

**To: Head of Planning
Lewes District Council
Southover House, Southover Road, Lewes
FAO: Mr Christopher Wright**



APPLICATION NUMBER	HW/LW/18/0566
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Applicant: Mr J Walker

Location: Nuggets Valebridge Road, Burgess Hill RH15 0RT

Development: Demolition of Pump House and Nuggets and the development of 25 residential dwellings on land at Valebridge Road

Road Name or Number	C52	Consultation Date	28 August 2018	Use Class	
National Grid Reference	532472 121050	Contact Officer			

Recommendation:

No objection		Objection	
No objection subject to the imposition of conditions	X	Objection due to insufficient information	

Executive Summary

This HT401 is issued in response to the amended plans [17027-C101D] and the additional document "Technical Note 1: Response to Highway Officer Comments, both of which are dated 22nd February 2019 on Lewes District Councils website. It is noted that Mid Sussex District Council have approved the access to this site [DM/18/4132] which falls within West Sussex County Council's area. The road layout does not conform to Manual for Streets or East Sussex County Council's recommendations in terms of layout. However, the parking is acceptable and as the internal roads are not to be formally adopted I do not wish to object to this amended application and my recommendation for refusal given on HT401 dated 25th September 2018 is withdrawn.

Response

Tracking

Paragraph 2.8 of the Technical Note states that the largest vehicle in the default Autotrack library is 11.22m and therefore swept path analysis for that vehicle has been provided. I disagree with the Technical Note as the following vehicles does exist in the Autotrack library of vehicles:-

***Vulture 3025(N) Scania P94GB 8x4 NB300 Chassis
Overall length: 11.997m.***

However, if Lewes District Council's waste team accept an 11.22 metre long refuse vehicle for this site then the vehicle tracking is acceptable.

Layout

The amended plans now show further traffic calming within the site in the form of raised tables to slow traffic which is acceptable. However, the internal road layout is not to ESCC recommended design mainly due to:-

- No continuous footways or service strips
- Road narrows to 4.8 metres which is too narrow for adoptable shared surface.
- Occupants of drivers parking in the parallel visitor spaces would have to alight onto grass/mud and not a footway.
- Access to plot 7 would not be acceptable due to acute angle with proposed road.
- Hedges either side of the access points/parallel parking areas could affect vehicle and pedestrian visibility.

This Highway Authority would not wish to formally adopt the internal roads of this development. However, the roads would still need to be constructed to recommended standards.

Parking

It is noted that the garages have now been replaced with car ports, whilst some of these are clearly garages without doors - provided a condition is imposed to prevent them being garages at a later date I will accept all the car ports as parking spaces.

Plots 2 – 14 still have tandem parking which due to convenience of occupiers is likely to lead to on street parking. Also the angle of the access to the parking for plot 7 is at such an acute angle to the proposed estate road that vehicles would have difficulty in manoeuvring in and out of this access. However, as mentioned above as the layout of the internal roads are not to be formally adopted by ESCC any overspill parking is likely to occur on private roads. Furthermore, it is noted that West Sussex County Council have accepted the amount of parking as not having an affect on their public roads.

Conditions

1. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

2. No part of the development shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The area[s] shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

3. No part of the development shall be occupied until the road(s), footways and parking areas serving the development have been constructed, surfaced, drained and lit in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Informatives

The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and casual parking are properly constructed, surfaced, drained and where appropriate lit and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

Signed: Teresa Ford by email

Date: 17th April 2019

For Director of Communities, Economy and Transport
On behalf of the Highway Authority

HT401