

Technical Note

Project No: ITB17084
Project Title: 7 Ambleside Close, Felpham
Title: Parking and Access
Ref: DS/17084-001 TN
Date: 20 May 2021

SECTION 1 Introduction

- 1.1 A planning application (ref: FP/86/21/PL) has been submitted to Arun District Council (ADC) for permission for the erection of a three-bedroom detached dwelling on land at 7 Ambleside Close, Felpham.
- 1.2 West Sussex County Council (WSCC), as the local highway authority, has been consulted for comment by ADC. Their response, dated 4th May 2021, has requested that further information be provided in respect of the following:
- Swept path analysis to demonstrate access to and from the on-site parking spaces; and
 - Clarification as to whether gates are proposed.
- 1.3 This Technical Note has been prepared to present the tracking and provide clarification on the proposed access arrangements.

SECTION 2 Gates

- 2.1 The Applicant can confirm that a gated arrangement is not proposed.
- 2.2 Further to this, the gates currently in-situ within the site are to be removed as part of the development proposals. The access drive will provide for a clear route into the retained property and proposed dwelling.

SECTION 3 Swept Path Analysis

- 3.1 Vehicular swept path tracking has been undertaken for all spaces; the assessment is presented in **Drawing ITB17084-GA-001** provided at the end of this Technical Note. The analysis has been undertaken using a large estate car as the design vehicle in order to ensure a robust assessment of access and manoeuvring. The design vehicle is shown below:

Image 3.1: Design Vehicle



Source: ITB17084-GA-001

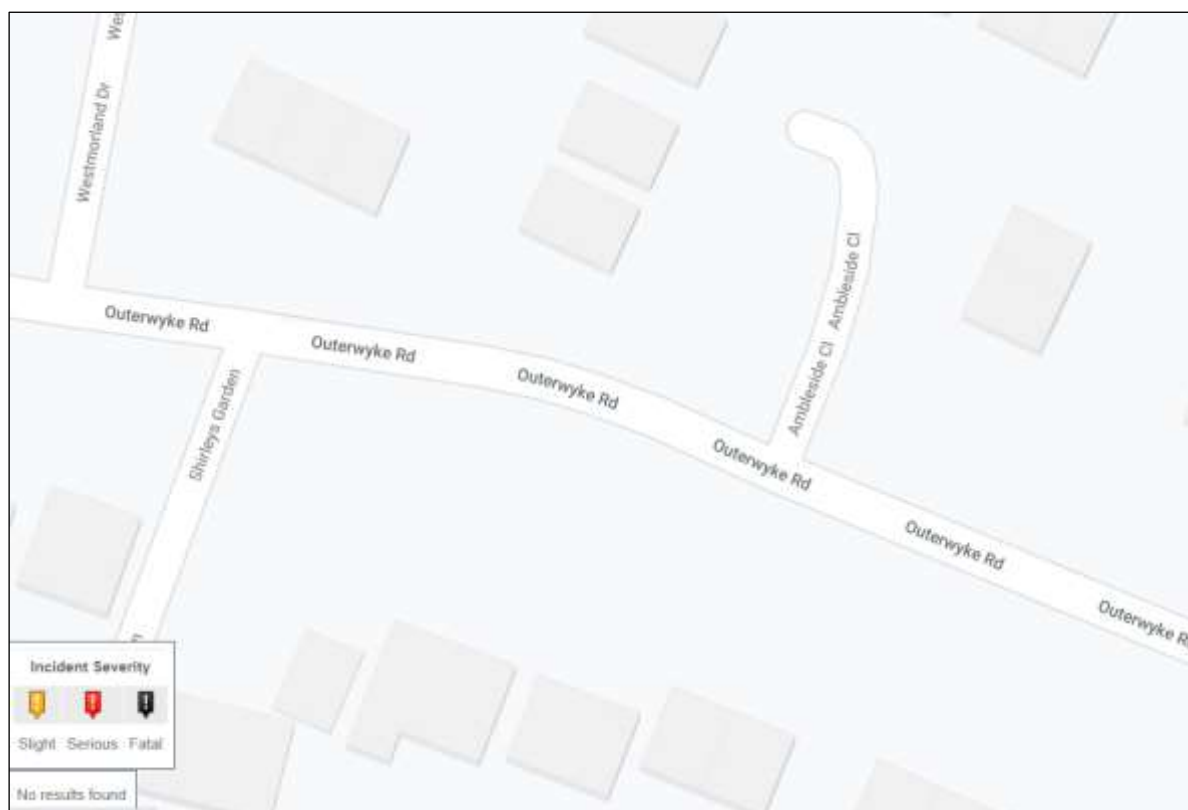
- 3.2 The analysis demonstrates that vehicles are able to access both dwellings from the highway and manoeuvre into the spaces in a single action – i.e., no multi-point manoeuvres are required to either access the drive or to position the vehicle within the space.
- 3.3 None of the proposed parking spaces obstruct access to the parking space of the other property. Should vehicles be parked in the spaces fronting the existing 7 Ambleside Close property, then access can still be achieved along the access drive to the new dwelling, and vice-versa.
- 3.4 An existing dropped kerb at the end of the cul-de-sac is already in place to accommodate access to and from the highway, as shown in **Image 3.2**. As such, no further highway works are necessary to accommodate driveway access.

Image 3.2: Existing Dropped Kerb



Source: Google Streetview

- 3.5 As noted within the WSCC response, there is no provision within the site for vehicle turning and therefore vehicles will either need to enter or exit the highway in reverse gear. Ambleside Close is a short cul-de-sac providing residential access to a limited number of dwellings. There is no through traffic and the Close is a lightly trafficked, low speed environment. Vehicular access to and from private dwellings in this form is common in such environments, and indeed can be undertaken safely on higher order roads with both greater volumes of traffic and higher vehicular speeds.
- 3.6 A review of access to other properties served by the close identifies that most, if not all, properties have a similar access arrangement with vehicles required to either reverse onto or from the highway. Given the proximity of the public highway to the existing drives access from Ambleside Close, the proposed access arrangement is beneficial in that there will be a clear separation between the parking spaces and the highway, and the need to keep the access drive clear – as such, vehicles will not overhang nor obstruct the adjacent footway when stationary outside of the retained and proposed dwellings.
- 3.7 A review of the most recent 5-year accident data identifies that there have been no recorded accidents on Ambleside Close during this period, and there is no evidence that reversing to or from the highway is detrimental to highway safety at this location. An extract of the database is provided at **Image 3.2**.

Image 3.3: Accident Database Extract

Source: Crashmap.co.uk

SECTION 4 Summary and Conclusions

- 4.1 This Technical Note has been prepared to respond to the West Sussex County Council consultation response to planning application FP/86/21/PL requesting further information.
- 4.2 The Applicant can confirm that a gated access arrangement is not proposed.
- 4.3 Swept path analysis has been undertaken for all parking spaces which demonstrates that each space can be suitably accessed. No on-site turning is proposed, however, reversing to or from the highway is an established means of access on Ambleside Close and there is no evidence to suggest that such an arrangement is unsafe.
- 4.4 On that basis, the proposed development complies with the requirements of paragraph 108 of the National Planning Policy Framework in that safe and suitable access is provided for.

DRAWINGS

