

FROM: Jodie Wilkes TO: Arun District Council
FAO: Richard Temple

SUBJECT: BN/13/17/PL- 3 No. dwellings & retention of small B8 storage area. This application is a Departure from the Development Plan.

Land to the north of Sunnyside Barn, Yapton Road, Barnham, West Sussex, PO22 0AZ

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The applicant is proposing to erect three dwellings and retain the use of a small b8 storage area on land to the rear of Sunnyside Barn, Yapton Road. From observation of the most recent Sussex Police collision data, it would appear there have been no highways accidents or personal injury claims at the point of access onto Yapton Road in the near vicinity, thus indicating no existing known safety concerns in this location. An application for a single dwelling was approved under application number BN/61/16/PL, although WSCC Highways comments were not sought for this proposal.

Access

The existing access is proposed to remain to serve this development. The existing use of this site varies from that of a residential use to a camp site and caravan storage. Taking into account the existing permitted B8 and campsite usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal to change to C3 would have an adverse impact on the local highway network.

Refuse appears to be proposed to be taken from within the site although this is not clear and has not been stated within the design and access statement. The applicant is advised to contact the relevant waste disposal authorities to discuss the suitability of the proposed. Manual for Streets advises that residents should not have to carry bins in excess of 30m from their front door. Therefore the Local Planning Authority (LPA) may wish to consider this amenity issue.

Based on the consideration that the use of this access is an existing arrangement that appears to be functioning with no known highways safety issues, visibility is considered to be sufficient.

Sustainability

Barnham has a range of services and amenities which suggests that this site can be viewed as a sustainable location for housing, while many of the amenities and services are within a

reasonable walking distance from the site, there are regular bus services allowing the site to be appropriate for cycling and public transport links. Bus stops are located at The Windmill to the east and Village Hall to the west; both within a three minute walk. Although not lit, all footways are linked and paved.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. Whilst the LHA acknowledge that there will be a difference in the pattern of traffic movements, it is not considered that there will be a material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact and not be contrary to Paragraph 32 of the NPPF.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32.) Should planning consent be granted, the following conditions are advised to be sealed alongside it.

Conditions

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Jodie Wilkes
Planning Services