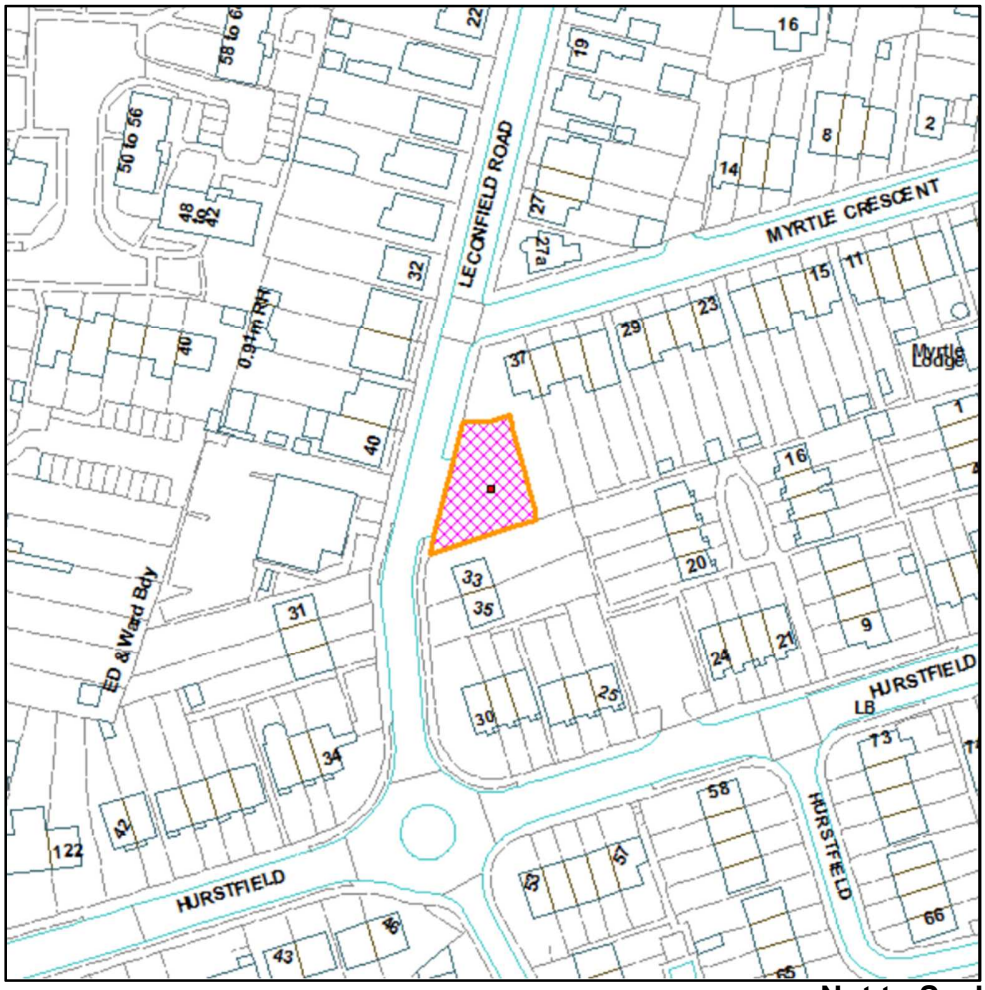
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|---|---|---|
| **Application Number:** | **AWDM/0028/21** | **Recommendation - APPROVE** |
| | | |
| **Site:** | **Land North Of 33 Leconfield Road<br>Lancing** | |
| | | |
| **Proposal:** | **Construction of 2no. two-bedroom attached dwellinghouses, with 3no. parking spaces and cycle storage** | |
| | | |
| Applicant: | Adur District Council | Ward: Churchill |
| Agent: | Neal Thompson, Robinson Escott Planning | |
| Case Officer: | Gary Peck | |




**Not to Scale**

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This application has been brought to the Committee for determination as it has been submitted by the District Council.

**Proposal, Site and Surroundings**

This application seeks full planning permission for the erection of 2 x 2 bed semi-detached properties. The dwellings will be a pair of semi-detached properties set in a broad T-shape layout, with gable and hipped roofscape, red multi brick facades, with brick detailing and grey slate appearance tiles. Unit 1 will be served by 1 car parking space, while Unit 2 will be served by 2 spaces. Both properties will have dedicated refuse and cycle storage.

The application site is understood to have previously contained a garage block but these were removed some years ago and subsequently it has simply contained an area of hardstanding used for materials storage, or informal parking and bordered by an unattractive grey fence.

The site is a wedge shaped and is bounded to the west by Leconfield Road and to the north is the corner of Myrtle Crescent with Leconfield Road. The site is bounded to the north, east and south east by neighbouring residential properties' gardens which, because of the shape of the site, sit at an angle to it.

Opposite the site across Leconfield Road is a Christian worship building granted permission in 2011 on a former light industrial site which had similarly sat vacant for a period of time.

**Relevant Planning History**

Planning permission was last granted in 2008 for a community centre (following earlier permissions for the same but of different design) on the site but the permission was not implemented (ADC/0671/07)

**Consultations**

**Environmental Health - Private Sector Housing -** no objection

**Environmental Health - Public Sector Housing** - no objection subject to conditions

**Technical Services:**

Thank you for the opportunity to comment upon this application. We have the following comments on flood risk and surface water drainage.

Flood risk - The application is within flood zone 1, the site is shown to be at moderate risk from surface water flooding for the duration of development. Surface water drainage design must be carefully considered to ensure that this source of flood risk is managed. We would also recommend that a condition regarding site levels is applied to ensure that site wide raising does not occur, flow paths and flood volumes must be maintained on site.

Surface water drainage - the application is for a brownfield development. The area may be subject to seasonal high groundwater levels. There are no public surface water or combined sewers in the area. There is a private surface water sewer in the area. Infiltration must be fully investigated with winter groundwater monitoring and winter infiltration testing completed. The drainage strategy indicates that infiltration into the chalk may be suitable. This is not advised, it is highly likely that groundwater will be found within the gravel, if not higher. Discharging surface water directly into the chalk may result in problems with solution features and cause pollution of groundwater. If you are minded to approve this application please apply a surface water drainage condition.

**West Sussex County Council Highways**

*This application is for the erection of 2 x 2-bed dwellings with 3 parking spaces and cycle storage.*

*The site is located on Leconfield Road, an unclassified road subject to a speed limit of 30mph.*

*The applicant sought pre-application advice from WSCC as Local Highway Authority for a number of sites, including the application site. A broad response was provided for all sites, and no overriding highways issues were raised based on the details provided.*

*The proposed plans demonstrate that the site currently benefits from an existing vehicular crossover (VCO) to the existing storage yard. It is anticipated from the plans that the applicant intends to reinstate the kerb in the centre of the existing VCO to create two smaller individual VCOs. The reinstatement of the kerb will be subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them.*

*The applicant has not demonstrated vehicular visibility for the proposed accesses. An inspection of local mapping indicates that visibility at the proposed accesses appears restricted to the south, however due to the presence of on street parking along Leconfield Road, vehicles are not anticipated to be travelling at the posted speed limit. Furthermore, Leconfield Road has good forward visibility so it is anticipated that vehicles exiting the site will be visible to cars travelling northwards. Weight is also given to the fact that the access is existing and has operated for some time without evidence of highway safety concern.*

*The application has been supported by a Transport Note produced by Evoke Transport. The proposed plans demonstrate three parking spaces for the development - two allocated to the southern dwelling and one allocated to the northern dwelling. The WSCC car parking demand calculator anticipates that a minimum of 2 parking spaces would be required per 2-bed dwelling in this location. This may result in a shortfall of one space to be accommodated on street; however the LHA acknowledge that this overspill is likely to be visitor parking and would anticipate this parking demand to be of an infrequent nature. A parking capacity survey was conducted for roads surrounding the site and the LHA is satisfied that the overspill of one parking space would not be detrimental to highway safety in this location.*

*Each parking space meets minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. A turn on site would be preferred however the LHA acknowledge that this is not possible due to site constraints. Nearby dwellings appear to operate similar arrangements without evidence of highway safety concern.*

*The proposed plans demonstrate that a secure and covered cycle store will be provided for each dwelling, to encourage sustainable transport methods and reduce reliance upon the private car.*

*In the interests of sustainability and as a result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised.*

*Conclusion*
*The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.*

**Representations**

None received

**Relevant Planning Policies and Guidance**

Adur Local Plan 2017 - relevant policies include 3, 15, 20, 22, 28 and 30.

'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'; No.2 'Extensions and Alterations to Dwellings'

Sustainable Energy SPD (August 2019)

WSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (February 2019)

Technical Housing Standards – Nationally Described Space Standards (DCLG 2015)

**Relevant Legislation**

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the

application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

**Planning Assessment**

It is considered that the main issues in the determination of the application are the effect of the proposed development upon the visual character of the area and the amenities of neighbouring residential properties.

The application site has long been vacant and following the unimplemented permission for a community centre over a decade ago has subsequently been considered for a small housing development although previously no applications had been submitted for consideration. While not untidy, the site does not enhance the area consisting of hardstanding bordered by an unattractive grey palisade fence and since the development of the Christian worship centre opposite has appeared even more of an anomaly in its general surrounds given the developed nature of the area, reasonably close to Lancing town centre and the railway station. In principle, it appears precisely the type of site for which there is strong government support to develop as set out in the National Planning Policy Framework, especially in a District where opportunities to meet housing needs are limited.

The wedge shape nature of the site has proved to be a constraint to previously suggested development proposals at the pre-application stage. While the southern side of the site follows the general layout of Leconfield Road, the site tapers to the north restricting both the frontage available and the amount of rear amenity area. Previous proposals have attempted to accommodate 3 dwellings on the site, but on each occasion this has resulted in either a cramped development or a necessity to position buildings that may adversely affect the amenities of surrounding residential properties.

The current application proposes 2 dwellings and your officers consider this to be an acceptable level of development with the 'T shaped' layout providing an appropriate response to the constraints of the site. This allows the southern unit to be of a narrower frontage to take advantage of its longer rear amenity area and therefore follows the general pattern of development to the south. As the northern part of the site is narrower, the unit to the north has a wider frontage and rear amenity area to compensate for the angle of the site to the north. This allows both plots to meet required space standards. The development will also appear to be of a lower density than much of the surrounds and accordingly it is considered will sit comfortably in the street scene.

In terms of the impact upon neighbouring properties, there is already a high degree of overlooking between properties due to the relationship between properties in Myrtle Crescent and Leconfield Road and also because of the cul-de-sac off of Hurstfield further to the east. While the 2 properties will have a view, at an angle, across neighbouring residential gardens, the additional impact in terms of overlooking would not be sufficient

to warrant a refusal of permission.

While there is an increase in built form because the site is currently undeveloped, there is sufficient space left to the site boundaries (as the parking spaces are accommodated there) that it is not considered there will be a material impact upon neighbouring properties. There is a gap in excess of 12 metres to the nearest property in Myrtle Crescent and 6 metres to the property to the south in Leconfield Road which is considered acceptable.

While no representations have been made in respect of the current application, it appears that concerns raised during the pre consultation process undertaken by the applicant related to parking issues. It is apparent that there are parking pressures in the area, despite some of the neighbouring properties having off road parking, but the scheme proposes 3 parking spaces, a shortfall of 1 space which the Highways Authority considers would be most likely to be visitor parking which could be accommodated on the highway when necessary without detriment to highway safety. The National Planning Policy Framework advises that schemes can only be refused on the highway grounds when the impact would be 'severe' which would not be the case in this instance. In any case, as the prevailing emphasis on central government policy is the provision of new housing in sustainable locations, which is the case in this instance, the overriding principle of the application remains acceptable.

In conclusion, therefore, the application represents a welcome opportunity to provide new (affordable) homes on an unused site and is therefore considered to fully comply with national and local planning policy.

**Recommendation**

**To GRANT permission subject to the following conditions:-**

01 Approved Plans
02 Full Permission
03 Works of construction or demolition, including the use of plant and machinery,necessary for implementation of this consent shall be limited to the following times.
Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted
04 Construction work shall not commence until a scheme for the protection of the existing neighbouring premises from dust has been submitted to and approved by the local planning authority. The scheme as approved shall be operated at all times during the demolition and construction phases of the development. If during development, any visible contaminated or odorous material, (for example,asbestos containing material, stained soil, petrol/diesel/solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until it has been investigated by the developer. The LocalPlanning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the

unsuspected contamination shall be dealt with must be prepared and submitted to the Local PlanningAuthority for approval in writing before being implemented. If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority.

05 Approval of Finished Floor Levels

06 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

07 No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Site Plan and numbered 420-P06.
Reason: In the interests of road safety.

08 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

09 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

10 No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

11 Approval of Materials

12 Hard and Soft Landscaping

13 No additional windows....any side elevation…

14 Provision of refuse and recycling facilities

**Informatives**

01 Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE

DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions

02 The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

8th March 2021