WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keefe
FROM:	Highways, WSCC
DATE:	13/12/2018
LOCATION:	Stanmore, 148, Crabtree Lane, Lancing, BN15 9NN
SUBJECT:	AWDM/1827/18 Amended resubmission of approved AWDM/1108/18 (Rear single storey extension to North elevation, single storey garage to East elevation, re use of vehicular access on Crabtree Lane (removal of part of fence)) to enable change from dummy mansard roof on attached garage to pitched roof.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

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.

This proposal is for the amendment of approved AWDM/1108/18 to amend the roof of the proposed garage to a pitched roof.

Access and visibility

The site is located on Crabtree Lane, a C-classified residential road subject to a speed limit of 30mph. The site is currently served by a vehicular crossover (VCO) onto Greet Lane, an unclassified residential road subject to a speed limit of 30mph. The applicant proposes to reinstate the use of the VCO to the front of the property, onto Crabtree Lane. Local mapping indicates that whilst the site frontage was fenced off, the kerb in this location was not re-instated. Whilst this area is subject to a policy that a second access would not be granted without the closing off of the existing access, this site has historically been served by two accesses. As such, the Local Area Engineer has confirmed that he could not insist on the closing off of the access onto Greet Lane.

Vehicular visibility splays for the proposed access have not been provided by the applicant; however local mapping indicates that vehicular visibility appears sufficient for a 30mph road. In addition to this, splays are wholly maintainable within the public highway. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore the re-instatement of the former access point onto Crabtree Lane is not anticipated to exacerbate an existing safety concern.

Parking and turning

An existing site plan has not been provided, although local mapping indicates that off-street parking for 2 vehicles is currently provided on site. The proposed plans indicate that a single garage will be constructed on site. In order for the garage to be counted towards parking provision, the garage must

meet minimum *internal* dimensions of 3 x 6m as set out in Manual for Streets (MfS). Due to the position of the existing window of bedroom 3, the required internal dimensions are not achievable and therefore the proposed garage cannot be counted towards the parking provision. The WSCC car parking demand calculator expects that a minimum of one parking space will be required for a dwelling of this size and location. There appears to be sufficient space on the site frontage to enable off-street parking for at least one vehicle. However, the LPA may wish to consider the potential impact of any overspill parking on-street from an amenity point of view.

A turn on site would be preferred however clearly there is insufficient space to accommodate this. Mapping indicates that neighbouring properties have similar arrangements without evidence of safety concern.

Conclusion

The Local Highway Authority (LHA) does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Nicola Fry
West Sussex County Council – Planning Services