

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 14/07/2015

**FROM: Katie Kurek TO: Arun District Council
FAO: Mr S Davis**

SUBJECT: Y/44/15 - Subdivision of existing plot to create 6no 2/3 bedroom detached and semi detached houses.

Yapton Metal Company, Burndell Road, Yapton, West Sussex, BN18 0HP

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 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 Strategic Planning 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.

Introduction

West Sussex County Council was consulted previously on Highway Matters for this location under a number of different planning applications. Y/14/08 which proposed 3 x dwellings in this location was refused at District and Y/10/09 for 2 x dwellings was approved conditionally. Both applications raised no Highway concerns.

The proposal is for 6 x dwellings within land currently used by Yapton Metal Company. It is believed that all existing B8 use buildings will be demolished before construction of the dwellings. The dwellings will be accessed off of Fellows Gardens from the South and end in a cul-de-sac with a new pedestrian access to the North West of the site. Fellows Gardens is a private 'Q' class road subject to a 30mph speed limit. It joins Burndell Road (B2233) to the North which is also subject to a 30mph speed restriction in this location. There have been no recorded collisions in the vicinity of the junction with Burndell Road within the past 3 years.

Access/ Visibility/Capacity

The access shown is sufficient in width to accommodate two passing vehicles. With the nature of the existing no-through road and low speed limit in this location, it is not deemed that an increase in traffic movements would likely cause a detriment to Highway safety. It is estimated that a development of this size would see an increase in vehicular movements in the peak hours (08.00-09.00-17.00-18.00) of 6 movements per hour. It is not considered that this increase in vehicular activity would have a severe residual effect on the local Highway network in accordance with Paragraph 32 of the NPPF (National Planning Policy Framework).

Visibility on to Burndell Road is acceptable and meets the standard of 2.4 x 43m for a 30mph road (as stated in Manual for Streets).

The access is shown as passing through a parking area at the end of Fellows Gardens. The applicant would have to get permission from the proprietor of Fellows Gardens to carry out access works onto this road. The pedestrian access link to the North West of the site does not appear to link to the nearby public right of way. Clarification is required on this as to how the pedestrian access will link up with the footway on Burndell Road.

Parking/ Turning

The applicant has shown provision for 9 x parking spaces in the form of garages and hard standings. However, the 2 x garages do not meet the required dimension of 3m x 6m therefore is not counted as parking spaces in our calculations. Therefore 7 parking spaces have been provided. The LHA (Local Highway Authority) would advise that the garages are enlarged to the stated requirements. For developments of this size, with the amount of habitable rooms shown, this does not meet WSCC parking standards. The WSCC Parking Demand Calculator states that 13 spaces should be provided. However, it is not considered that this short fall in parking provision would result in vehicles parking in any areas that would cause a detriment to visibility on the Highway network; therefore it is not considered a reason to object on. The LPA (Local Planning Authority) may wish to consider the implications to on street parking from an amenity point of view.

All hardstanding areas appear to be of satisfactory dimensions. From an inspection of the plans there appears to be sufficient space for turning on site so that vehicles can then leave in forward gear. However, turning space for larger vehicles such as fire and service vehicles has not been demonstrated. It would not be possible to turn a fire appliance, refuse vehicle or delivery vehicle within the building regulations requirements. From a fire service perspective it should be investigated to create a turning head at the top of the close or fit domestic sprinklers. From a waste collection and delivery vehicle point of view the same advice would apply however we note that a communal bin store has been provided at the south east of the site, which still results in a refuse vehicle needing to turn. ADC's (Arun District Council) waste collection authority should be consulted on this matter also to obtain their views on the suitability of the arrangements. We would advise the applicant provides a swept path diagram demonstrating how larger vehicles will turn on site.

Sustainability

This location is considered sustainable being in the village of Yapton with good footway links to shops and other services available. The nearest bus stop is 215m away and cycling would be a viable option. The applicant has not provided for cycle spaces thus it is advised that this be included in a condition.

Conclusion

Although parking provision falls slightly short this is not a reason to warrant a Highways objection for this application. It is possible that storage for cycles could be provided if the garages are enlarged. However, there are still concerns regarding the turning of larger vehicles and so we request a formal plan demonstrating how waste vehicles, fire appliances and delivery vehicles can safely turn on site. Finally conformation of the suitability of the pedestrian link should be included.

Katie Kurek
Strategic Planning