~~RE: 8/4~~
DD: 4/12

Application No.: ADC/0619/07 Recommendation – Permit Application

Site: 14 First Avenue, Lancing, West Sussex

Proposal: Vehicular Access

The Application

The application site contains double storey end-terrace with brick walls (rendered at the first floor level), and a clay tile pitched roof, located on the western side of First Avenue, Lancing.

The applicant is proposing to remove the front wall and drop the barrier kerb along the front of the terrace property in order to create off-street car parking space in front of the dwelling.

The proposal has been submitted concurrent with a similar application for adjoining No.16 First Avenue, meaning that a combined crossover approximately 7m in width will be created in front of the combined properties.

The width of the dropped kerb out front of No.14 has been refined from 5m to 4m (and 10m to 7m overall) due to physical constraints in the front gardens of each property. In the case of No.14 it is simply the need to retain (as much as possible of) the visibility splay within the site boundary of the combined application, whereby Council has the ability to restrict the placement of any obstruction above 0.6m within that area.

First Avenue is typically characterised by narrow double storey terrace development interspersed with a small number of semi-detached properties, each of which have access to a rear laneway. There are serious safety aspects relating to intensive vehicular use of the laneway however, due to:

- its extremely long length;
- its width not allowing for the passing of cars in opposite directions;
- poor sightlines at either end due to the absence of vehicular truncations; &
- its northern end intersecting with Upper Brighton Road in a dangerous location, adjacent to a traffic light controlled pedestrian crossing.

As a result, the majority of residents park on the street in front of their dwelling, with an increasing number of properties having incorporated off-street parking by hardstanding their front garden and creating parking spaces in a similar manner to that proposed by this application.

Consultations and Representations

County Transport Planning Services: Initially concerned with the total width of the crossover and the ability to control development within the requisite visibility splays, they are now satisfied with the modified design subject to the imposition of standard vehicular access conditions covering crossover design, and protection of traffic / pedestrian sightlines.

Lancing Parish Council: No Objectio n

Third Parties: One submission has been received from No.21 First Avenue (the neighbour directly opposite the proposed combined crossover), supporting the proposal presumably on the basis that will improve vehicular access and egress from their property by removing on-street parking directly opposite their driveway.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plans 2001-2016 (WSCC 2005):

LOC1, DEV4-5

Adopted Adur District Local Plan 1993-2006 (ADC 1996):

AG1

Planning Assessment

Visual Amenity, Character & Appearance

Whilst replacement of an existing forecourt with vehicle parking is unlikely to improve the visual amenity or streetscene of the area, it will assist in alleviating an existing car parking problem by both reducing the need for on-street parking, and creating an additional area along the road where cars can safely pass along First Avenue without fear of hitting a parked vehicle.

There are a number of other properties that have similar parking arrangements within reasonable proximity along First Avenue (No.'s 28 & 50 – 52), hence the application is not considered to be so out of character with the area as to warrant refusal of the application in this instance.

The applicant's use of an eco-grid that will allow some portion of landscaping to be retained within the front garden rather than simply being paved as a full hardstand area is highly commended and should set a good standard for similar proposals in the vicinity.

Recommendation

APPROVE for the reason:- 3PP (*Amended Below*)

The proposed vehicular access would assist in reducing on-street parking and not detract from highway safety nor conflict with Policies DEV 4-5 of the adopted West Sussex Structure Plan 2001-16.

Subject to:-

1. C1Ci (Standard Timeframe)
2. C14Ai (Amended Plan Dated: *13th November 2007*)

Reason: *For the avoidance of doubt.*

3. C9Ai (Crossover Constructed to Highways Standards)

4. C9F (Visibility Splays - *Amended Below*)

The access shall not exceed the width shown on the approved plan and shall be laid out to provide visibility splays on each side of its junction with the existing public highway. These splays shall be as shown on the approved plan. No other work shall be carried out on the site until the above mentioned splay areas have been provided and thereafter they shall be kept clear from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway.

Reason: *In the interests of highway safety and to comply with Policy DEV4 of the West Sussex Structure Plan.*

Case Officer: ..D. Reynolds.....

Date: 14/11/07