

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 11th July 2014

**FROM: Alison Meeus TO: Arun District Council
FAO: Mr D Sullivan**

SUBJECT: LU/177/14/PL - Demolition of original dairy distribution depot and construction of 8No. dwellings and ancilliary works. Resubmission following LU/298/13. This application may affect the Character and Appearance of the Littlehampton (East Street) Conservation Area.

The Old Dairy behind, 3 & 5, Church Street, Littlehampton, BN17 5EL

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £to follow

WSCC raise no objection to the principle of re-using this access for the above development. However; further information is required regarding the following:-

1. Swept paths for a refuse vehicle. The turn into and out of the access has not been shown in the swept path drawings submitted. We need to know that large vehicles can turn into the access safely from Church Street. If they can't alternative methods for refuse collection will need to be discussed with the local waste authority. MfS recommendations regarding waste collection vehicles should be considered. A minimum street width of 5m is recommended. Cul-de-sacs should be no longer than 20m, and a maximum reversing length of 12m. Waste collection vehicles should also be able to gain access within 25m of the waste storage point.
2. The developments car parking strategy provides one space per dwelling, and one additional visitor space. This has been compared against the WSCC car parking calculator which suggests that for this number of dwellings 8 allocated spaces and 6 unallocated/visitor spaces should be provided. It would appear that the proposed parking strategy falls below the maximum standard; however due to the sites constraints the number of parking spaces that can be provided is limited.

'On-street' parking in the surrounding roads is restricted to 'no waiting at any time' and enforceable parking restrictions are in place to discourage any unsafe parking. A pay and display car park is located within walking distance should visitors need to park.

3. A Stage One Road Safety audit was undertaken by Bellamy Roberts. One problem was identified and one general comment made.

The first problem identified that pedestrian visibility is restricted at the access by no 3 Church Street to the east; and a boundary wall hedge to the west. This could result in collisions where pedestrians and vehicles do not have sufficient warning of each other's presence. The auditor recommended that visibility needed to be increased. The Designer recognised this is a historic access, vehicles approached the junction slowly and the traffic generated by this development is less than the lawful use. It is also not possible to increase pedestrian visibility, although the hedge to the west could be trimmed. WSCC agree with the designer's response, to mitigate the impact by asking

for a maintenance regime to be implemented to keep the hedge trimmed on a yearly basis to improve visibility, albeit very slight.

A comment was also made regarding the existing parking bay on Church Street. It extends over the access and if left could restrict visibility for pedestrians. This could result in vehicles becoming misaligned to egress/access the site; and raises the likelihood of vehicle collisions, and restrict visibility. The auditor recommended the parking bay was modified and double yellow lines should be considered. The designer agrees with this recommendation and will work with the LHA to amend the parking bay appropriately. WSCC will recommend a condition to prevent the access from being restricted; but as a safeguard for future issues occurring, to have an obligation in the S106 agreement to have funds available for a TRO for a period of 3 years should problems arise as a result of this development.

4. Internal Layout – the 4m wide carriage way looks narrow and the indication that a footway will be introduced narrows this even further. The junction radii seem tight to the extent that a refuse or emergency vehicle may not be able to turn into the site without overriding footways. The existing road layout seems short and servicing could possibly be carried out on the Church Road without the need to enter the site, which is different to the proposed. There is no connectivity between the existing footway along Church Street and the footways from the site. A shared use layout would allow for a wider carriageway width to allow for the passing of cars, without having to mount the footway. It is unclear if plots 3 & 5 will have their own driveway access onto Church Street.

Alison Meeus
Strategic Planning