

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	Highways, WSCC
DATE:	18/07/2018
LOCATION:	Land west of Fontwell Avenue, 1 Fontwell Avenue, Eastergate PO20 3RU
SUBJECT:	AL/136/17/PL Erection of pair of semi-detached houses & new access onto A29 - This is a Departure from the Development Plan
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units 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 Planning Services 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.

West Sussex County Council was consulted previously on Highway Matters for this application and provided comments dated 07/02/2018, 14/03/2018, 04/05/2018 & 12/06/2018.

More information had been requested pertaining to demonstration of visibility splays and vehicle tracking.

Subsequently revised visibility splays plans (2018-4370-001) and tracking plans (2018-4370-002) have been prepared RGP to overcome concerns previously raised.

Visibility

Plan 2018-4370-001 demonstrates a 2.4 x 43 metre visibility splay in each direction of the proposed point of access. Such a splay is considered appropriate with regard for the posted speed limit of the road (30 mph) as per guidance within Manual for Streets.

Visibility – North (Southbound)

It has previously been accepted by the Local Highway Authority that historic speed survey evidence of 37.8 mph would require visibility splays of 2.4 x 59 metres as per using Manual for Streets Stopping Sight Distance calculation coefficients.

Plan 2018-4370-001 demonstrates a 2.4 x 43 metre visibility splay in this direction. While this is in accordance with the current posted speed limit is below the requirements previously considered acceptable using 85th percentile recoded road speeds.

I'm mindful that this historic speed survey data was collected when the speed limit for the site frontage was 40 mph; this has subsequently been reduced to 30 mph. However with the absence of any more recent actual road speed data I'm minded to require visibility be in accordance with these previously recoded road speeds.

Using the latest submitted plan it is however possible to plot a 2.4 x 59 metre splay, however there would be a requirement to use land outside the red edge to provide such a splay. This land is etched in blue on plan 2018-4370-001 and therefore it is not unreasonable that the applicant could secure this land to provide adequate visibility splays by way of planning condition. The Local Planning Authority is advised that this would require an amendment the red edge plans submitted.

On balance the Local Highways Authority is satisfied that 'in principle' appropriate visibility splays can be secured in this direction.

Visibility – South (Northbound)

Plan 2018-4370-001 demonstrates a 2.4 x 43 metre visibility splay in this direction. While this is in accordance with the current posted speed limit is below the requirements previously considered acceptable using 85th percentile recoded road speeds.

However using WSCC mapping and the plans provided it has previously been ascertained that visibility splays in excess of 2.4 x 150 metres is achievable wholly using land considered public highway.

This is significantly in excess of the splays required for the posted speed limit of the road 30 mph (2.4 x 43 metres as per Manual for Streets Table 7.1). This is also significantly in excess of splays that would be required for the demonstrated 85th percentile vehicle speeds for this direction when AL/95/13 was being considered. At this time the recorded 85th percentile road speeds were 38 mph which would equate to splays of 61 metres as per the Manual for Streets Stopping Sight Distance calculation parameters.

In conclusion no highways concerns would be raised to the available southern visibility at the new point of access.

Vehicle Tracking

The access point has been designed with 6 metre kerb radii. Plan 2018-4370-002 demonstrates how a fire tender and 7.5t panel van can manoeuvre within the site and make use of the access points onto A29.

These plans would be considered acceptable to the local highways authority and address concerns previously raised.

Footway Provision

The latest plan (2018-4370-001) demonstrates a dropped crossing footway provision to enable a pedestrian link from the site onto the existing provision on the eastern side of A29.

Appropriate visibility splays at these crossing points have been demonstrated for the posted speed limit of the road. From these plans I am able to ascertain that appropriate visibility splays for the previously recorded 85th percentile road speeds are also available wholly using land considered public highway.

All works on the public highway, vehicular and pedestrian, must be implemented via a Section 278 agreement between the applicant West Sussex County Council, as Highway Authority.

Vehicle Parking

Each dwelling will be provided with two off street car parking spaces.

Two dwellings of this size in this location, which such an allocated provision, would attract the demand for 5 car parking spaces. I would be minded to accept that the hardstanding available could accommodate an additional vehicle per dwelling, with turning and manoeuvring taking place on the private service driveway if required.

Each dwelling should be afforded a secure and covered cycle parking provision in the interest of sustainability.

Conclusion

Subject to conditions the Local Highways Authority does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing. Reason: In the interests of road safety.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces 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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Visibility

No part of the development shall be first occupied until minimum visibility splays of 2.4 x 59 metres have been provided at the proposed site vehicular access onto Fontwell Avenue in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. 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.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Wheel Washing

No development shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details provided by the Local Planning Authority and such facility shall be retained in working order and throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety.

Informative Note

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Ian Hayward

West Sussex County Council – Planning Services

[REDACTED]

From: Ian Hayward [REDACTED]

Sent: 19 July 2018 08:52

To: Simon Davis

Subject: **Warning Active Content** RE: AL/136/17 - Land West of, Fontwell Avenue, Eastergate, PO20 3RU

Morning Simon,

Please find attached an additional response for the above application.

The additional plans address the concerns raised, we would just seek that visibility is secured in accorded with the previously recorded road speeds, this would require a slight amendment to the red edge plan to incorporate the splay, this seems achievable as this land is included within the blue edge. Please see comments for specific details.

Kind Regards

Ian Hayward

Ian Hayward | Senior Technician | Monitoring and Records | Planning Services | Economy, Planning and Place
Directorate

West Sussex County Council

Location: Ground Floor, Northleigh, Chichester, PO19 1RH

