Expiry Date – 20/8, EOT to 27/8

Development Control – Delegated Officer Report

Application Number: AWDM/1199/21 Recommendation – Grant

Site: 89 Crabtree Lane, Lancing

Proposal: **Conversion of existing outbuildings attached to the dwelling to form a bedroom/study with en suite with new flat roof.**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: photos/Google

Site and Surroundings

This property is two storeys in a terrace of 4 and sits on the south side of Crabtree Lane and Lancing Close. Formerly retail at ground floor it is now a dwelling, see L/105/94. In fact only the adjoining property to the west has a retail use at ground floor, a butchers. Nos. 97 to 101 are now 2 dwellings also.

The property has a low picket fence around its front and side boundaries. There is an opening in the fence on Lancing Close but no drop kerb. It would appear parking is taking place on the hardsurfacing within the frontage, see photos.

Additions on the Lancing Close pavement edge at the side/rear garden have a mix of roof forms.

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

Proposal

Existing pitched and flat roofed side/rear additions are to be upgraded with new internal walls and a flat roof and converted into a bedroom/study with en-suite accessed from within the house and also potentially separately through a side gate and rear door.

The footprint doesn't change. The new flat roof has a maximum height of 3 metres.

Relevant Planning History

L/105/94 – Alterations to convert shop to form part of dwellinghouse. Refused and allowed on appeal.

L/56/92 – Change of use of part of ground floor living accommodation to form part of shop. Granted

Consultations

Health: No objection.

Lancing Parish: No objection.

Highways:

'The proposed seeks the conversion of existing outbuildings attached to the dwelling (89 Crabtree Lane Lancing) to form a bedroom/study with en suite with new flat roof. The purposed also includes a dropped crossing provision to facilitate off street car parking on an area of land already laid with existing paving.

No highways concerns would be raised to the proposed conversion works. It would not be anticipated that these works would result in any significant increase in parking demand or vehicular activity being associated with the site.

The proposed dropped crossing will be located on Lancing Close, an unclassified residential road subject to a 30 mph speed limit. The dropped crossing will be located 10 metres away from the established priority junction with Crabtree Lane.
The existing low-level picket style boundary fences will be retained. This will ensure maximum achievable vehicular visibility is provided at this access point. It would be beneficial if this level of visibility can be secured in perpetuity via a suitably worded planning condition.

The dropped crossing must be implemented under licence to a specification obtained from WSCC Highways.

The Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts 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.

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

Conditions
Access (Access to be provided prior to first occupation)
The use of the hardstanding area shall not commence for the parking of vehicles until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled C851PC/HP/03.
Reason: In the interests of road safety.

Visibility (details required)
The use of the hardstanding area shall not commence for the parking of vehicles until visibility splays of 2.4 x maximum achievable have been provided at the proposed site vehicular access onto Lancing Close in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the

splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety.

Informative
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 does not guarantee that a vehicle crossover licence 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-applicationform/

Representations

None received.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2021
Adur Local Plan 2017 Policies 1, 2 and 15 including 'Development Management Standard No. 2 Extensions and Alterations to Dwellings'.
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The principle of development can be supported as it upgrades a dwelling within the built up area boundary. For consideration is the impact of the proposals on the character and appearance of the area and the impacts of the development on neighbour amenity.

Character

The existing additions are up to the pavement edge and have a mix of roof form and roof materials. The proposed remodelling will not be harmful to local character.

The floorspace is shown to be ancillary to the parent building. There is potential to self contain it but this would create a substandard unit of accommodation. Therefore a condition limiting it to ancillary use is recommended.

Neighbour amenity

The works are on the outside edge of the property away from the adjoining neighbour. The works will not cause visual harm or to passing pedestrians.

Highways

A dropped kerb is proposed on the Lancing Close frontage close to the junction with Crabtree Lane. Hardsurfacing within the frontage already appears to be in use for parking purposes. The position of the proposed crossover is acceptable to the Highway Authority so long as adequate visibility splays are provided and maintained. These are conditioned.

As this is an extension to an existing dwelling only it is not considered necessary to require the crossover or parking to be created before it is built or occupied. However, if the applicant wishes to use the forecourt for parking purposes a crossover must be created in accordance with this permission and the conditions attached.

Recommendation APPROVE subject to the following conditions:

1. *Approved Plans*
2. *3 years*
3. *Matching materials*
4. *Ancillary only*
5. *Access*
6. *Visibility splays*

Informative

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. *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 does not guarantee that a vehicle crossover licence 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-cr ossovers-for-driveways-licence/*
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Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 24/8/21
Authorised and signed by:	Peter Barnett	Date: 24 August 2021