Development Management - Delegated Officer Report

Application Number: AWDM/1288/20 Recommendation – Approve

Site: 42 Brighton Road, Lancing

Proposal: Demolition of existing bungalow and construction of 2 detached 4 bedroom dwellings over 3 storey's each with detached garages with associated landscaping works.

Date of site visit: 7 September 2020

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site comprises a bungalow on the south side of Brighton Road backing onto the beach. There is a steep drop in ground level at the rear before it rises up again towards the beach. There is existing vehicular access off Brighton Road and the front garden is raised adjacent to the highway and along the western boundary. The bungalow is set back from the road by over 40m.

There is another bungalow to the west and a two storey house to the east. There is a mix of one, two and three storey properties in the immediate area.

It is proposed to demolish the existing bungalow and to construct a pair of detached two storey houses (when viewed from Brighton Road) with a lower ground floor at the rear, resulting in three storeys at the rear. The houses will have rendered walls and a zinc pitched roof. At the rear the houses will step down with terraces at each level and large amounts of glazing to maximise the sea view. Each house will have a detached garage in the front garden and both dwellings will share the existing access.

Relevant Planning History

None

Consultations

West Sussex County Council: The **Highways Authority** has no objection subject to conditions to secure car and cycle parking and EV charging.
Access and Visibility
The applicant proposes to utilise the existing access for this development. There are no apparent visibility issues at the point of access onto Brighton Road. The LHA does not anticipate that this proposal would give rise to a material intensification of movements to or from the site. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing

access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The application form states that six car parking spaces are to be provided for this development. This includes two double car garages and an area of paved hardstanding. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least five car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient.

The applicant has not demonstrated the internal dimensions of the two double car garages. The LHA notes that double car garages must have internal dimensions of at least 6m x 6m, in order for them to be considered for parking provision The LHA requests the applicant to demonstrate this, in accordance with the guidance set out in Manual for Streets (MfS). This requirement can be secured by condition.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

From inspection of the plans, there is sufficient space within the private driveway for cars to turn and exit onto the maintained highway in a forward gear. The applicant has not demonstrated cycle parking provision. However, from inspection of the plans, there will be outbuildings to the rear of each plot that could be utilised for cycle storage. Additionally, if the garages meet MfS specifications, these too can be utilised for cycle storage. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking distance of shops, schools and other amenities. Cycling is a viable option in the area. The site is also well connected by public transport. Regular Coastliner services can be caught from bus stops on Brighton Road. Lancing Train Station is situated approximately 1km north of the site.

Adur and Worthing Councils: The **Engineer** has made the following comments:

Flood risk- The application is within flood zone 2/3, the site is not shown as being at risk from surface water flooding. The FRA submitted has incorrectly interpreted the product 4 data supplied by the Environment Agency. They have mistakenly interpreted flood depths as flood level to mAOD. Finished floor levels should be set a minimum of 300mm above 5.43mAOD not 300mm above 3.3mAOD. We would like to place a holding objection on the application until this is corrected.

The development should be controlled so as to ensure wider site levels are not varied as it is clear that the site currently provides some form of defence due to land levels. I would recommend a condition controlling levels is applied.

Surface water - it is not clear from the flood risk assessment how it is proposed to dispose of surface water. The hierarchy for sustainable drainage must be followed. If you are minded to approve this application please apply condition to ensure the site is adequately drained

Comments on amended plans: The FRA has been amended to take account of our previous comments. Sleeping accommodation is now not proposed at lower ground floor levels, and is only proposed above predicted flood levels. This is acceptable. Recommend condition.

Lancing Parish Council: No objection

Environment Agency: No objection

Southern Water: Requests usual informatives

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policies 2, 3, 15, 18, 20, 22, 28, 34, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
West Sussex 'Guidance on Parking at New Developments' and 'Parking Demand Calculator' (WSCC 2019)
National Planning Policy Framework (February 2019)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The proposal comprises 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 site and its surroundings.

Visual amenity

The proposed houses will sit comfortably within the site and will not appear as an overdevelopment. The site is large, measuring 100m from front to rear, and an intensification from a bungalow to a pair of detached dwellings works well in the street scene. The houses will be approximately 0.8m taller than the ridge of the existing bungalow and the same height taller than No.44 to the east, but they will be lower than the bungalow at No.40 to the west.

Amended plans have been received which show the introduction of a more traditional eaves detail as well as a lowering of the eaves height to bring them more in line with their neighbours to the east.

The buildings are set back from Brighton Road but will be prominent in views from the seafront walk. However, they are considered to be an acceptable addition within this line of dwellings and will not appear out of scale or character.

The plans also show an outbuilding within the rear garden of each property which are also considered to be acceptable additions, being no larger than that which could be built as permitted development.

The garages within the front gardens will sit forward of the houses, closer to the road, but still set back by about 16m. There are examples of buildings sitting forward of the main building line along this stretch, including at 48 Brighton Road to the east which sits closer, as do the dwellings further east. The garages are modestly sized, at 3.8m high, and will not appear unduly intrusive or harmful to the street scene and general character of the area.

Residential amenity – proposed occupiers

The development proposes a generous amount of accommodation with 4 bedrooms, sitting room, living room, gym and home cinema plus kitchen, dining, utility, dressing rooms, en suites and storage over 3 floors. External terraces and a large garden ensure that each house will have generous external amenity space too.

The dwellings will be far enough back from the road to not be adversely affected by traffic noise. At the rear, there are large amounts of glazing but the ability to open windows on both sides of the houses will help to provide cross ventilation to reduce overheating. The EHO has no concerns.

Residential amenity – existing residents

The front of the dwellings will sit further forward than the existing bungalows and will be in line with No.44 to the east, but will project beyond the front of No.40 by 4m. No.40, a bungalow, has a projecting element at the front, positioned furthest from the boundary with the site, which projects further than the proposed houses. It contains a number of windows as does the recessed front wall of the bungalow. No 40 is also angled towards the site. A daylight assessment was submitted with the application which has shown that there will be a minor impact to the sunlight on these windows of 40 Brighton Road. It concludes:

"*The … results for the large windows of 40 Brighton Road … show that currently only window 8 (*within the projection) *achieves over 25% annual probable sunlight hours. This is due to the north facing elevation (window 4) and window 7 (*within the projection*) being shaded by the house itself. There is little winter daylight to any of the windows. With the proposed development the sunlight to the windows will decrease by ~4% APSH and the winter sunlight levels will remain relatively unchanged*."

There is no adverse impact to the rear windows. The dwellings will project only marginally beyond the rear of No.44 to the east, and are set back from the rear of No.40 to the west. The drop in ground levels ensures that the first floor terrace is in line with the ground floor terrace at No. 44 with the ground and lower ground terraces projecting beyond the rear of the neighbouring dwellings but at a lower level, thereby ensuring no overlooking or loss of privacy.

The impact on existing residents is considered to be acceptable.

Parking and access

Both properties will have a usable garage for car and bicycle storage and each garage is to be fitted with Electric Vehicle Charging Points, in line with County guidance. Each house will have three parking spaces in total, which is sufficient.

The existing access has restricted visibility to the east but the Highways Authority is not concerned by the additional dwelling using the access as it is not considered to be an intensification of use. Consideration was given to relocating the access more centrally on the frontage but this has been prevented by the presence of a telegraph pole.

WSCC has not expressed any concern over highway safety or parking issues.

Flood Risk

The design of the buildings has been amended during the course of the application to remove sleeping accommodation from the lower ground floor. The Environment Agency has no objections on flood risk grounds.

Sustainable Design

The Design and Access Statement advises that ventilation will be controlled by a Heat Recovery system ensuring warm moist air being extracted heats fresh air being bought into the property.

Heating and hot water energy efficiencies are to be considered such as air source and ground source heat pump solutions. Ground source would need to be investigated for ground conditions to assess suitability.

Underfloor heating will be proposed throughout for an efficient use of the hot water temperature created. Smart interactive heating and hot water controls will give occupants geofencing capabilities, and smart technologies reducing their energy consumption.

All water supply fittings and appliances will be low water consumption and ensure that both properties never exceed 110 litres per person per day, in line with Policy 18 of the Local Plan.

Other minor sustainable measures are also referred to.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Car parking
4. Cycle parking
5. EV charging
6. Drainage
7. CMS
8. FRA
9. Removal of PD Class A, B
10. Levels
11. Balcony screens
12. Obscure glaze side windows
13. Landscaping

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

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.

Southern water

Demolition Notice

Case Officer: Peter Barnett Date: 16 October 2020

Authorised by: Gary Peck Date: 16 October 2020