Expiry: 4/6

Development Management - Delegated Officer Report

Application Number: AWDM/0455/24 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

Date of site visit: 24/5

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 and is clad in horizontal weatherboarding at first floor. It has a rear ground floor extension with 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 large side garden and smaller rear garden. It adjoins a public footpath to the beach on its west side and there are 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 parallel with the road is a shared surface with cyclists.

All 3 houses have first floor rear terraces and the back garden boundaries are relatively low.

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 follows on from a more ambitious 3 storey proposal approved in December 2021 which has not been implemented, see history below**.**

A two storey side extension is now proposed with a vehicle crossover and off street parking for one car in the frontage. At the rear the existing ground floor addition is to be rebuilt and the first floor extended in depth by 500mm with a slightly less deep but full width terrace beyond. The overall depth at first floor

will be little changed. A modest porch is also proposed. Existing materials are to be replicated in the extensions.

Relevant Planning History

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'.*

Council's Drainage Consultant – WSP: No objection on surface water drainage grounds.

Southern Water: 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.

National Highways: No objection

WSCC Highways:

Summary
The proposed seeks a 2-storey residential side extension at 24 Brighton Road, Lancing. The proposal also seeks the implementation of an access point to provide an off street car parking space.

Access
The Local Area Engineer has observed the new plans and advises that although the access is in close proximity to an existing tactile paved pedestrian crossing, there is sufficient space to facilitate a dropped crossing without exceeding the 6.4m total width. It has also been outlined that the surface of the driveway should not be constructed of any loose material/ shingle etc as additional spillage into the highway at this point would cause a danger to road users and could also cause damage to the highway.

The driveway is to be constructed from a permeable surface and currently is made up of gravel. This may result in material being dispersed onto the public highway affecting the surface of the road. The applicant should provide a gravel trap or area

of block paving, or other bound material, at the point of access onto Brighton Road (on land within the applicant's control; not within the publicly maintained highway) in order to prevent this.

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. 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.

Visibility
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.

In terms of pedestrian visibility, there is scope for this to be provided by ensuring no obstructions to visibility are placed/erected for 2m back into the site at the proposed new access on the western boundary and 2m back x 2m along the frontage on the eastern. Given the proximity to the tactile pedestrian crossing, this provision should be maintained to a height of 0.6m or less to ensure an oncoming pedestrian could be seen by an emerging vehicle. This may require the reduction in fence height for these areas.

Parking
A standard parking space measures 2.4 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 vehicles 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.

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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 115 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 (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) 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.

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.

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

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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Health:

'Previous condition regarding an acoustic scheme to protect occupiers from road noise is again recommended.'

Lancing Parish: No response.

Representations

None received.

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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 2023)
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 rear extension is to be rebuilt to the same depth as currently. The first floor will have an extra 500mm added to its depth with a shortened rear terrace beyond. The overall depth will not change from what it is presently. The proposed porch will adjoin the front door of the first floor flat at 24B Brighton Road.

No significant neighbour impact will occur.

Visual amenity

This proposal is a much more modest development than that approved in 2021.

In terms of the terrace itself the extensions will integrate well and not dramatically alter its appearance. The sense of space between the site and 18A and B to the west will remain.

The proposals are considered to have an acceptable visual impact overall.

Highways

The highway authority is satisfied that in principle the vehicle access and parking arrangement is safe. Details of visibility splays and surface for the parking space are subject to condition.

Flood Risk

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.

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Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing
4. Details of access
5. Pedestrian visibility details
6. Access constructed before first occupation
7. CMP details
8. Noise protection
9. Balcony screens
10. In accordance with FRA

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

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Parks and Foreshore consent
3. Vehicle Crossover – Minor Highway Works
4. SW sewer maybe on site
5. SW sewer connection permission
6. SW sewer on site

Case Officer:	MOK	Date: 4.6.24
Authorised by:	Peter Barnett	Date: 4 June 2024