Expiry Date - 08/09/2010

Development Control – Delegated Officer Report

Application Number: ADC/0241/10 **Recommendation – Permit Application**

Site: **189 Brighton Road Lancing West Sussex BN15 8JB**

Proposal: **Excavation of existing front garden for new driveway and parking for one car**

The Application

The application property is a small detached bungalow located on the north side of Brighton Road, close to the junction with Kings Road, which is presently undergoing major renovation/rebuild works. The dwelling sits above the road level with the front garden secured by a 1.2m high retaining wall and accessed by a set of steps on the west side of the garden.

There is presently no vehicular access to the dwelling and it is proposed to demolish the retaining wall and excavate the front garden completely to form a new paved hardstanding for the parking of one vehicle, measuring approximately 4.5m deep and 6.5m wide. An existing vehicular crossover serving the adjacent driveway at 191 Brighton Road is to be extended across the front of the site to facilitate access.

The existing steps are to be rebuilt with a less steep rise and a new retaining wall is to be constructed around the front of the dwelling, along the back edge and western side of the parking area.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objections. Some concern was expressed about the lack of a turn-on-site onto the A259 but other accesses have operated without a history of accidents in the area.

A condition should be imposed to ensure that surface water does not drain onto the publicly maintainable highway and the applicant should also be advised that the parking area must be constructed with a bound material to ensure loose debris is not dragged onto the carriageway in this location.

Lancing Parish Council – No objections

Third Parties

No representations received

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993 – 2006 (ADC 1996): AG1, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPS1 'Delivering Sustainable Development (ODPM 2005)
Manual for Streets (DCLG 2007)

Planning Assessment

Policies

Policy AH7 refers to residential extensions but the principles are the same when considering extensions to non-residential buildings. It states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general. The proportion of the garden area taken up by a proposal should not be excessive.

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design. It is directed to all those with a part to play in the planning, design, approval or adoption of new residential streets and modifications to existing residential streets.

The level of parking provision and its location has a key influence on the form and quality of a development and the choices people make in how they travel. The way cars are parked is a key factor for many issues such as visual quality street activity, interaction between residents and safety. Parking can be provided on or off the street. Off street parking includes parking within a curtilage (on plot) or in off street parking areas (off plot.) Reduced on street parking can remove road safety problems and allow pedestrians to cross with adequate visibility.

PPG13 states that LPAs should give priority to people over ease of traffic movement and provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses.

Visual amenity and character

The proposal will result in the loss of the front garden of the property and its replacement with a hard surface. The level of the land is also being lowered in front of the dwelling. This will have some visual impact when viewed from the street but it is not considered to be detrimental to the surrounding area. The dwelling will not have a garden of any significant size as the building is positioned close to all boundaries. However, the loss of the front garden is not considered to worsen this situation to any great extent as its limited size and position adjacent to a busy road was unlikely to have provided any significant amenity value.

Residential amenity

The proposal will not have a significant effect on neighbouring amenity. The excavation and parking of cars in front of the dwelling will not cause any likely disturbance to adjoining residents.

Access and Parking

The County Transport Planning Officer has no objections to the proposal on highway safety grounds. While a turn-on-site facility would have been desirable, in view of other similar accesses in the vicinity, an objection on this ground would not be sustainable.

Recommendation

APPROVE for reason that:-

1PPii

Subject to:

1. C1Ci
2. C9Ai
3. This permission relates to the following approved plans date stamped received 14 July 2010
   Location and Block Plan (drawing no. 1014 AL (0-)01), Proposed Plan (drawing no. 1014 AL (0-)11), Existing and Proposed Front Elevations and Stair Sections (drawing no. 1014 AL (0-)12)
   Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer Peter Barnett Date 23 August 2010 24/8