Summary

1.1. Full planning permission is sought for the demolition of the existing dwelling and the erection of a replacement dwelling comprising 7 bedrooms with shared facilities operating as a House in Multiple Occupation.

1.2. The proposal is considered to respect the character and appearance of wider street scene and the area in general whilst not harming the living environment of the neighbouring dwellings. The development would provide an acceptable living environment for the future occupiers and would not be detrimental to highway safety in regards to access and parking. As a result the application is recommended for approval, subject to conditions.

The Application

2.1. The main two storey element of the building would measure 6.5 metres in width by 11.2 in depth, with two projecting side gables and a further corner gable. The highest part of the hipped roof would measure 8.2 metres above ground level. The building would be set approximately 7 metres from Desborough Avenue and at least 3 metres from Lancaster Road. The entrance to the unit would front Lancaster Road.

2.2. The site currently forms the dwelling and associated residential curtilage of Tai Mo Shan. The detached dwelling is built from brick, set under a hipped roof with a gabled front bay. The site is situated on a prominent corner plot on the north side of Lancaster Road and the west side of Desborough Avenue. The general character of the area is residential, with a range of dwellings of similar size, style and design, with Industrial buildings to the far north west of the site.

2.3. There have been several previous planning applications on this site and these decisions have been taken into consideration when considering this proposal. Planning permission was originally granted for extensions to the existing dwelling in 2007; however this permission was not implemented.

2.4. Further to this permission a planning application was submitted proposing the demolition of the existing dwelling and redevelopment of site to provide a block consisting of 2 x 2 bed flats and 1 x 1 bed flat, bin store, cycle storage and associated car parking (08/06121/FUL). This application was refused, and a further application was then submitted (08/06769/FUL) for the demolition of the existing dwelling and
redevelopment of site to provide a block consisting of 5 one bed flats, bin store and cycle store, again this application was refused.

2.5. A further application was then submitted (08/07218/FUL) proposing demolition of the existing dwelling and the erection of 2 x 2 bed dwellings. Once again this application was refused.

2.6. Appeals were then received on all 3 of these refusals and an informal hearing took place. Whilst the two schemes proposing flats on the site were dismissed, the scheme to provide 2 x 2 bed dwellings was allowed, subject to conditions. As a result, the site currently benefits from extant planning permission for the erection of 2 x 2 bed dwellings; the quantum of development on the site allowed by this permission is a material consideration in determining this proposal.

2.7. Amended plans were received on 19.07.2011. These plans altered the design of the proposal, reducing the overall bulk and scale of the development as well as repositioning the cycle/bin store to provide additional amenity space.

3. Relevant Planning History

3.1. **07/07071/FUL** - Construction of two storey side and rear extension, roof extensions and alterations to create new roof void with habitable accommodation, insertion of 1 dormer window to side in connection with loft conversion. Application refused due to the detrimental impact on the original dwellings character and appearance and the street scene in general.

3.2. **07/07947/FUL** - Construction of two storey rear extension including habitable accommodation in new roof void and insertion of 1 dormer window to side in connection with loft conversion. Application permitted, not implemented.

3.3. **08/06121/FUL** – Demolition of existing dwelling and redevelopment of site to provide block consisting of 5 one bed flats, bin store and cycle store. Associated car parking. Construction of vehicular access and closure of existing. Application refused due to the detrimental impact on the character and appearance of the street scene in general and the detrimental impact on the residential amenities of the neighbouring dwellings. Furthermore, the proposal failed to provide a satisfactory living environment for the future occupiers of the flats and would lead to an increase in the amount of slowing, turning and reversing manoeuvres associated with this access, which would lead to further conflict and interference with the free flow of traffic on the highway and would be detrimental to highway safety. Finally, the applicant failed to enter into an agreement to secure contributions towards local infrastructure. Subsequent appeal dismissed.

3.4. **08/06411/ADV** - Display of 2 x non illuminated single sided free standing display boards (retrospective). Application refused as the signs were out of character with the street scene and visually intrusive, causing a significant and detrimental impact on the visual amenities and general character of the surrounding area and the locality in general. The harm was exacerbated by the inclusion of information which was unrelated to the site where they were displayed. These signs were subsequently removed.

3.5. **08/06769/FUL** - Demolition of existing dwelling and redevelopment of site to provide block consisting of 2 x 2 bed flats and 1 x 1 bed flat, bin store, cycle storage and
associated car parking. Application refused due to the detrimental impact on the character and appearance of the street scene in general and the detrimental impact on the residential amenities of the neighbouring dwellings at Ivanhoe. Furthermore, the proposal failed to provide a satisfactory living environment for the future occupiers of the flats. Subsequent appeal dismissed.

3.6. 08/07218/FUL - Demolition of existing property and construction of 2 x 2 bed dwellings. Application refused due to the detrimental impact on the character and appearance of the street scene in general and the new access drive would cause a detrimental effect on the amenity of the future occupiers of plot 2 by means of unnecessary noise disturbance. Subsequent appeal was received and allowed, subject to conditions. This permission has not been implemented but remains extant.

4. Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor L M Clarke (Original plans) – The application should be taken to Planning Committee for determination as the proposal is not in keeping with the area and would represent an overdevelopment of the site that would also be detrimental to highway safety.

(Amended plans) – This is still inappropriate and over development for this site and should be taken to Planning Committee for determination if recommended for approval. Parking will be an issue as it is a corner plot on this very busy junction. The housing here is predominantly family housing and this would be out of keeping in this family residential area.

Councillor A Hill (Amended plans) – The application should be taken to Planning Committee for determination as the proposal is not in keeping with the area and would represent an overdevelopment of the site.

Parish/Town Council Comments

High Wycombe Town – Abbey Ward

Internal & External Consultees

County Highway Authority - The current application proposes to demolish the existing dwelling and replace it with a HMO with 7 bedrooms, retaining the existing access to serve one (disabled) parking space.

When considering the proximity of the adjacent junction, the proposal would result in a more beneficial highway situation when compared to the existing capacity of the site that could potentially accommodate up to 3-4 vehicles. Mindful of this there is no objection to this proposal or any recommended conditions.

Environmental Services Department – Identified potential disturbance due to traffic from Lancaster Road/Desborough Avenue.

Whilst the internal living environment for the occupiers of the HMO can be protected by suitable ventilation and glazing, the outdoor amenity area would need to be protected from noise by erecting suitable sound barriers around the rear amenity area. The details for sound insulation and the boundary fencing should be required to be submitted and agreed
prior to the commencement of development. Additionally, it is noteworthy that the current plans do not comply with the Local Authority’s standards with regards to HMO Fire Precautions or Disabled Access standards.

Representations

3 letters of representation received, summarised below:

- The proposal would result in additional traffic which would be detrimental to highway safety;
- There is insufficient parking available for the residents of the building;
- There is insufficient storage for refuse bins;
- The proposal represents overdevelopment of the site and would appear dominant within the street scene;
- The development would result in a loss of light to neighbouring properties;
- The residents of the property would potentially result in additional noise and disturbance to residents;
- The development would devalue neighbouring properties.

5. **Summary of Issues**

**Principle of development**

ALP: G3, G8, H9, H15 & Appendix 1 CSDPD: CS19

5.1. The most recent national household projections indicate that much of the predicted growth in households during the Development Plan period will be one person households. As a result, the provision of a range of accommodation types and sizes including a significant proportion of smaller dwellings will be encouraged through new residential development in order to meet housing need and create diverse communities. In line with advice contained in Circular 12/93, Houses In Multiple Occupation have an important role to play in providing flexible, cheap rented accommodation, and the District Council recognises their contribution to meeting housing needs in the District.

5.2. In this instance, the application proposes the demolition of an existing residential dwelling and the erection of a 7 bed building operating as a House in Multiple Occupation. A House in Multiple Occupation (HMO) is a property in which more than one household lives whilst sharing one or more facilities, such as a kitchen. In other words, each household in the property does not enjoy fully self-contained accommodation.

5.3. In dealing with proposals for HMO’s, the Council have regard to other relevant policies in the Local Plan, and, in particular, the proposed development should not detract from the character and appearance of the area, or adversely affect the amenities of neighbouring properties.
5.4. All proposals are expected to achieve a high standard of design and layout that respects and reflects the local context so as to maintain and reinforce its distinctiveness and particular character whilst achieving a high standard of residential amenity to meet various other criteria. PPS3 indicates that it is important to ensure, pursuant to relevant planning policies, that the local pattern of development, which determines the character of an area, is respected.

5.5. The site already forms residential accommodation and as a result residential intensification is considered to be acceptable in principle, subject to compliance with adopted planning policy and other material considerations.

5.6. Accordingly, the main issues relevant to this proposal is whether the layout and design of the new building would result in an acceptable form of development that would complement the established character and appearance of the area whilst not harming the living environment of the neighbouring dwellings, or being detrimental to highway safety with regards to access and parking. These issues will be discussed in turn below.

**Impact of the proposal on the character and appearance of the area**

ALP: G3, G8, H9, H15 & Appendix 1 CSDPD: CS19

5.7. Policy G3 (General Design Policy) states that ‘developments should be compatible with the immediate surroundings of the site and appropriate to its wider context by reference to street pattern and land levels, plot sizes, means of enclosure, proportion, scale, bulk, form and massing; and are sympathetic to the design and appearance of their surroundings.’

5.8. As discussed above, the site currently comprises a detached residential dwelling, set on a prominent corner plot on the busy main junction of Lancaster Road and Desborough Avenue and as such, is highly visible from the wider area.

5.9. Dealing with the layout of the site first, the building would be set within the middle of the site, the main two storey element of the building being set 2m from the west boundary with Ivanhoe and 6m from the northern boundary with No. 330 Desborough Avenue; comparable in position to the previously approved scheme for a pair of semi-detached dwellings which was allowed at appeal (ref: 08/07218/FUL).

5.10. This proposal would be set on the same front building line as the dwellings allowed at appeal, further toward both Lancaster Road and Desborough Avenue than the immediate neighbouring dwellings, however as the building would not project further to the rear, it is considered that the proposal would respect the street pattern and layout of the wider street scene.

5.11. The distance retained between the buildings would be similar to the gaps between dwellings within the wider street scene; it is considered that the layout of the site would respect the character and appearance of the area.

5.12. The development proposes to retain and reduce the existing parking area to the side of the building, accessed from Desborough Avenue to provide 1 parking space. As there is an existing parking area on site, similar to that proposed, it is considered that the parking area would not appear unduly prominent and as a result would not be detrimental to the character and appearance of the area.
5.13. Turning to the design and appearance of the dwelling, this proposal has been designed to read as a substantial building that is reminiscent of a large, individual detached house with the building utilising the existing single access point.

5.14. The built form of the development would be similar to the pair of semi detached dwellings allowed at appeal with the main two storey element of the building measuring 6.5m in width by 12.2m in depth, the dwellings allowed at appeal measuring 12m in width by 9.5m in depth. Additionally the maximum ridge height of the building would be 8.2m, some 0.7m below the ridge height of the approved semi detached dwellings.

5.15. This scheme would not be as tall as the previously approved dwellings and in terms of its bulk and mass, this would be broken up by gable projections along the flank elevations, as well as a two storey gable projection facing onto the junction, turning the corner between Lancaster Road and Desborough Avenue. As a result, although the building would be larger than the immediate neighbouring dwellings, it is considered that this proposal would not be overbearing or dominant in appearance when viewed in the wider street scene and the appearance of the dwelling would integrate well with the existing dwellings and not appear out of keeping with the surrounding area.

5.16. Therefore this proposal would result in a comparable built form to that which could be accommodated on site if the extant permission were implemented, albeit this proposal would not be as high.

5.17. A grassed area would be retained on the front boundary with Lancaster Road along with the front boundary hedge being replaced and part of the existing hardstanding to the side of the site being removed and laid to lawn. The amount of landscaping would be increased as a result of this development and therefore no objection is raised in this regard.

5.18. Furthermore, the development also proposes a cycle storage area and a bin store to the side of the building. It is considered that these facilities would be acceptable in size and design terms and provide an adequate level of storage to meet the needs of the development.

Impact of the proposal on the residential amenities of neighbouring dwellings

ALP: G8 CSDPD: CS19

5.19. The proposal would have the most impact on the neighbouring dwellings to the west and north of the site, Ivanhoe and No. 330 Desborough Avenue respectively.

5.20. Dealing with the impact on Ivanhoe first, there are two ground floor and two first floor obscure windows proposed in the flank elevation facing this neighbouring dwelling that serve en-suites along with two small windows at both ground and first floor that serve bedrooms, set within the side gable projection, facing the front and rear of the site.

5.21. The small bedroom windows within the side gable would face the front and rear of the site and therefore not directly onto this neighbour; consequently the windows would provide obscure views into the end of the rear garden on this neighbouring property. Furthermore, the remainder of the flank windows (serving en-suites) would
be obscurely glazed and retained as such by condition. As a result, it is considered that the windows would not exacerbate the mutual overlooking which already exists on site.

5.22. The main two storey element of the building would be set in 3m from this boundary and the front and rear building lines would not greatly differ from those of the dwellings allowed at appeal. As a result it is considered that this proposal would not appear overbearing or dominant from this neighbouring dwelling.

5.23. Turning to No. 330 Desborough Avenue, a 1.8m close boarded fence would be placed along this northern boundary to screen the new rear amenity area and the ground floor rear facing bedroom window from this neighbour, therefore it is considered that these windows would not result in a loss of privacy to this neighbouring dwelling.

5.24. Turning to the first floor, there would be one bedroom window inserted in the rear elevation facing this neighbouring property, situated about 8m from this dwelling, at an obscure angle. This window would be in a similar position to the windows accepted within the extant permission.

5.25. In fact, two first floor windows were accepted in the previous scheme, whilst only one first floor window is proposed as part of this application. As a result, it is considered that this proposal would reduce the potential loss of privacy to this neighbouring dwelling, especially as there are no windows in the flank elevation of No. 330. Consequently it is considered that these windows would not result in a loss of privacy to this neighbouring dwelling.

5.26. Due to the distance between this dwelling and the proposal being approximately 8m, it is considered that this proposal would not appear overbearing or dominant from this neighbouring dwelling.

5.27. All other surrounding properties are considered to be of a sufficient distance from the proposal that they will not suffer any material impact on their amenity from the proposal.

The quality of the living environment created for future occupiers

ALP: G8, H15, H19 & Appendix 1 CSDPD: CS19

5.28. Policy H19 of the Adopted Local Plan requires all residential developments, whether new development or conversions, to provide amenity space for residents that is attractive usable, conveniently located in relation to the dwelling it serves, and of an appropriate size. The amount of residents’ amenity space that is required will be judged against the size and type of the dwellings proposed, and the character of the area in which the development is located.

5.29. Furthermore, Appendix 1 of the Adopted Wycombe District Local Plan states: ‘Private amenity space should be provided for each new dwelling. More important than quantity is the quality of private amenity space and its usability. To be considered as suitable private amenity space, it should:

- Provide a sufficient degree of privacy;
• Be accessed directly from the dwelling; and
• Be of a suitable gradient, orientation and shape and freedom from excessive shade to allow enjoyment of the space.'

5.30. In considering the use of buildings as houses of multiple occupation, it is recognised that such buildings do not require the level of amenity space required for flats given their role in providing cheap, flexible accommodation. In this instance, the rear garden area would be retained as part of this proposal to provide communal amenity space for the occupiers of the HMO.

5.31. Providing suitable sound barriers would be erected to reduce traffic noise from Lancaster Road and Desborough Avenue (to be imposed by condition), it is considered that the rear amenity space would create an acceptable level of amenity provision for the future occupiers of the development.

5.32. Turning to the internal accommodation proposed, the District Council recommends within Policy H15 of the Local Plan that gross habitable room sizes should not fall below 9m². This proposal would provide a total of 7 bedrooms to be occupied on a HMO basis, sharing a kitchen and living room. All the bedrooms would exceed the minimum size requirements and as a result, it is considered that the proposal would provide a satisfactory living environment for the future occupiers of the development.

5.33. Turning to the provision of external storage for refuse ad cycles, an ‘L’ shaped flat roofed outbuilding would be erected adjacent to the rear amenity area. This storage would provide sufficient space to store the refuse bins, as well as 5 cycles. The storage would be easily accessed from the building and as a result these facilities are considered to provide a satisfactory living environment for the future occupiers of the development.

The impact of the proposal on local highway conditions with regards to access and parking

5.34. The site is set within Accessibility Zone 3 within a HMO is expected to provide 0.3 spaces for each room. This would result in a total maximum requirement of 2 spaces to serve this development. The previous schemes on this site all provided the on-site parking in accordance with maximum standards; however, in this instance 1 off street parking space would be provided to serve the disabled bedroom within the HMO, resulting in the development falling short of the maximum standard.

5.35. However it is recognised that the vehicle ownership of occupiers of HMO’s is generally less than when occupying independent units and as the site is served by good transport links into and out of the town centre; it is considered that the layout of the site would provide a sufficient level of parking to serve the development.

5.36. Furthermore, due to the layout of the site, vehicles would be able to turn and manoeuvre within the site therefore ensuring they can enter and exit the site in forward gears, therefore this proposal is considered to be acceptable in terms of highway safety.
5.37. The current application proposes to demolish the existing dwelling and replace it with a HMO replete with 7 bedrooms, retaining the existing access to serve one (disabled) parking space. When considering the proximity of the adjacent junction, the proposal would result in a more beneficial highway situation when compared to the existing capacity of the site that could potentially accommodate up to 3-4 vehicles. Mindful of this there is no objection to this proposal with regards to highway access or safety.

Developer Contributions

CSDPD: CS21

5.38. For the purposes of calculating contributions generated from C2 residential institutions (i.e. HMO’s), each self contained unit will be equated to a one-bedroom dwelling with an adjustment to reflect the lower average occupancy rate per bedroom. (A one bedroom flat has an average occupancy rate of 1.4 persons; C2 bedrooms will be assessed on a case-by-case basis but will normally be assumed to have an occupancy rate of 1 person per bedroom). Contributions will be collected on developments, the result of which would be 10 or more units; a unit being a bedroom within the development. The current planning application proposes the erection of a building comprising a 7 bed HMO, consequently the development is below the trigger number of 10 or more units where upon a Developer Contribution would be sought.

Recommendation: Application Permitted

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
   Reason
   To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. This permission is in respect of the application as amended by the plans received on 19.07.2011.
   Reason
   For the sake of clarity, and to ensure a more satisfactory development of the site.

3. Notwithstanding any indication of materials which may have been given in the application, no development shall take place until a schedule and/or samples of the materials and finishes for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.
   Reason
   To secure a satisfactory external appearance.

4. No development shall take place until a schedule and/or samples of all surfacing materials has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.
   Reason
   To secure a satisfactory appearance.
5 No development shall take place until details of all screen and boundary walls, fences and any other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise such works as are necessary to ensure compliance in general terms with the 55dB WHO Community Noise Guideline Level. Thereafter, the development shall not be carried out other than in accordance with such approved scheme which shall be completed before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing.

Reason
To ensure that the proposed development does not adversely effect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development.

6 No development shall take place before a fully detailed landscaping scheme for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason
In the interests of amenity and to ensure a satisfactory standard of landscaping

7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of five years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason
In the interests of amenity and to ensure a satisfactory standard of landscaping

8 Notwithstanding the details shown on the plans hereby approved, the windows (shown to serve en-suite bathrooms) within the western elevation of the development (facing Ivanhoe) shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The window(s) shall thereafter be retained as such.

Reason
In the interests of the amenity of neighbouring properties

9 Before building operations commence, a fully detailed scheme for protecting the proposed development from traffic noise from Lancaster Road and Desborough Avenue shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise such works as are necessary to ensure compliance in general terms with PPG24 (Planning and Noise). Thereafter, the development shall not be carried out other than in accordance with such approved scheme which shall be completed before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing.

Reason
To protect the occupants of the new development from noise disturbance.
10 No unit shall be occupied until the outdoor amenity area shown on the approved plans have been provided and made available for use as such by the residents of the accommodation. The amenity area shall thereafter be so retained.

**Reason**
In order to ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area.

11 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

**Reason**
To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

12 No unit shall be occupied until the refuse and cycle storage building as shown on the approved plans has been provided and made available for use as such by the residents of the accommodation. The storage building shall thereafter be so retained.

**Reason**
In order to ensure the continued availability of external storage for residents of the development, in the interests of their amenity and the character of the area.

**INFORMATIVE(S)**

1 The proposal is considered to respect the character and appearance of wider street scene and the area general whilst not harming the living environment of the neighbouring dwellings. The development would provide an acceptable living environment for the future occupiers and would not be detrimental to highway safety in regards to access and parking.

It is in compliance with the requirements of the following planning policies:
Adopted Wycombe District Local Plan to 2011 (as saved, extended and partially replaced): G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity), H9 (Creating Balanced Communities), H15 (Houses in Multiple Occupation), T2 (On-Site Parking and Servicing), Appendix 1 (Residential Design Guidance) and Appendix 9 (Parking Standards)

Core Strategy DPD (Adopted July 2008): CS19 (Raising the Quality of Place-Shaping and Design), CS16 (Transport) and CS20 (Transport and Infrastructure)

This information is only intended as a summary of the reasons for grant of permission/consent. For further detail on this decision please see the planning report which is available to view on our web site www.wycombe.gov.uk or at our Customer Contact Centre during normal office hours.

2 The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health Section of the Environment Service on 01494 421737 at the Council Offices.
3 The applicant should contact the Environmental Service department as the permitted plans do not meet HMO standards for fire precautions.

4 The applicant should contact the Building Control department as the permitted plans do not show that the disabled unit and ground floor shared areas and access meet current standards.

5 It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

6 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

7 With regards to protecting the building from traffic noise, the Bedrooms and communal Lounge/Kitchen areas should be protected by the inclusion of mechanical ventilation and acoustic glazing, the internal noise levels will need to meet the “Good” standard as specified in BS 8233:1999.

8 With regards to protecting the amenity area from traffic noise, measurements indicate noise levels at the rear of the site are in the region of 58 LAeq which exceeds the 55dB WHO Community Noise Guideline Level. Therefore the inclusion of close boarded or impervious fencing around the amenity area will be necessary to achieve the 55dB WHO Community Noise Guideline Level. This should include the provision of a 1.8m high close boarded fence along the north and west boundaries to the south elevation to protect the amenity area from traffic noise from Desborough Avenue and a higher barriers between the side elevation of the building and the western boundary to protect the amenity area from traffic noise from Lancaster Road.