Development Control – Delegated Officer Report

Application Number: ADC/0235/10 **Recommendation – APPROVE**

Site: **42 - 44 Leconfield Road, Lancing BN15 9JB**

Proposal: **Redevelopment of car storage/sales site with 5 two-bedroom houses served by new access drive and parking area (outline application with all matters reserved)**

The Application

This vacant site, area 0.12 hectare, is located on the west side of the road and is 38m-40m deep with a width increasing from 19m at the front to 42m at the rear. It was used for car and car parts storage and sales under a temporary permission which expired in 2007 (L/85/02), having previously been a concrete works. It is adjoined by modern houses to the south and by bungalows to the north, with a former garage compound opposite (with unimplemented permission for a small community hall). To the rear is a garage compound and bungalows in Bushby Close, Sompting.

The application is in outline with all matters reserved. Illustrative plans show a pair of semi-detached houses facing the road with a proposed access road on the north side to a terrace of 3 houses, facing northwards, at the rear. The access road is shown with a turning head adjoined by 5 car parking spaces and cycle stores. A bin store is shown on the north side adjoining Leconfield Road.

The houses are depicted with two storeys and with hipped roofs, built of brick with tiled roofs.

The application is accompanied by a desk-top contaminated land risk assessment by Soil Environment Services, by a Design & Access Statement and by a Sustainability Report (but not specifying a particular Code level).

Consultations and Representations

West Sussex County Council: No objection, subject to a condition requiring 5 car parking spaces, cycle parking (one cycle space per bedroom), pedestrian visibility splays and a section 106 Obligation requiring a sustainable transport contribution of £4,507. Comments that the existing access at 4.5m wide is adequate and does not appear to give rise to visibility issues, the proposed development not resulting in a material change in traffic patterns compared to the existing use.

Adur District Council: The EHO has no objection subject to imposing a condition to deal with contamination investigation and remediation. The removal of the existing car-related use is supported. Waste Services state that it would be preferable to provide for wheeled bins within the curtilage of each house, using the communal bin location shown on the plan as a point for collection on collections days only.

Environment Agency: No objection provided conditions are imposed to deal with ground contamination, including verification of completion of such works as are agreed, and with surface and roof water drainage.

Lancing Parish Council: No objection subject to internal space meeting the Council's Good Practice Guidance.

Third Parties: 4 letters have been received, from the residents of No.33 Hurstfield (2 emails), No.33 Leconfield Road and No.18 Bushby Close.

The residents of No.33 Hurstfield object on grounds that the proposal would exacerbate existing parking and traffic problems, commenting that, although they have a driveway, there are many occasions when pecple just cannot park.

The resident of No.18 Bushby Close states that he is not currently overlooked and would like this to remain the case. He hopes a solid fence or wall to the height of the current chainlink fence will be erected, and that he is happy for the trees that have grown through the fence to be removed.

The residents of No.33 Leconfield Road fully support residential redevelopment, commenting that the long-term benefits will outweigh the short-term disruption of the building work.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993–2006 (ADC 1996) (saved policies): AG1, AH2 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space Around New Dwellings and Flats'
'Good Practice Guidance Note: Internal Space Standards for New Homes' (ADC 2010)
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development (ODPM 2005)
PPS3 'Housing' (DCLG 2006; amended 2010)
PPG13 'Transport' (DTLR 2001)
PPS23 'Planning and Pollution Control' (ODPM 2004)

Planning Assessment

Policies

The site is located within the built-up area of Lancing and is not identified for any particular use or development in the Local Plan. There is no policy specifically protecting the use of the site for business purposes although there are general policies encouraging mixed use development. In this instance, the re-use of the site for car storage and sales purposes has the potential to be unneighbourly because it directly adjoins a bungalow to the north, a house to the south and rear gardens of bungalows to the rear. Consequently, it is considered that there is no objection in principle to redevelopment for wholly residential purposes. Residential infilling and redevelopment is required in order to meet housing need.

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'.

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. 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."

Density, scale and character

The proposed 5 houses on this site equate to a density of 42 dwellings per hectare (dph). This compares with 45dph for the modern terraced houses at Hurstfield to the south ; 30dph for the bungalows to the north; and 48dph for the terraced houses in Myrtle Crescent opposite. Whilst it exceeds the now rescinded minimum density of 30dph in PPS3, it is not considered to be out of keeping in this particular area.

The application is only in outline but the illustrative plans show a type of development and building form and design that would be in keeping with the area. The frontage development would need to be much closer to the road than the modern houses to the south but this is considered acceptable.

Residential amenity – proposed dwellings

The application is in outline but it is deducible from the illustrative plans that an adequate standard of amenity is potentially achievable. Externally, the rear gardens are shown as varying between 11m and 17m in length, as compared to the minimum standard of 11m, with areas ranging of 60sqm/ 80sqm/115 sqm for the terraced houses and 83sqm/125sqm for the semi-detached houses (as compared to the respective minima of 50sqm and 85sqm).

Internally, the terraced houses are depicted with a gross internal floor area of 60sqm and the semi-detached houses 80sqm, as compared to the Good Practice minimum of 77sqm for a two-bedroom house. To remedy the deficiency, the terraced houses would need to be increased in depth from 8m to 10m, or provided with rooms in the roofspace. In either case, this would be possible without creating other problems.

Residential amenity – effect on existing dwellings

No.40 Leconfield Road, the bungalow to the north, would not be affected in an unacceptable way from the illustrative proposals. The proposed access road is shown running alongside the southern side boundary of the bungalow. The front windows of the rear terraced houses would face this boundary but at a distance of 14m, so overlooking should not be excessive. The communal bin store is close but

unlikely to be required in practice as wheeled bins can be provided for at the individual houses and only put out at this roadside point on collection days.

No.44 Hurstfield, the end-of terrace house to the south, is situated much further back on its plot than the proposed front pair of houses. However, being to the north, overshadowing would not be a problem and overlooking can be avoided as any side windows (which need be only of a secondary type) could be required to be obscure-glazed. There would be some overlooking of its rear garden by the rear windows of the proposed terrace houses but it is considered that the angle and distance (10m-14m) are sufficient in the circumstances.

No's 16-22 Bushby Close, to the rear, have very long rear gardens (over 30m) and would not be affected materially by the illustrative proposals.

Access and parking

The site is some distance from the centre of Lancing although still in a relatively sustainable location close to bus routes. Under the adopted West Sussex Parking Standard, a maximum of 10 car parking spaces would be required plus secure covered storage for a minimum 10 bicycles. WSCC consider the proposed 5 car parking spaces are appropriate for the location, provided 10 secure covered cycle parking spaces are also provided.

The access has adequate visibility and WSCC do not raise objection subject to provision of 2m by 2m pedestrian visibility splays.

Ground contamination

The past use of the site for vehicle and parts storage purposes is likely to mean that there is contamination present. The Environment Agency and EHO have no objection provided a condition is imposed requiring ground contamination investigation, remediation, monitoring and verification.

Recommendation

Subject to completion of a satisfactory section106 Obligation undertaking to pay £4,507 towards sustainable transport improvements in the area, APPROVE for the reason:-

The proposed development is within the built-up area and would help meet the need for additional housing without detracting from the existing local urban environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would provide a satisfactory environment for the occupiers and not result in pollution subject to sufficient measures to deal with ground contamination. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2), PPS3 and PPS23.

Subject to:-

1. C1A
2. C1Bi
3. C1Bii This permission relates to the Site Plan included on Drawing No.1509:1 received on 1 July 2010 and it shall not purport or be deemed to

grant approval to the details submitted as supplementary information shown on plan 1509:5.
R. For the avoidance of doubt and to enable the.....

4. C7Cii .....and fences, including any existing boundary walls and fences to be retained or altered, have been submitted.....
5. C8Gii The houses hereby.....and parking of 5 cars and for secure covered storage of 10 bicycles has been made in.....
6. C9Ciii
7. C9F The access shall be laid out to.....
8. C14H .....(except such boundary walls or fences approved for retention under condition 04 above) have...
9. C18Rii amended Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:-
   (1) A preliminary risk assessment which has identified:-
      - all previous uses;
      - potential contaminants associated with those uses;
      - a conceptual model of the site indicating sources, pathways and receptors; and
      - potentially unacceptable risks arising from contamination at the site.
   (2) A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

   (3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
   (4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

   Any changes to these components require the express consent of the Local Planning Authority.

   The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: To prevent pollution of groundwater and in the interests of environmental protection and public health and safety, in compliance with PPS23.

10. If, during development, contamination not previously identified is found to be present at the site, then, unless otherwise agreed in writing with the Local Planning Authority, no further development shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
Reason: as 9 above.

11. C18N .....until a scheme to dispose of surface and roof water has been submitted.....and the buildings shall not be occupied.....LPA. No infiltration of surface water drainage into the ground shall take place except where the details submitted under condition 09 above have demonstrated that there is no risk to controlled waters and the written approval of the LPA has been obtained under this condition.
R. To prevent pollution of groundwater having regard to PPS23.

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Case Officer: Carlos Hone Date: