Expiry Date – 30/1

Development Control – Delegated Officer Report

Application Number: AWDM/1827/18 Recommendation – Grant

Site: **Stanmore, 148 Crabtree Lane, Lancing**

Proposal: **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.**

Neighbours checked: Y

Additional neighbour notifications: Y

Date of Site Visit: 17.9.18

Site and Surroundings

This application relates to a detached bungalow on the north side of Crabtree Lane and junction of Greet Road. The bungalow has a large side and rear garden and has a detached garage in the rear garden accessed off Greet Road. There is separate vehicle access and parking off Crabtree Lane.

The bungalow is white painted render on a red brick plinth. It is not in a conservation area and is not listed. Internal floor level is two steps up from garden level.

Proposal

Planning permission was granted last Autumn for a flat roofed rear extension measuring 4.8 metres in depth. Also approved was a garage on the east side adjoining Greet Road measuring 2.5 metres in width, 4.9 metres deep and 3.495 to ridge. It is now proposed with a pitched roof to match the front gable detail with a maximum height of 4.736 metres. The eaves height remains as the existing bungalow.

Relevant Planning History

AWDM/1108/18 - Rear single storey extension to north elevation, single storey garage to East elevation. Granted 20.9.18

Consultations

Highways:

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. The Local Highway Authority (LHA) does Mapping indicates that neighbouring properties have similar arrangements without evidence of safety concern.

Conclusion
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.

Representations

None received.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2018
Adur Local Plan 2017 Policies 1, 2 and 15 including 'Development Management Standard No. 2 Extensions and Alterations to Dwellings'.

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, impacts of the development on neighbour amenity and the highway network.

Neighbour amenity

The only revision to the scheme approved in September of last year is the addition of a pitched roof to the garage. The garage sits on the eastern side of the bungalow away from any neighbouring houses. The alteration to the roof will not result in any harm to neighbour amenity.

Streetscene.

The proposed garage is on the east side of the house with access from Crabtree Lane via an existing drop kerb which is in use by the applicant already.

2.5 metres is left to the side boundary. The new garage roof will have a ridge height to match the gabled front bay but the new roof is hipped in three directions to minimise its bulk. It is considered that with the space retained to the side boundary the extra height proposed will not significantly impact on this open corner or cause real harm to the character of the streetscene.

Recommendation APPROVE subject to the following conditions:

1. Approved Plans
2. 3 years
3. Materials to Match
4. Side kitchen window obscure and fanlight opening only.

Informative

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.

Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 11.1.19
Authorised and signed by:	Peter Barnett	Date: 11 January 2019