Expires 10/12/07.

# Development Control – Delegated Officer Report

**Application Number: ADC/0630/07** **Recommendation – Refuse Application**

**Site:** **68a Old Shoreham Road Lancing West Sussex BN15 0QZ**

**Proposal:** **Conversion of garage to lounge with proposed new bay window**

## The Application

The application site is a detached chalet bungalow located on the south side of Old Shoreham Road (A27), Lancing. The property was originally built as a garage to No.68 in 1992 and converted into a two bedroom dwelling under SU/76/96/TP. This approval was granted following amendments to the previously refused application SU/40/96/TP which proposed a similar conversion. This application was refused on the grounds of being un-neighbourly development, of causing highway safety due to the increased use of an existing access point to the A27, and due to inadequate parking and turning facilities. The approved revision included a single access point onto a side/slip road, a new attached garage for No.68 and an integral garage to the new dwelling, No.68a.
This application seeks permission to convert the integral garage to No.68a into a lounge with a bay window to the front.

## Consultations and Representations

### Third Parties

Lancing Parish Council Object on the grounds that there is limited street parking to cater for the proposal.

### Contributors

No representations have been received.

## Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved until adoption of the new Adur Development Plan): AG1, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPG13 'Transport' (DTLR 2001)

## Planning Assessment

***Policies***

Structure Plan policies seek to protect, and where possible, enhance the character and distinctiveness of an area, requiring high standards of design, layout and construction (DEV1). Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems (DEV). PPG13 requires local authorities to set maximum parking standards, designed to be used as part of a package of measures to promote sustainable transport choices. It also states that local authorities should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances.

***Parking and Access***

The key concern is with regard to the level of parking provision that will be resultant of this conversion. The original application (SU/40/96/TP: Refused) provided for a new garage to No.68 and three hardstanding spaces to the front. Under the adopted parking standards of the time it was required that five parking should be provided, two for the conversion, three for the original house. As the available hardstanding space was only capable of holding three vehicles the revised application included an integral garage into No.68a to attain the requisite spaces.

In the intervening years the garage to No.68 has been converted into a separate room. The conversion of No.68's garage will thus leave only the three cramped hardstanding spaces to serve a two bedroom bungalow and four bedroom house. The Council's parking standards state that a maximum of five spaces should be provided for these dwellings.

Given the location of the site within a lay-by off the busy A27 it is not considered sufficient to consider street parking in the limited lay-by close to the A27 as acceptable. It is noted that the other five properties in the lay-by all have side garages and substantial driveways or hardstandings capable of holding 2 plus cars off-street. Although limited on-street parking does already exist within the lay-by, additional parking prompted by the acceptance of this application would serve to jeopardise the safety of vehicles entering and exiting the fast moving traffic along the A27.

Therefore, notwithstanding the requirements of PPG13, allowing this dwelling to effectively operate only one parking space on the shared hardstanding would be contrary to the requirement of Structure Plan policy DEV5 to avoid parking induced environmental and safety problems.

## Recommendation

REFUSE on ground that :-

7BR: remove '... and the ADLP (AT12)'

Case Officer:.....

Date: 19/11/07