Expiry Date - 11/11/2010

Development Control – Delegated Officer Report

Application Number: ADC/0340/10 **Recommendation – Permit Application**

Site: **110 Brighton Road Lancing West Sussex**

Proposal: **Demolition of existing building (3 flats) and erection of pair of semi-detached three-bedroom three-storey houses with integral garages**

The Application

The application site comprises a detached 2 storey pitched roof, gable-fronted dwelling with rooms in the roof located between Brighton Road and Widewater lagoon. The dwelling sits within a row of six such buildings which are either single dwellings or have been divided into flats. In this case, the building is currently occupied by three flats. The site has a frontage of 14.8m and a depth of 26.2m.

Planning permission is sought to demolish the existing building and to construct a semi-detached pair of 3-bedroom dwellings of three storeys when viewed from Brighton Road and, because of the difference in levels, two storeys when viewed from the rear. The ground floor is to accommodate a garage and an undercroft parking space, utility and storage with living accommodation on the upper two floors.

The proposed building is three storeys high with a hipped roof at the side and rear and symmetrical projecting gables on the front. The external materials will comprise facing brick and coloured timber cladding (blue and yellow). A solar hot water heating panel is proposed on the south (rear) rooflsope for each building. Balconies are also proposed on the rear elevations.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objections. The proposal is for the erection of 2x3-bed dwellings to replace 3 flats. The existing flats have dedicated off street parking with no provision for vehicles to turn on-site. The new development will incorporate under-croft and garage parking in an end-on arrangement. Whilst expressing concern about the lack of a turn-on-site onto the District Distributor A259, other accesses to the East with a similar parking arrangement without turning have operated

without a history of accidents. They therefore advise that a highway related objection would be difficult to sustain at Appeal.

Adur District Council – The Environmental Health Officer has no objection. While the property is located in an area that has been previously been determined to be within NEC 'C' for traffic noise under PPG24, where planning permission should not normally be granted, in line with previous applications replacement dwellings are acceptable providing that suitable and sufficient acoustic attenuation is provided for habitable rooms facing the A259. Standard double glazing units will be acceptable, but these must be combined with acoustic trickle vents or similar to allow adequate ventilation of rooms when windows are closed for noise reasons.

Environment Agency – No objection subject to imposition of planning condition requiring the habitable floor levels to be set at a minimum of 2.9m above the existing pavement level.

Lancing Parish Council – No objections

Third Parties

No representations received

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH5 and Appendix 11 ‘Supplementary Planning Guidance’ comprising: - Development Control 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)
The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1 (WSCC 1999)
PPS1 ‘Delivering Sustainable Development’ (ODPM 2005)
PPS3 ‘Housing’ (DCLG 2006)
PPG13 ‘Transport’ (DTLR 2001)
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 is not identified for any particular use or development in the Local Plan. Residential infilling and redevelopment is needed in order to meet the Council's 5 year housing land supply requirements.

Local Plan housing policies AH2 and AH5 have been 'saved' and encourage redevelopment to help meet the demand for dwellinghouses suitable for small families, single persons, the elderly, and to make best use of urban land. 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'. Also of note is the Council's 'Good Practice Guidance Note: Internal Space Standard for New Homes'.

Government policy guidance in PPS3 encourages best use of urban land for housing development and a mixture of types to create a balanced community, at higher densities (although the requirement to avoid developments at less than 30 dwellings per hectare has now been deleted) 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 states that Councils "should develop a shared vision with their local communities of the types of residential developments they wish to see and develop design policies that set out the quality of development that will be expected for the local area, aimed at:-

- creating places, streets and spaces which meet the needs of people, are visually attractive, safe accessible, functional, inclusive, have their own distinct identity and maintain and improve the local character.
- Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes."

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 strong front gables which run along this stretch of Brighton Road, from Nos. 102-112. The proposed dwellings will sit on the uniform building line with 2m separation to the nearest part of the dwelling at No.112 to the east and 5.2m separation to No.108 to the west. Distances to the boundary are 1.5m to the east and 1.5m to the west. 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 to avoid a cramped appearance. In this instance a gap of less than 2m to the boundary is considered acceptable as the neighbouring house to the west sits 5.2m away. To the east the separation distance is only 2m at ground floor and 3.5m at first floor. There is some concern at the closing of the visual gap between buildings. However, this distance has increased slightly from the previous withdrawn application, and the bulk of the building has been reduced by lowering the ridge. The visual separation between the buildings is therefore considered to be acceptable and will not appear unduly cramped (as demonstrated on a submitted street elevation drawing).

The front eaves line will be higher than those of the neighbouring houses by 2m with a roof rising to a height of 10.4 metres, 1m greater than the neighbouring properties. The building will appear as more substantial than its neighbours but it has tried to retain the form of others in the row with a front gable, albeit formed by a shallower roof pitch. It should also be noted that The Plovers to the east is a more substantial building of the same ridge height. On balance, the present proposal is not considered to appear unduly out of scale or character with its immediate neighbours or with other buildings in the surrounding area.

It must also be noted that this additional height is product of the need to raise habitable rooms above potential flood levels (2.9 metres above existing pavement level). 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 along Brighton Road.

The use of stock facing bricks and coloured cladding, with a slate roof, will give a contemporary feel to the building with the architect stating that the materials are inspired by the beach huts which line the beach front behind the

site. Brighton Road is of mixed architectural character and, while this development sits between two similar properties and will have a contrasting appearance, it is considered that it will add visual interest to the street scene and is acceptable.

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 stairwells only.

The building will be no deeper within the plot than the existing building and will not project beyond the rear building line of its neighbours. No.112 to the east has been converted into two flats and does contain two first floor windows, a side dormer in the roofspace and a line of windows on the ground floor facing the site. The ground floor windows are within a side extension which is only 2m from the side of the nearest proposed dwelling. There will be some increased light loss and restricted outlook as a result of there being a taller building closer to the boundary but, on balance, it is not considered to be to such an extent as to warrant a refusal of the application. The impact on the neighbouring occupiers has been improved from the previous application by removing the side gable and hipping the roof to reduce the bulk of the building.

To the west, No.108 has been converted into 4 flats which also have side facing windows, the nearest of which will be 5.2m from the side of the new dwellings. As with the flats to the east, there is likely to be some loss of light and outlook but the proposed building will be only 0.2m closer than the existing dwelling and, while it will be taller, it is not considered that the harm to residential amenity is so significant as to warrant a refusal.

The new dwellings will both have small rear balconies at first floor level of only 1m depth. There is a hedge screen on both side boundaries and no loss of privacy is anticipated. The existing building has a balcony and rear access steps to first floor level.

Internally, the proposed houses will have access, garage/cycle store, undercroft parking, utility space and W/C on the ground floor, living quarters at first floor opening onto the embankment (garden), and three bedrooms above. The Council's Environmental Health section has commented that the front facing windows will need to be soundproofed from traffic noise which can be required by condition. Internal room sizes meet or are in excess of the Council's guidance.

To the rear the garden areas for each dwelling is over 90sqm which meets the Council's DC Standard for houses of this size.

Access and Parking

The garages are proposed to be set 9 metres back from the kerbside. This will allow the parking of a maximum two vehicles (one in the garage and one on the undercroft hardstanding) which is appropriate for dwellings of this size under the adopted maximum parking standards. There is no highway objection to the proposal.

Cycle parking is to be provided within the garages. No sustainable transport contribution is required as the two dwellings proposed are replacing three flats in the existing building.

Flood Risk

A flood risk assessment was submitted with the application and has been considered by the Environment Agency. All habitable rooms are at first floor level and above at 2.9 metres above pavement level. The EA have raised no objection subject to the habitable rooms being secured by condition at the height shown.

Recommendation

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).

Subject to:-

1. C1Ci
2. C7Ci AH2
3. C8Biv
4. C9N
5. C12Ai buildings
6. C17Dii
7. C18B dwellings
8. C18Civ (amended) The windows in the side elevations of the proposed dwellings shall…
9. C18Ei (amended) side walls of the dwellings
10. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and finished floor levels shall be set no lower than 2.9 m above the existing pavement level.
    Reason - To reduce the risk of flooding to the proposed development and future occupants in accordance with PPS25.

Expiry Date - 11/11/2010

11. This permission relates to the following approved plan date stamped received 16 September 2010: Drawing No 02 Rev A (Proposed Block Plan, Section, Plans, Elevations and Site Plan) Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer Peter Barnett Date 15 October 2010