

Report following a request for further information, negotiations or consultation

REF NO: R/197/20/OUT
LOCATION: Croft Works
52 Mill Lane
Rustington
PROPOSAL: Outline application with some matters reserved for the demolition of existing dilapidated storage buildings & erection of 2 No. detached 3-bedroom chalet bungalows with associated car barns, gardens, car parking & landscaping (resubmission following R/117/20/OUT).

This application was deferred from the DC Committee meeting on 06-01-2021 to check that the width of the access road complies with building regulations for access by fire service vehicles. This is set out in Approved Document - B (AD-B) Volume 1 2019 section 13 Table 13.1 on page 98. It is expected that vehicles will travel in a straight line, not need to make a turn whilst passing through and there should be 3.7 metres between curbs.

The agent has subsequently visited the site and measured the width of the access at several points along the access road and taken photographs of where the measurements are taken from. A revised drawing showing these dimensions has been received and the case officer has visited the site to verify the measurements given.

In summary, there are some small discrepancies between the OS/Title plans used and the dimensions on the ground. This appears to result from fences being placed in different positions to the legal title over time, with the neighbours to the south seemingly encroaching slightly onto these title plans.

Following the case officer site inspection it was found that the width of the entrance point is very close to the previously noted 4.65m at around 4.4- 4.5m. There is a pinch point at around the centre of the access driveway where this reduces to 3.3m wide. At the end of the driveway the dimension measures 3.8m which is slightly less than the 4.1m on the title plan.

Based on the measurements determined by the case officer it would appear that the access way would not be capable of complying with the above stated Building Regulations.

The agent has advised that appropriate Building Regulations will be met by way of the provision of sprinklers and/or a fire hydrant. This can be secured by way of a condition.

West Sussex County Council have been consulted regarding the veracity of complying with the relevant Building Regulation with the following:

'County Water and Access have viewed the plan and agent's e-mail and confirm the current intentions do not meet with the requirements of Approved Document - B Volume 1: 2019 edition B5 section 13 for Fire Appliance access. The minimum access width for a fire appliance is 3.7 metres between curbs and 3.1 metres through a gateway in a straight line, so there is adequate access width, there is also a need for suitable space to turn and make an exit, which may also be possible.

However for houses fully sprinklered in accordance with British Standard (BS) 9251: 2014 or BS EN 12845, BS 9991:2015 para 50.1.2 does allow the distance between the fire appliance and any point within all houses to be up to 90 metres. The distance from the main road to the furthest point is

approximately 80 metres so within this required distance.

If access to the properties is not suitable for a fire appliance there is no reason to have a fire hydrant along the access driveway. Fire hydrants provide water to the fire appliance not the scene of the fire; there is an existing fire hydrant within 30 metres of the access point. The preference would be to gain access to the properties, if this cannot be achieved each property will need to be fully sprinklered.'

The Council's Building Control Department has advised that a suppression system, such as sprinklers would be acceptable.

Further comments have been received from County Highways following a further request to undertake a site visit by stating that in this instance they cannot see how a site visit can be justified as being absolutely necessary given the current circumstances. They make the following comments:

1) The principle of the application is for the demolition of existing dilapidated storage buildings & erection of 2 No. detached 3-bedroom chalet bungalows. While trip generation data (existing and proposed) has not been provided it is reasonable to conclude that the proposed will not result in an increase in vehicular activity being associated with the site. It's more likely that the proposed will result in less trips being associated with the site.

2) The private access ways / access point also serves circa 10+ other dwellings. As such regardless of the existing storage trips that would be lost as a result of this proposal, it would be difficult to substantiate that the proposal will result in any significant increase in vehicular activity at the access point with the maintained network or internal access ways.

3) Trips associated with residential dwellings are typically tidal in nature, whereby 'out' trips are created in morning peak and 'in' trips are created in the late afternoon peak. The existing use as storage could have created 'in / out' trips throughout the day. As such it would be considered that the proposed two dwellings will likely result in less chance of vehicle conflict on parts of the internal private accessways where passing is not possible.

4) The internal accessways are private and therefore the Local Highway Authorities primary concerns is the access point with the maintained network Mill Lane B2187. This access point can be effectively assessed using a desktop study using OS mapping, the submitted plans, recent google street view and other WSCC datasets, for example accident data records.

5) Local google street view mapping for the private road is dated 2009. However, the publicly maintainable highway has images from 2019 that overlook the private road. This demonstrates that no change has occurred since 2009.

6) While a specific site visit has not been conducted, local knowledge of the area and previous visits can be taken into consideration when making an overall assessment.

7) The access onto the public highway is over 11 metres in width so difficult to substantiate any issues with passing of vehicles here given the existing shared use. It is the view of the Highway Authority that any internal access width issues should therefore be raised and substantiated by the residents or considered as an amenity issue by the Local Planning Authority. Though such issues would be difficult to substantiate given reasons listed above.

It is also noted that the report incorrectly refers to 8 parking spaces. There are 6 spaces provided. 3 per dwelling.

The recommendation has been amended by the inclusion of the updated block plan showing true dimensions of the access road (amending the plans condition 2) to refer to the later amendment and the inclusion of an additional condition (number 19) requiring that prior to occupation details of a sprinkler system be provided and agreed with the Local Planning Authority.

PLANNING APPLICATION REPORT

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SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	<p>The application is in outline form with access, appearance, layout and scale forming part of the proposal. Landscaping would be agreed at reserved matters stage.</p> <p>The 2 detached chalet style properties would be 1.5 storey with plain clay hipped roofs and stock brickwork elevations. The roof area contains a bedroom and study for each dwelling with the 2 other bedrooms located at ground floor level.</p> <p>Each property would have a private rear garden and there would be a parking for 8 cars.</p> <p>There would be an allocated shared refuse and recycling area on the access road where bins would be located on collection day.</p> <p>The existing access track off Mill Lane would be utilised to serve the development.</p>
SITE AREA	0.1 hectares
RESIDENTIAL DEVELOPMENT DENSITY	20 dph.
TOPOGRAPHY	Predominantly flat.
TREES	A substantial mature Hornbeam tree in garden of the Windmill Public House.
BOUNDARY TREATMENT	Breeze block wall (1m raising to 2m high) to eastern boundary