parking Standards are maximum standards, therefore providing the maximum is not exceeded and providing that no safety concerns would result from a low parking standard, no concerns would be raised. The site is accessibly located with Lancing station and town centre within reasonable walking distance. Cycle parking should also be provided in line with the WSCC minimum standard for the new flats. A TAD Contribution of £1,440 would be sought.

Environment Agency: No objection. The site is located within flood zone 2, however following consideration of PPS 25 it is concluded that there would be no material exacerbation of flood risk as a result of the proposed development, and it was felt that it would not be appropriate to undertake a Flood Risk Assessment in this instance.

Director of Services: The main observation that Environmental Health would like to make is that as proposed, a first floor kitchen will be above a G/F bedroom. Unless adequate noise insulation is carried out or the layout changed, there is a risk of noise disturbance between the units of accommodation. ***[NB. This matter would usually be covered under the remit of Building Regulations, where adequate insulation would be a prerequisite of any new development]***

Lancing Parish Council: No objection.

Third Parties: One of the neighbours to the east (5 Abbotts Way) states that it would be better if the top flats bedroom looked over the back rather than the living room.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plans 2001-2016 (WSCC 2005): LOC1, NE1, ERA1 & DEV1.

Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AH2, AH5, AT12 & Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No. 2 'Space Around New Dwellings & Flats'

Planning Policy Guidance No.3 – 'Housing' (DETR 2000)

Planning Assessment

Policies

Planning Policy Guidance No.3 encourages maximising the use of urban land for housing development at higher densities (without rigid application of parking and amenity space standards), subject to emphasis being placed on the quality of design.

Structure Plan policies support the principle of PPG3 and 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 the development being of a high quality standard (DEV1).

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 to encourage walking, cycling and the use of passenger transport, where this is, or can be a realistic alternative".

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 respect existing natural features of the site including landform and trees; they do not have an unneighbourly effect on existing dwellings by reason of unacceptable loss of privacy, daylight / sunlight, outlook or open amenity space; they incorporate adequate standards of residential amenity for the new dwellings(s) in terms of open amenity space, daylight, outlook and privacy; access and parking provision meet adopted standards; and they comply with Council's adopted development standards (in this instance Development Control Standard No.2 – 'Space Around New Dwellings and Flats').

Vehicular Access & Parking

The highways objections from the previous refusal (ADC/593/07) have been withdrawn on the basis that the amendments to the scheme appear to have resolved the concerns there were about the proposed access, adequate parking provision and the effect on highway safety.

The current proposals show an amended access to the site. The existing access which serves two parking spaces is proposed to be extended to the south to enable access from Grinstead Lane to a further parking space. The three spaces would be allocated, with one being available for each of the proposed flats and one for the existing house. West Sussex County Council Highways state that the parking standards are set as a maximum and provided the level of parking does not exceed the maximum and that a low level of parking would not result in safety concerns that it would be acceptable. No on site turning is available, however this is the same with many other dwellings in this part of Grinstead Lane, and it is felt that the addition of a single space which has the same arrangement would not significantly alter highway safety. There are currently no boundary fences which could prevent adequate visibility, however the proposed extension to the access would require the re-siting of the street light further to the north, directly outside the existing dwelling.

Other issues

The planning application is exactly the same in respects to the layout and design of the proposed 2 two-bedroom flats of the previously refused application (ADC/0593/08). It is noted that in terms of the previous proposals effect on the character of the area through its appearance it was concluded that the design would be sympathetic to the surrounding area. The proposals were considered to be acceptable in terms of the effect on the privacy of the adjacent dwellings and the amount of daylight that would be available. In terms of the proposed flat sizes it was determined that although in some

cases the rooms were slightly substandard to the Council's Development Control Standard No.4, which apply to flat conversions rather than new dwellings, that the proposed habitable accommodation was still considered acceptable. The size of the gardens for the two flats and the remaining dwelling were in excess of the minimum standards.

None of the above particulars were used as a material reason for refusal on the previous planning application, therefore they are considered acceptable.

Recommendation

APPROVE for reason that :-

2PPi

Subject to:

1. C1Ci
2. C8Biv
3. C9Ai – amended
   No use of the vehicular access shall take place until the existing street light has been relocated and a satisfactory kerb and pavement crossing between the boundary of the site and the adjoining carriage way has been constructed. The requisite specification for the access can be obtained from the Area Highway Engineer, WSCC Southern Area Office, Clapham Common, Clapham, Worthing, West Sussex BN13 3UR. Relocation of the street light can be arranged by contacting WSCC Street Lighting Unit on 01243 642105. There shall be no drainage of surface water from the property onto the highway.
   Reason: *In the interests of highway safety and to comply…etc*
4. C12Ei
5. C18Civ – amended
   The windows in the south side elevation of the first-floor flat of the development shall at all times be glazed with obscured glass and fixed to be permanently non-openable with the exception of a small top-hung opening light….etc
6. C18Ei - south and north
7. C7Ci

Case Officer: [signature] PB 16/5/08
Date: 16.5.08

Planning Services Manager: [signature]
Date: 16/5/08

Planning and Regulatory Committee Chairman:
Date: A. J. Mills 16/05/08

(awaiting 106 agreement- ASM)