Expiry Date - 06/10/2010

# Development Control – Delegated Officer Report

**Application Number: ADC/0299/10** **Recommendation – Permit Application**

**Site:** **108 Upper Brighton Road Sompting Lancing West Sussex**

**Proposal:** **Vehicular access at front and single-storey rear extension**

## The Application

The application property is a semi detached bungalow on the north side of the A27, close to the Hillbarn garage junction. It is proposed to construct a flat roofed rear extension measuring 4.3m deep and 2.8m high across the full width of the rear of the dwelling.

It is also proposed to form a vehicular access at the front onto the A27 with a parking and turning area in the front garden.

## Consultations and Representations

### Consultations/Comments

**Highways Agency** – Advise that the revised design would allow for a single vehicle to enter and exit the driveway in forward gear and have no objection subject to conditions to secure the provision of the turning area.

### Third Parties

No representations received

## Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPG13 'Transport' (DTLR 2001)
PPS3 'Housing' (DCLG 2006)
Manual For Streets (DCLG 2007)

## Planning Assessment

***Policies***

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.

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.

The Government places great emphasis on people being able to travel safely whatever their chosen mode. The planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads.

**Visual amenity and character**

The rear extension is deeper than would normally be considered acceptable for a semi detached dwelling. However, the attached neighbour and several other dwellings in the vicinity have rear extensions and it is not considered that it would be unduly out of character. It will not be seen from a public viewpoint and will have no impact on the street scene.

**Residential amenity**

The extension, at 4.3m depth, has the potential to have a harmful impact on residential amenity. However, the attached neighbour has an existing rear extension and the proposal will not therefore project more than 1.1m beyond the back of that extension and will therefore not cause any loss of light or outlook. To the east, the neighbouring dwelling also has a rear extension and

there is a reasonable separation between dwellings to prevent any loss of amenity.

**Parking and access**

The proposed access will be 4.5m wide and the proposal has been amended following initial comments received from the Highway Agency to provide more space for a turn-on-site. This will involve the demolition of a 0.9m high block wall on the eastern side of the garden (which is not the boundary wall but which marks a boundary to a shared path with the neighbour). Vehicles will now be able to turn within the front garden of No.108 but with a slight incursion over the shared path. While it will be a restricted area, a vehicle would be able to manoeuvre to ensure that it could exit in forward gear and, on this basis, the Highway Agency has no objection.

There are a number of vehicular accesses on to the A27 and the proposal would not be out of character.

## Recommendation

APPROVE for reason that:-

1PPii

Subject to:

1. C1Ci
2. C12Ei
3. The access shall not be brought into use until the completion of the drive and turning head. This shall include the following works: The parking and turning area should be paved; the existing boundary wall on the east side of the property is demolished; the access is widened by demolishing both the front wall at the east side of the access, and an additional metre of the front wall to the west of the access; the footpath crossing and dropped kerb to be widened to the width of the site access (approximately 4.5 metres) Reason: - To ensure that a single vehicle can enter and exit the site in a forward gear and to ensure that detritus does not enter the trunk road from the site.
4. No development shall take place until details of surfacing and drainage of the drive and turning head has been submitted to and approved in writing by the local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The development shall be carried out in accordance with the approved details. Reason: In the interests of road safety to ensure that water and detritus do not enter the trunk road from the site.
5. This permission relates to the following approved plans:
   Drawing No. JW/10/056 (Location Plan, Block Plan, proposed Elevations and Floor Plan, but not including the Hardstanding and Vehicle Access Plan) date stamped received 11 August 2010

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Amended Hardstanding and Vehicle Access Plan date stamped received 21 December 2011
Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer Hannah Barker Date 15 March 2011