Expiry Date – 13/2

Development Control – Delegated Officer Report

Application Number: AWDM/1921/17 Recommendation – Grant

Site: **156 Brighton Road, Lancing**

Proposal: **Redevelopment of the site to provide 2 no. semi-detached 4 bedroom, 3-storey properties including associated landscaping and garaging.**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 25/1/18

Site and Surroundings

This application relates to a two storey house on the south side of Brighton Road with a detached garage on its east side and parking space between. The property is occupied as two flats with No. 156a accessed from the rear. The house backs onto Widewater which is a saline lagoon, a secondary sea defence embankment and designated Site of Nature Conservation Importance, very popular with bird watchers. The site is on sloping land such that the house appears as a bungalow from the rear with a room in the roof. The rear garden then slopes down again to the water's edge.

The existing house is a painted and rendered property at ground floor and weather boarded at first floor and has a stepped access to the rear garden on the west side. It has a hipped pyramidal roof. Properties either side are similar with No. 158 extended at single storey level adjoining the site boundary and at the rear.

This area is predominately inter war suburban housing but has seen significant amounts of more modern and intensive infill on the south side of 3 storeys on the road side, two storeys at the rear, most recently at No. 152 which includes a strong central front gable feature taller than the main roof.

The site and coastal strip sit in Environment Agency flood zone 3. There is a bus stop outside the site and parking bays nearby. Brighton Road, the A259, is a busy and wide coastal road.

Proposal

Planning permission is sought to replace the existing house with 2, three storey houses from the front, 2 storeys from the rear.

The houses have very shallow hipped roofs, assymetrical and sail like, in their arrangement. They have projecting first floor front square bays above a partly recessed parking space with garage behind. The second floor has a slight recess in the front. At

the rear the houses have 1100mm deep projecting ground floor bays with enclosed balconies over.

The new houses sit slightly further back from the road than the existing house and have their main rear wall roughly in line with the rear wall of the conservatory on site, minus the balcony projections. Each includes side staircase access to the rear gardens with the building closer to the west boundary than at present.

The ground floor includes an entrance hall, integral garage, utility room and plant room. The first floor includes an open plan kitchen/living room with access onto a rear decked area and an ensuite bathroom and the second floor includes a master bedroom/en-suite with rear balcony and two smaller bedrooms. Tandem parking spaces in front of the garages are also shown. The garden is to be re landscaped to create a patio garden with steps down to a lawn just above lagoon level.

Proposed materials include BEA Cambridge Dark weathered brickwork, olive brown powder coated cladding for the projecting front and rear bays and fawn brown powder coated aluminium for the windows, fascias and soffits. PV's are proposed on the roof.

The property is not in a conservation area and is not listed.

Relevant Planning History

None.

Consultations

Environment Agency

*'We have **no objections** to the proposed development, as submitted.*

Flood risk
The site is located within tidal Flood Zone 3 of our Flood Map. This indicates land with a high probability (1 in 200 year) of flooding from the sea, in accordance with the national Planning Practice Guidance (PPG) (ref. 7-065-20140306). With regards to the safety of residents from tidal flooding, although introducing a new unit within Flood Zone 3, the proposed redevelopment provides a betterment over the existing situation. The proposals avoid habitable accommodation at ground floor, and provide safe refuge and sleeping accommodation at second floor, above the 1 in 200 year tidal flood level (the design flood event) including an allowance for climate change.

Flood resilience/ resistance

The FRA establishes several recommendations for flood resilience measures at chapter 7. Ensuring new development in flood risk areas is appropriately flood resilient and resistant is required by paragraph 103 of the National Planning Policy Framework. We recommend that you consult with your building regulations department on the suitability of these measures and whether it would be appropriate to secure any of these by way of condition. We recommend reading the following guidance:

'Improving the flood resilience of new buildings'
'Prepare your property for flooding: A guide for householders and small businesses'

Flood warning and evacuation plan
During a tidal design flood event, external depths would likely preclude safe access and egress and the residents of the dwellings would therefore be reliant on either prior warning and evacuation or on internal safe refuge.
Proposed flood warning and evacuation procedures are covered at section 7.5 of the FRA.
In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities (LPAs) to formally consider the emergency planning and rescue implications of new development in making their decisions.
The PPG states that LPAs should consult their emergency planning staff to ensure evacuation plans are suitable through appropriate planning conditions (Ref. 7-054-20150415).
We therefore recommend seeking comments from the relevant emergency planners. Please note that it is not our role to assess the detail of flood evacuation or emergency plans. 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.'

Southern Water

'Southern Water requires a formal application for any new connection to the public foul and surface water sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

"A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order
a Adequate soakaway or infiltration system
b Water course
c Where neither of the above is practicable sewer

Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the

number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk''.

Council's Drainage Engineer:

I confirm I am happy with the revised FRA.
Condition should read " Surface water drainage as per para 1.7 of the FRA" or similar.
Highways

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application seeks the redevelopment of 156 Brighton Road, Lancing to provide 2 x semi-detached 4 bedroom, 3-storey properties including associated landscaping and garaging.

The site is sustainably located within walking and cycling distance to a range of public services, amenities and employment options. Rail and bus links are realistic travel options for longer trips.

Each dwelling will be provided two off street car parking spaces. They will be in a tandem format, one of which will be garaged.

The garage spaces would be considered appropriately sized to accommodate a vehicle and cycles.

The resultant frontage hardstanding will measure 5.2 metres in length; given these spaces will front the garages it would be advised the garage doors are not up-and-over operating. The exact details of garage door opening can be secured via planning condition. Alternatively the garages should be made shorter so that a 6.0 metre frontage hardstanding space can be provided.

A new dropped crossing will be required to facilitate access to the eastern plot. These access works must be implemented under licence to a specification obtained from WSCC Highways.

Access arrangement onto Brighton Road would be similar to that of many dwellings on the southern side of Brighton Road.

The Local Highways Authority does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National

Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

Conditions

Access
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.
Reason: In the interests of road safety.

Car parking space
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

Garages
The garage buildings shall be used only as private domestic garages for the parking of vehicles and cycle incidental to the use of the properties as dwellings and for no other purposes.
Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety and to provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Garage Door
Prior to the commencement of the development hereby permitted, details of the door opening mechanism for the garage shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the garage door shall be operated in accordance with the approved details.
Reason: In the interests of highway safety and to provide adequate car-parking space for the use

Informative Note

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 goes not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

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

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Waste Services Manager – '*This one is fine - they are using standard bins that will be stored to the side of the property. They will need to be brought to the front for collection.'*

Environmental Health

'I refer to the above planning application and make the following comments;

1. Concern is raised over the potential for noise to be a serious consideration to residents of the new dwellings when assessing loss of amenity due to their close proximity to a busy road (A259).

DEFRA Road noise maps indicate that the night time noise level is 55-59dB which exceeds the WHO Community guideline of 45dB at the facade. The maps also suggest a day time noise level of around 60-64dB at the facade, which when estimated inside with a partially open window gives a lowest and best case scenario of 45dB which exceeds the WHO guidelines of 35dB inside the dwelling. Additionally the maps suggest the outdoor amenity space is 55-59 dB which again exceeds the WHO guidelines of 50dB.

Noise from the adjacent road will need to be measured and assessed against standards to establish the potential for loss of amenities. I would request that a condition be attached to any permission granted and I would suggest the possible wording below as it is likely that significant mitigation will be required to ensure noise does not affect the residential amenity of any future occupiers.

"Construction work shall not commence until a scheme for protecting the proposed noise sensitive development from noise from the road has been submitted to and approved by the local planning authority. All works, which form part of the scheme, shall be completed before any part of the noise sensitive development is occupied. The scheme shall achieve the indoor ambient noise levels for dwellings specified in BS8233:2014 and have regard to the principles contained within the World Health Organisation community noise guidelines. Following approval and completion of the scheme, a competent person employed by the developer shall undertake a test to demonstrate that the attenuation measures proposed in the scheme meet the specified levels."

2. As this site is in very close proximity to existing residential dwellings I have concerns about the resulting noise and dust associated with the demolition and construction works affecting nearby residents. I would recommend the following conditions.

All works of demolition and construction, including the use of plant and machinery and any deliveries or collections necessary for implementation of this consent shall be limited to the following times.
Monday - Friday
08:00 18:00 Hours

Saturday 09:00 13:00 Hours
Sundays and Bank Holidays no work permitted.

Construction work shall not commence until a scheme for the protection of the existing neighbouring properties from dust has been submitted to and approved by the local planning authority. The scheme as approved shall be operated at all times during the demolition and construction phases of the development.'

Council's Emergency Planner - '*I raise no objections to this planning application. The area is covered by a multi agency flood plan which is a management documents for all responders in the event of a flood. I have no historical evidence to suggest this location is at specific risk other than the flood zone designation.'*

Building Control – content with FRA.

Representations

No letters from neighbours received.

Lancing Parish Council: No objection.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2012
Adur Local Plan 2017 Policies 1, 2, 3, 13, 15, 18, 20, 22, 31, 34, 35 and 36 including Development Management Standard No. 1 – Space around New Dwellings and Flats.

Planning Assessment

Principle

The proposal constitutes infilling within the built up area of Lancing and can be supported in principle under policy 2 of the Local Plan subject to compliance with other policies.

Government Planning Policy within the National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of a presumption in favour of sustainable development (paragraph 49), which is defined as having three strands:

- an economic role, contributing to a strong economy and supporting economic growth;
- a social role, providing a supply of housing to meet current and future needs and creating a high quality built environment with accessible local services; and
- an environmental role, contributing to protecting and enhancing the natural, built and historic environment.
-

The new Local Plan does not demonstrate a 5 year supply of deliverable housing land against Objectively Assessed Need as required in the National Planning Policy

Framework and allied Practice Guidance. In such circumstances paragraph 14 of the NPPF states that unless the proposal is at variance with its restrictive development policies, it should be approved unless the harm caused significantly and demonstrably outweighs the benefits when assessed against the NPPF overall.

Policy 15 looks for new development to be of a high architectural quality and to respect and enhance the character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. Development should not have an unneighbourly effect on the residential amenity of existing dwellings and should provide an adequate standard of amenity for future residents. Drainage, access, parking and servicing arrangements must be acceptable.

Visual amenity

The eaves height of the building is greater than those around it but the overall height is considerably lower than other recent developments. There is a diverse mix of three storey redevelopments along this stretch of Brighton Road and the more recent infills of paired three storey houses have tended to include a prominent central gable detail. The proposed scheme does not include this detail but is reminiscent of other infills in the street. It is considered that the design of the building is acceptable in this location.

To the rear is a local nature reserve, Widewater, where original houses which back onto it generally appear single storey, some with rooms in the roof. Recent redevelopments, including at No. 152, are fully two storeys at the rear and include a supporting solid patio wall half way down the length of the garden, as in this case, to include a garden store. Again it is considered that the scale and design of the rear elevation will sit sympathetically alongside Widewater.

Residential amenity – the living conditions of future occupiers

The proposed dwellings would each have an internal floor area of approximately 130 square metres (not including the integral garage and plant room) which meets the minimum floor area for a 4-bedroom 3 storey dwelling stipulated in the Government's Technical Housing Standards. The proposed dwellings would each be provided with a rear garden sloping down in terraces to the edge of Widewater Lagoon, having an overall depth of 11 metres and an area of approximately 75 square metres. This falls short of the minimum garden area of 100 square metres required for a large semi-detached dwelling in the Council's Development Control Standard No.1 but is adequate in the circumstances, bearing in mind the quality of the space and the rear balconies. However PD rights should be withdrawn to prevent further unacceptable erosion of amenity space.

Bedrooms in the properties would be exposed to traffic noise from busy Brighton Rd and in line with the Environmental Health Officer's recommendation a suitable condition to secure effective noise mitigation is required.

In general, however, it is considered the proposed dwellings are well laid out and would provide a good standard of family accommodation.

Residential amenity – effect on the amenities of neighbouring occupiers

Adequate distance between the east flank wall of the proposed dwellings and the flank of No. 158 is maintained as 158 has a double width parking space adjoining the shared boundary and a single storey side and rear extensions. Side windows will continue to receive adequate light. No. 158 has also recently been refused planning permission to redevelop their plot with two houses. A revised scheme is anticipated.

No. 154, to the west, is a two storey house similar to the current application property which has been converted into two flats. It has a side staircase adjoining the common boundary and has an entrance to the upper flat in the side wall together with two windows, one of which is in a rear extension with rear view too, the other is obscurely glazed. At ground floor there is a lean to structure on to the boundary under the staircase. The proposed building will have a main rear wall in line with the single storey rear extension at 154, with the enclosed balconies projecting 1100mm beyond this. Being to the east of 154 little significant impact will result. Side windows in the proposed houses are shown to be obscurely glazed and this will be conditioned. There are windows in the side walls of the existing property.

The site's ground level is to be raised at the rear by 250mm to satisfy the potential flood risk. The applicant would also then like to increase the height of the decked area by a further 250mm to achieve a level flush with rear internal floor level. The applicant advises this is a 460mm increase in ground level over neighbours. The effect of such is that a typical 1.8 metre high boundary fence will appear as 2.265 metres in height when viewed from neighbouring gardens. This is only marginally above the height of a 2 metre fence which can be erected under PD and should not lead to harm. Fencing is reserved by condition.

Accessibility and parking

The site enjoys reasonable accessibility. Each dwelling would be provided with 2 tandem parking spaces (one garage, one open) similar to many other recently approved developments here with no on site turning facility. The Highway Authority raises no objection to this arrangement but given the reduced depth of the forecourt they would look for the garage not to have an outward opening or up and over door to ensure a car parked off street does not overhang the pavement. A suitable condition is proposed. Cycle parking can be accommodated within the integral garage.

Other environment issues- Flood risk/ecology

The Council's drainage engineer has confirmed he is satisfied with the revised surface water drainage proposal. The ecology of Widewater does not appear to be under any threat from this development.

The flood risk assessment is satisfactory to the Environment Agency. A condition requiring compliance is recommended. The emergency planner has considered the FRA and the contingency in the event of a tidal flood and is satisfied, as are Building Control officers.

Recommendation APPROVE subject to the following conditions:

1. Approved Plans
2. 3 years
3. Samples of materials
4. Details of landscaping
5. Details of fencing
6. Surface water drainage in accordance with revised scheme received 14/3/18
7. In accordance with FRA received 21.12.17
8. Details of scheme to deal with road noise
9. Construction Management Plan details
10 Construction hours
11. No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.
12. 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.
13. The garage buildings shall be used only as private domestic garages for the parking of vehicles and cycle incidental to the use of the properties as dwellings and for no other purposes.
14. Prior to the commencement of the development hereby permitted, details of the door opening mechanism for the garage shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the garage door shall be operated in accordance with the approved details.
15. All side windows shall on installation be obscurely glazed and non-opening below 1.7 metres and retained as such thereafter.
16. No new windows
17. PD for extensions/outbuildings removed

Informative

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. SW license for connection to public sewerage system
3. SW contact regarding nearby sewers etc.
4. Vehicle crossover license

Is recommendation contrary to any representations? No.

Case Officer signed: MOK Date: 1.5.18

Authorised and signed by: Peter Barnett Date: 1 May 2018