Expiry Date - 07/02/2011

Development Control – Delegated Officer Report

Application Number: ADC/0480/10 **Recommendation – Permit Application**

Site: **24 Upper Brighton Road Lancing West Sussex BN15 0JF**

Proposal: **Single-storey side extension (with false pitched-roof) and vehicular access**

The Application

The application property is a semi detached dwelling on the north side of the A27 on the corner of First Avenue. It has an existing flat roofed rear extension and side conservatory with a close board fence running along the side boundary with First Avenue.

Permission is sought to construct a false pitched roof over the existing extension with a lantern rooflight installed in the flat roof behind. The conservatory is to be removed and the extension extended to the side, wrapping around the north west (rear) corner of the dwelling to a width of 2.8m.

The application also proposes the construction of a new vehicular access from First Avenue with a new parking and turning area in front of the side extension.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objections. From an inspection of the submitted plans the new access would not be anticipated to have a negative impact on highway safety in this location. The access would also allow a vehicle to park off-street, although an on street space would be removed.

Lancing Parish Council – No objection

Third Parties

No representations received

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7
Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPG13 'Transport' (DTLR 2001)
Manual for Streets (DCLG 2007)

Planning Assessment

Policies

Policy AG1 of the Local Plan states that development within the built-up area of the District will be permitted provided that it does not detract from the existing local urban environment.

Policy AH7 of the Local Plan 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.

Visual amenity and character

Much of the extension will be screened behind the boundary fence and only the dummy pitched roof will appear above it. The new access will open views into the site but it is not considered that it will have a harmful visual impact in the street scene.

Residential amenity

The extension is at the side of the dwelling furthest from its attached neighbour and will have no impact on the residential amenities of neighbouring occupiers. The proposed dummy pitch will be hipped away from the boundary with the attached No. 22 and will not adversely affect the light or outlook currently enjoyed by that property.

Access and Parking

This section of First Avenue contains a number of crossovers and also has some on street parking. The formation of the access would not have an adverse impact on highway safety and the County Transport Planning Officer has no highway objection to the proposal.

Recommendation

APPROVE for reason that :-

1PPii

Subject to

1. C1Ci
2. C9Ai
3. C12Ei
4. The development hereby permitted shall be carried out in accordance with the following approved plans date stamped received 13 December 2010:
   Drawing No. 01 AD-132 (Proposed Location Plan, Block Plan, Section, Floor Plans and Elevations)
   Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer Peter Barnett Date 1 February 2011