Expiry: 7/5

Development Management - Delegated Officer Report

Application Number: AWDM/0324/25 Recommendation – Grant

Site: Toad Hall, 24 Brighton Road, Lancing

Proposal: Two storey side and rear extension with first floor terrace, porch, vehicular crossover and alterations to boundary. Amendments to previously approved planning consent (AWDM/0455/24).

Date of site visit: 24/4

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

This application relates to a narrow two storey house on the south side of Brighton Road backing onto the beach, west of Lancing Green and opposite Bessborough Terrace. The entirety of this small terrace of 3 properties used to be one house, Douglas House. It was split into 3 houses in 1949. No. 2, the central house, was further split into 2 one bedroom flats in 2004.

The house is narrow and has a hipped roof and sits below the level of the road. It is clad in horizontal weatherboarding at first floor. There is a rear ground floor extension with overhanging first floor terrace. No.3, Beach Lodge, at the eastern end also has a hipped roof but also has a prominent forward projecting front gable feature.

The property has a side garden and smaller rear garden. It adjoins a public footpath to the beach on its west side beyond which is a row of beach huts between the site and two more recent detached infill houses at 18a and 18b Brighton Road. On Brighton Road outside the site to the immediate west is a pedestrian refuge which lines up with the footpath down to the beach. The footpath outside the site is a shared surface with cyclists.

All 3 properties have first floor rear terraces and the back garden boundary walls are relatively low onto the beach.

The property is not in a conservation area and the building is not listed. It is in Flood zones 2 and 3 and the rear garden is at intermediate risk of surface water flooding.

This application proposes minor changes to a permission for similar extensions last year, AWDM/0455/24, see history below.

A two storey side extension and part two storey, part single storey rear extension with a first floor rear terrace and porch is again proposed with new vehicle crossover and off street parking for one car in the frontage behind an

electronic gate. Boundary wall changes are also proposed. The extensions are to be clad in white timber effect cladding at first floor, with off white render at ground floor under a clay tiled roof.

The main changes to last year's approval are:

1. Ground floor rear extension (part) to extend 200mm further south than the consented proposal.
2. First floor balcony to extend 300mm further south than consented proposal.
3. Proposed first floor window to west elevation (at southern end) to change from opening to fixed (non-opening).
4. West boundary wall (part) to be raised to 2m (from property side).
5. Existing pedestrian access gate to be retained in north boundary wall.
6. Electrically operated sliding gate with mechanism located on the property side of the front boundary wall (behind the wall).
7. Construction Management Plan submitted to avoid pre-commencement condition.
8. Acoustic Report submitted to avoid pre-commencement condition.
9. Vehicle access/crossover drawing submitted to remove any potential need for pre commencement planning condition.

Relevant Planning History

AWDM/0455/24 – Two storey side and rear extension with first floor terrace, porch, vehicular crossover and alterations to boundary. Granted

AWDM/1607/21 - Three storey side extension, including conversion of loft space and creation of rear dormer and extension to first floor balcony/terrace. Formation of swimming pool, erection of bike shed and the formation of parking area with crossover. Alterations to boundary walls. Recladding of the existing building. Granted 14.12.21

Consultations

Environment Agency: ***'****No objection. As this is a minor development and no work is being done outside the site boundary or increasing flood risk, a Flood Risk Activity Permit from us is not required'.*

Advice to the Local Planning Authority

Flood warning and emergency response

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. Planning practice guidance (PPG) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the

development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 173 of the NPPF and the guiding principles of the PPG.

Advice to the Local Planning Authority and Applicant

Flood resistance and resilience

We recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you would like to find out more about reducing flood damage, please visit the Flood Risk and Coastal Change pages of the Planning Practice Guidance (Flood risk and coastal change - GOV.UK (www.gov.uk)).

Further guidance on flood resistance and resilience measures can also be found in:

Government guidance on flood resilient construction
https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings

CIRIA Code of Practice for property flood resilience
https://www.ciria.org/CIRIA/Resources/Free_publications/CoP_for_PFR_resource.as px

British Standard 85500 – Flood resistant and resilient construction
https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686

WSP Drainage Consultants

No objection on surface water grounds.

Southern Water:

'Southern Water has further comments in addition to our previous correspondence dated the 28th of May 2024.

The attached plan shows that the proposed development lies over or within 3m of a public sewer.

Expiry: 7/5

An investigation of the sewer is required to confirm its size and depth, ascertain its condition, number of properties served and potential means of access before any decision can be made as to whether it would be acceptable for the proposed development to be built close to the sewer. If the sewer in question is found to be no greater than 225mm in diameter and no deeper than 3 meters, the development may be allowed, subject to the following conditions:

1. *No construction works parallel to the sewer within 500mm (in plan).*
2. *Where within three metres, foundations depth to be taken down 150mm below the invert level of the sewer. The works will be subject to approval under the 'Declaration of Works' self-certification process.*

It appears that the developer is intending to build close to a public foul sewer which is crossing the site. Building over a "public sewer" is not normally permitted by Southern Water. However, under certain circumstances building over a minor sewer may be allowed. The conditions and application associated with the build-over/close-to a public sewer are available at Southern Water's Get Connected service: https://developerservices.southernwater.co.uk

For further advice please contact Southern Water.'

Southern Water's comments on AWDM/0455/24

There is a SW sewer within the site which must be protected. Its position must be determined with SW before development commences. A 3 metre clearance either side must be achieved. No development or tree planting can be within 3 metres. No soakaways within 5 metres of public or adoptable gravity sewers.
Connection to the foul sewer will need permission.
There is no known surface water sewer to serve this site. Surface water drainage will not be permitted to the foul sewer and should be in accordance with H3 of the Building Regs.

Environmental Health: *Acoustic report acceptable, scheme must be implemented in accordance.*

National Highways:

No objection.

WSCC Highways Response 3

Summary
A Construction Management Plan (CMP) has been provided at the planning phase to be signed off prior to determination of the proposal.
The construction management plan outlines, amongst other things, how deliveries will be serviced, parking provisions for contractors, storage of waste and materials, site working hours and wheel washing facilities.

On site parking
The internal site area is restricted in terms of available space for taking deliveries and for contractors parking. It has been outlined that contractors will be encouraged to make use of sustainable alternatives to the use of a car, or to car share where possible.

Parking will be accommodated using existing on street parking provisions in adjoining routes to Brighton Road, with Bessborough Terrace and Lancing Park noted as the preferred locations. Naturally, on-street parking is used on a first come first served basis and therefore this will be subject to availability. Parking restrictions along Brighton Road will prevent parking in unsafe locations on the highway at the point of access to the dwelling however.

Small Deliveries
Deliveries are outlined as being taken from within the site for smaller vehicles, the LHA advises that this space is only just within the parameters of acceptable, in terms of dimensions, to serve an average sized vehicle and that therefore any vans or larger vehicles may result in overhanging onto the publicly maintained highway- including footway.
Given the context of the location of this site, the LHA advise that a vehicle overhanging onto the highway would likely result in pedestrians being forced to divert into the busy carriageway at this point- which would not be considered a suitable arrangement. Therefore, only cars/vehicles that can be accommodated wholly within the site red edge should make use of this space.

Larger Deliveries
All other deliveries have been outlined as being serviced via Brighton Road, this may at times restrict the free flow of traffic along Brighton Road, however the applicant has stated that the deliveries will all take place outside of the network peak times and with the assistance of a designated member of staff (Banksman) whose job it will be to manage the safety of contractors, deliveries and members of the public. Deliveries should be staggered to avoid stacking on the highway at this point and scheduled to ensure that there are minimum wait times on arrival.

Furthermore, sufficient space should be retained between delivery vehicles and the built-out traffic island in the centre of Brighton Road, for the pedestrian crossing to be continually utilised by members of the public and for other road users to pass a delivery lorry to progress along Brighton Road, when safe to do so.

The CMP states that all waste will be collected and disposed of by a local licensed skip/ waste company and a location has been identified within the site frontage for this to be stored.

Wheel washing/ Maintenance
The CMP also states that the highway will be monitored for debris and dirt and cleared immediately if found. A wheel-washing station has been proposed within the site to ensure that dirt and debris are not dragged from the site into the adjoining carriageway.

Material Storage
Materials storage will be provided both within the existing dwelling and within the rear amenity space and will not be stored within the publicly maintained highway or obstructing any pedestrian/ vehicular routes.

Hoarding
Hoarding is to be erected around the site entrance including an access gate. It will not be possible to operate the gate whilst a vehicle is inside the site due to space restrictions. The hoarding will prevent an emerging vehicle from retaining visibility of pedestrians and oncoming vehicles, however it has been outlined that a member of staff (Banksman) will also be present for these manoeuvres-to assist in access/egress and protect the safety of both drivers and members of the public.

Conclusion
The Local Highways Authority has considered the CMP acceptable on the basis that all deliveries will be taken outside of the network peaks and with assistance of a Banksman. The roadside deliveries are anticipated to be for

short periods of time each, with the overall construction works due to take approximately 7 months.

It is not considered that the works during construction would cause a severe highways safety concern.

The CMP is therefore considered acceptable.

Highways Response 2:

Summary
The LHA has previously been consulted on matters at this location under application AWDM/0455/24 which sought for a similar proposal including a two-storey side and rear extension with first floor terrace, porch, a new VCO and alterations to boundary at 24 Brighton Road. The LHA raised no severe highways safety concerns to the proposal, subject to several conditions. This previous proposal was approved by the LPA.

Comments on Amendments
Within this most recent submission, the applicant initially submitted plans showing a 900mm height wall to be erected at the site boundary. The LHA had noted within the initial application that there seemed scope to achieve a 0.6m high wall for a 2m section either side of the access point, to enable sufficient pedestrian visibility to be achieved. This was conditioned alongside the previous application.

A 600mm high wall has now been demonstrated at the site access onto Brighton Road. The wall as proposed is anticipated to retain maximum achievable visibility for pedestrians and road users from the site access point.

Within the previous submission under AWDM/0455/24, the applicant also proposed a gravel surfacing for the driveway. This has now been amended to show that a permeable block paving will be provided within the site to replace the gravel and gravel trap requirement.

Access
Any new vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained. 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, an informative is included below.

It is unclear whether the gated access will be electronically controlled- though there would be benefit in providing this. Any motor or associated mechanisms should be positioned within the applicants red edge and not within the publicly maintained highway. The manoeuvre required to enter the site from the west may be at a somewhat tight angle given the presence of the pedestrian refuge/bollards in the centre of the carriageway.

TRICS outlines that 4-6 vehicular movements per day can be generated by a single residential dwelling and this number of movements would not be considered "severe". Given the access would not be a high traffic generator, it is considered that this practise would be acceptable.

Manual for Streets outlines that visibility from a new access onto a 30mph road should meet standards of 2.4 x 43m in both directions. Given the

presence of a wide footway and relatively straight street geometry, this is achievable wholly within the publicly maintained highway.

Parking
A standard parking space measures 2.4m x 4.8 metres which is sufficient for an average sized vehicle. Having measured the plans this appears just achievable within the space provided however the applicant should note that this space may not be desirable for larger cars due to the restricted space.

Capacity
The proposed extension to the dwelling would not be anticipated to generate a severe material increase in vehicular movements over that currently generated by the dwelling. Currently the dwelling is not awarded a parking provision, therefore the proposal provides a benefit in removing a vehicle from use of existing on street parking provisions.

Conclusion
In terms of Highways safety, the LHA does not consider that the proposal would result in a severe highways safety concern, in line with paragraph 116 of the National Planning Policy Framework (NPPF). Should the LPA be minded to approve the application, the following conditions and informative are advised.

Conditions
Access
No development shall be first occupied until the vehicular access serving the development has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety.

Car parking space (details approved)
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.

Construction plant and materials
No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.
Reason: To avoid undue congestion of the site and consequent obstruction to access.

Informative
Vehicle Crossover – Minor Highway Works
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:

Expiry: 7/5

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

Online applications can be made at the link below, alternatively please call 01243 642105.

https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/

Highways Response 1

Summary
West Sussex County Council was consulted previously on Highway Matters for this location under planning applications no. AWDM/ 0455/24 to which no objections were raised, subject to conditions. The applicant now proposes to make amendments to the approved design. The changes do not alter the ability for an average sized vehicle to park clear of the highway. However, the plans propose an alternative to the height of the boundary wall at the point of access onto Brighton Road, this was permitted at a height of 0.6m as per the condition outlined within the decision notice. The applicant is seeking for this to be permitted at 0.9m.

Comments
Previously the Local Highways Authority advised a condition securing pedestrian visibility
remained achievable at the site access, with the following condition

Pedestrian Visibility (details required)
No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2m at back into the site on the western boundary and 2m back x 2m along the frontage on the eastern have been provided either side of the proposed site vehicular access onto Brighton Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety.

This condition ensures that a driver navigating the access can maintain visibility of the pedestrians travelling along the adjoining footway to the north and west of the site. A drivers eye height whilst sitting in a car is approximately 0.6m from ground height in an average sized vehicle. The boundary wall being over this height may obstruct a driver from maintaining visibility of both pedestrians navigating the footway and of vehicles travelling along Brighton Road.

Given the proximity to the tactile pedestrian crossing, this provision should be maintained to a height of 0.6m or less to ensure that an oncoming pedestrian could be seen by an emerging vehicle. This may require the reduction in fence/wall height for these areas. The plans now show a 2m portion of wall either side of the access measuring 900mm which is in excess of this figure. There are a number of errors within the plan, therefore the LHA are seeking clarification of the proposed wall height at this point.

Expiry: 7/5

Conclusion
Please can the applicant confirm whether the 900mm measure is an error within the plan or if they are now proposing to raise the height of the boundary wall over the permitted height. As per the previous comments issued by the LHA under AWDM/ 0455/24, it is requested that the 2m section of wall is kept at a maximum height of 0.6m in both directions.

Once this additional information has been provided, please re consult.

Representations

None received.

Relevant Planning Policies

Adur Local Plan 2017 Policies 1, 2, 3, 15, 18, 19, 20, 22, 28, 31, 34, 35, 36 including 'Development Management Standard No. 1 Space Around Flats and Houses' and 'Development Management Standard No.2 Extensions and Alterations to Dwellings'.
National Planning Policy Framework (December 2024)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The proposal involves upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Residential amenity

The ground floor and first floor rear walls of the application site and its neighbours to the east, 24a and 24b are currently the same depth and clad in horizontal uPVC. It is proposed to replace the ground and first floor extensions. The new ground floor is 3.2 metres deep, 200mm greater than in the previous approval and 200mm greater than the existing extension. The first floor is 750mm deeper than the existing first floor. This is as approved. The first floor flat next door, 24b, has an almost full width window and door to its rear living room with balcony beyond. No significant impact will occur.

A rear terrace across the full width of the widened house is again proposed. It will overhang the ground floor extension at 2.2 metres in depth, 300mm deeper than approved last year and the drawings indicate 1.3 metres deeper than next door's terrace. Again, it is not considered that this extra depth will cause any significant harm to either flat next door. A 1.8 metre high obscurely glazed screen is shown for the eastern end dropping in height to 1100mm for the south and west elevations.

The two storey side extension is as approved other than a minor change to fenestration. The most southerly window in the west side is to be changed to a fixed pane.

Expiry: 7/5

The porch is as previously approved.

Visual amenity

It is considered that in terms of the terrace itself the hipped roof side extension with modest rear gable will integrate well. The use of off white cladding will tie in with the opposite end of this terrace. The sense of space between the site and 18A and B to the west will remain.

The changes to the boundary treatment for the front and side boundaries will ensure adequate visibility for cars. Deeper into the site along the west boundary, the new wall will be a little higher in places than the existing timber fence, but this will ensure privacy and security for the residents. Overall, the changes are considered to have an acceptable visual impact.

Highways

The highway authority is satisfied that in principle the revised vehicle access, parking and boundary wall details are safe. They have still asked for a pre-occupation condition to show worked up access drawings to be approved. Both the access and parking space must be created before the extended house is occupied.

They are satisfied with the submitted Construction Management Plan so there is require any further submission in this regard. The applicant has confirmed that the gate will be an electrically operated sliding gate with the mechanism located on the property side of the front boundary wall (behind the wall).

Flood Risk/Drainage

No objection to the proposal is raised by the EA. The Council's drainage consultant is also not concerned in terms of surface water drainage. Southern Water's comments are matters to be dealt with by SW via direct permissions from them. Relevant informatives are added.

Noise – future occupiers living conditions

The Council's environmental Health Officer has confirmed that the submitted acoustic report is satisfactory.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials as specified.
4. Details of access

Expiry: 7/5

5. Parking constructed before occupation and retained.
6. In accordance with CMP
7. In accordance with acoustic report
8. East side balcony screen level 3 min and erected before first use/retained.

Is recommendation contrary to letter(s) of representation? N

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Flood resilience EA advice.
3. SW sewer connection
4. SW Public sewer
5. X-over license
6. Parks and Foreshore permission

Case Officer:	MOK	Date: 15/5/25
Authorised by:	Peter Barnett	Date: 15 May 2025