

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Easton
FROM:	WSCC - Highways Authority
DATE:	1 October 2021
LOCATION:	Land at Bilsham Road Yapton
SUBJECT:	Y/127/21/RES Approval of reserved matters (appearance, landscaping, layout and scale) following the grant of Y/91/17/OUT for 250 No dwellings with associated parking, road/footway/cycleway provision, open space, landscaping, surface water attenuation & ancillary works (resubmission following Y/152/20/RES). this site is not CIL Liable as in Yapton Strategic Site.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

Introduction

West Sussex County Council (WSCC) as Highway Authority have been consulted upon planning Y/127/21/RES that seeks approval of the reserved matters following approval of planning application Y/91/17/OUT for 250 dwellings. This application is a resubmission following the withdrawal of an earlier application Y/152/20/RES.

Car Parking

The applicant has stated that they are providing car parking in accordance with ADC Parking Standards Supplementary Planning Document (SPD).

The key on the Car Parking Layout plan states that there are a total of 605 car parking spaces proposed. This is made up of the following:

- 50 visitor spaces
- 288 allocated on-plot spaces
- 228 allocated off-plot spaces
- 15 allocated garage spaces
- 24 allocated car port spaces

However the Highways Technical Note states a total of 596.5 spaces are to be provided (garages have been classed as 0.5 of a space). The difference in numbers between the car park layout plan and Highways Technical Note may be accounted for due to rounding of numbers and because the technical note classing garages as 0.5 of a space whilst the layout plan is classing them as a full space. However, for clarity the Highway Authority would look for the applicant to confirm the total number of parking spaces to be provided.

The principle of the provision of 596 or 605 car parking spaces is deemed acceptable and the level of car parking is deemed appropriate and not considered to result in overspill car parking within the surrounding area or local roads.

The Parking Standards SPD requires that all houses with a driveway and garage have an active EV charging point and all other development has a provision of at least 20%. The applicant has confirmed that all houses that have an on-plot car parking will have a charging point (132 houses) and that an additional 20% of all other development has access to a charging point (45 properties).

Where the applicant is providing garages, these are of a size that meet the minimum size requirements set out within the Arun Parking Standards SPD. The applicant is proposing that single garages are 6.085m by 3.047m and double garages are 6.085m by 6.095m. These are therefore deemed acceptable.

Cycle Parking

The applicant is proposing that all houses would have a secure store either in their garages or garden sheds in the rear garden to accommodate cycles. The sheds would be at least 1.8m x 1.2m and be of timber construction and secured to a concrete base. All flats would have access to a communal cycle store. The applicant has stated that the stores would provide two cycles per dwelling. This is deemed acceptable however it is not apparent from the plans submitted the exact detail of the proposed cycle stands. The Highway Authority preference is for Sheffield Stands spaced in line with the guidance contained within the Manual for Streets. The Highway Authority would recommend that further details of the communal flat cycle stores are secured via condition.

Residential Street Layout

The general layout and design of the roads accords with the principles within the Manual for Streets and is appropriate for its context in terms of creating a low speed, low vehicle movement environment. The roads design is considered to provide a permeable site by having an interconnected road layout. The roads are designed to a 20mph design speed. The spine road is proposed as being 5.5m in width whilst the secondary streets are proposed as being 4.8m wide; footpaths are generally 2m wide.

The applicant has submitted a Technical Highway Note that seeks to respond to earlier Highway Authority comments under planning application Y/152/20/RES dated 22nd March 2021. The information provided by the applicant in this note and the proposed changes to the layout, which include measures to increase cycling permeability within the site, extensions of footways to lead pedestrians over the transition into shared surface areas and the provision of vehicle crossovers rather than bell mouth junctions at two access points, address all earlier Highway Authority comments.

Summary

West Sussex County Council as Highway Authority has no in principle objections to planning application Y/127/21/RES, however clarification should be provided on the proposed level of car parking. Should the application be approved the Highway Authority would look for the following conditions to be included on any permission granted:

- **Cycle Parking** - No development above damp proof course (DPC) level shall take place until full details of the proposed cycle stores for those dwellings which do not benefit from a garage or

individual store located within the properties demise have been submitted to and approved in writing by the Local Planning Authority and the relevant houses shall not be occupied until the approved cycle storage associated with them have been erected/provided. These cycle storage spaces shall thereafter be permanently retained and maintained.

- **Roads and car parking provision** - No dwelling shall be occupied until the vehicular access, roads, footways, car/garaging including visitor spaces and cycle parking and turning spaces serving that development have been constructed and are available to use.

Steven Shaw
West Sussex County Council – Planning Services