

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highway Authority
DATE:	23 November 2021
LOCATION:	Ryefields Farmhouse Oak Tree Lane Chichester PO20 3GU
SUBJECT:	AL/126/21/PL Demolition of existing building and erection of 5 No houses comprising 1 No 4-bed detached, 2 No 4-bed link detached & 2 No 3-bed detached houses with associated access & parking (re-submission of AL/81/21/PL). This site falls within Strategic Site SD5, CIL Zone 1 (Zero Rated.
DATE OF SITE VISIT:	n/a (undertaken for earlier submission on the site – AL/72/19/PL)
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

This is the WSCC County Highway Authority response to the above planning application for demolition of existing building & erection of 5 No houses comprising 1 No 4-bed detached, 2 No 4-bed link detached & 2 No 3-bed detached houses with associated access & parking (re-submission following AL/81/21/PL).

Site location and access.

The site is located in the village of Woodgate, north of Bognor Regis. It is accessed off Oak Tree Lane, a non-adopted road serving a residential development of approximately 33 dwellings. Beyond this, the road provides access for a commercial site. The development site itself is found in-between these to the south of the road. Oak Tree Lane connects to the A29 Shripney Road, the main N-S route in and out of Bognor Regis. A railway crossing is found approximately 80m north of its junction with Shripney Road.

The site sits within the Barnham-Eastergate-Westergate (BEW) Strategic Allocation in the approved Arun Local Plan.

Proposal.

The applicant proposes 5 dwellings. The access is shown approximately 20m east of the end of the residential part of the road. At this point, Oak Tree Lane narrows-down with no footways and is more rural in nature with hedgrows on the northern side and planting/foliage on the southern (site) side. The access is shown measuring approximately 6.0m wide with bellmouth radii both sides. This is then shown leading to an access measuring approximately 5.5m wide. Three of the houses are found to the west of the internal access 'road' and the remaining two to the east. A turning head is shown approximately 6m into the site. Parking is shown in front of all the plots with visitor parking shown mainly along part of the northern part of the site and two spaces shown to the south of the site. Parking for cycles is referred to as being in the gardens

of each dwelling in sheds. No visitor cycle parking is shown and in-line with LTN 1/20 is recommended at 5% (so one space). This should be provided as a Sheffield Stand or something very similar. A condition to secure all cycle parking should be attached to any planning permission.

EV parking will also be required in-line with guidance.

Traffic generation.

Given the low number of dwellings, traffic generation and associated impact on the local road network would be low. In the AM peak period, this would amount to approximately 3 trips (combined in and out) and the same amount in with the PM with a daily flow of between 20-21 trips overall.

Access for vehicles and pedestrians.

The submitted drawings show a 2.0m-wide footway being extended from Oak Tree Close up to the site.

Further to this, visibility splays are shown at the access point where it joins Oak Tree Lane. Also, swept-path diagrams showing a 12m-long refuse vehicle turning within the site have been provided which demonstrate that both refuse and fire appliances can enter and leave the site and turn within it (a fire appliance is shorter than a refuse vehicle so should be able to turn within the space provided). The swept-path diagrams also demonstrate that such vehicles would be able to negotiate the access itself.

Internal layout.

As the site is served off a private road, the internal road layout would not be eligible for adoption under S38 of the Highways Act 1980.

Sustainable access.

The site is accessible by a choice of non-motorised travel modes such as walking, cycling and public transport to local services and facilities including a shop, schools and some limited employment opportunities. Larger choice of shops and employment can be reached by public transport. The Barnham-Eastergate-Westergate (BEW) Strategic Allocation in the newly-adopted Arun Local Plan will also provide greater opportunities to travel sustainably over the course of its development cycle. However, in-line with approved Local Plan Policy, proportionate contributions are sought towards appropriate levels of infrastructure to support the delivery of the Strategic Allocation (see below under S106).

As documented above, two cycle spaces per-dwelling is offered in garages or sheds respectively depending on design of house. Provision for one visitor cycle parking space is also required.

S106 requirements.

Given that the site forms part of the Barnham-Eastergate-Westergate (BEW) Strategic Allocation, it will be required to provide suitable infrastructure (funding and physical measures) - both highways and non-highways - to support itself and the overall allocation.

In accordance with approved policy within the Arun Local Plan, the following will inform what contributions are required. All highways-related contributions to be based on Local Plan allocation of 3000 homes for the BEW Strategic Development Area:

Apportionment Study (<https://www.arun.gov.uk/transport-planning-policy/>) – A contribution proportional to the impact of the development on the overall BEW development site will be required to be secured by S106 Agreement.* Schemes set-out in this appropriate to BEW are as follows:

1. A29 re-alignment
2. A259 corridor improvements (Bognor Regis to Littlehampton)
3. A259 Oyster Catcher improvements
4. A27/Fontwell East RBT improvements
5. A27/Nyton Road improvements
6. Barnham Village Centre improvements

*(*Please note that current figures in Apportionment Study are, at the time of writing, under review and might increase at or before signing of any S106 Agreement should the planning proposal be permitted).*

Infrastructure Delivery Plan (IDP)** - The following works are considered applicable for the site to contribute to (and in addition to those set-out in the Apportionment Study):

1. Cycle links BEW to SDNP – estimated cost £500,000 – so $\frac{£500,000}{3000} = £166$ per-dwelling x 5 = £833.33
2. Barnham – Tangmere cycle route – estimated cost £1,500,000 – so $\frac{£1,500,000}{3000} = £500$ per-dwelling x 5 = £2,500
3. Barnham to Bognor Regis cycle route – estimated cost £1,150,000 – so $\frac{£1,150,000}{3000} = £383$ per-dwelling x 5 = £1,916.66
4. B2233 footway imp's – estimated cost £1,150,000 – so $\frac{£1,150,000}{3000} = £383$ per-dwelling x 5 = £1,916.66
5. Additional cycle parking Barnham Station – estimated cost - £35,000 – so $\frac{£35,000}{3000} = £11.66$ x 5 = £58.33
6. Bus services – applicant to put-forward proposals.
7. A29/B2233 War Memorial roundabout interim junction improvement – only necessary if A29 Realignment phase 1 is not implemented – proportionate contribution required from all development sites.
8. Creation of a dedicated NMU grade-separated railway crossing to provide a safe connection between sections of the proposed Rife Valley Park – proportionate contribution required from all development sites.
9. Creation of a dedicated NMU grade-separated railway crossing to provide a safe crossing of the Barnham-Bognor branch line linking various PRoW - proportionate contribution required from all development sites.

*(**Like the Apportionment Study, the costs quoted are under review and may change at or close-to the signing of any S106 Agreement should planning permission be granted).*

Travel Plan – The Travel Plan and its monitoring fees to be secured by S106 Agreement.

Non-highways infrastructure – list to be submitted separately.

Conclusion.

No highway objection is raised to the proposal subject to the following:

S106 Agreement (to secure):

- BEW infrastructure requirements
- Travel Plan and Travel Plan Monitoring Fee

Conditions:

1. Access (*Access to be provided prior to first occupation*)

No part of the development shall be first occupied until such time as the vehicular access, new footway and internal access road serving the development has been constructed in accordance with the details shown on the approved drawing.

Reason: In the interests of road safety.

2. Visibility splays

No part of the development shall be first occupied until visibility splays of 2.0m by 23m to the east and 2.0m by 15m to the west have been provided at the proposed site vehicular access onto Oak Tree Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

3. Car parking spaces

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

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

4. EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

5. Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces (including visitor provision) have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

6. Turning space

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated use.

Reason: In the interests of road safety.

7. Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented

and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Informatives.

1. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

2. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Tim Townsend
West Sussex County Council – Planning Services