EXPIRES 14.4.10

Development Control – Delegated Officer Report

Application Number: ADC/0044/10 Recommendation - Approve

Site: 96 First Avenue, Lancing, West Sussex BN15 9QH

Proposal: Vehicular access

The Application

The application relates to the northern half of a pair of semi-detached houses located on the west side of the street, directly opposite the junction with Orchard Avenue, in Lancing.

Permission is sought for a vehicular access to the road, which is a classified 'C' road. A hardstanding is proposed to replace the existing front garden.

Directly to the north of the garden is a 1m wide pedestrian access path, used ~~for~~ to access the rear of No's 96 & 98. Attached to the south is the other half of the pair of semi-detached dwellings (No.94). Currently the front garden is planted with a 1m high hedge on all three sides and a pedestrian path to the northern side.

The garden area is 5.7m wide, by 6m in depth.

Consultations and Representations

West Sussex County Council: The Highways Officer states that

Turning on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

Conditions securing the new access and pedestrian visibility splays of 2m by 2m are requested.

Lancing Parish Council: No Objections.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1
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.

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets within larger developments, 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.

Access and parking

The application as originally submitted showed a 2.7m access centrally located, with visibility splays of 1.5m to either side. West Sussex County Council have requested that the access be a minimum of 3m, which result in the visibility splays being far under the 2m originally requested. After further consultation with the Highways Authority Officer a concession to having 1.5m wide splays has been made in this case, provided the access can be increase to 3m.

The applicant has submitted amended proposals which show the required 3m vehicular access to the main highway, and 1.5m wide pedestrian intervisibility splays either side of that access. The most northern of these splays would be located partially over the northern boundary onto the pedestrian access to the rear of No's 96 & 98, however it is considered that visibility will be maintainable in this position.

The applicant has stated that the proposed hardstanding material will be of block paving on a permeable base, thus no surface water should run onto the highway. Additionally a planted border is now proposed on the north side of

the hardstanding which will allow for extra drainage and provide visual relief from the expanse of hardsurfacing.

Recommendation

APPROVE for reason that :-

The proposed vehicular access assists in reducing on-street parking does not detract from highway safety nor conflict with policies AG1 of the Adur District Local Plan.

1. C1Ci
2. C9Ai
3. C9F – amended
   ...These splays shall be 1.5 metres by 1.5 metres...etc
4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan date stamped received 17.02.10; and the amended 1:200 block plan dated stamped received 26.03.10.
   Reason: *For the avoidance of doubt and in the interests of proper planning.*

Case Officer: [redacted] PB 26/3
Date: 26-03-10