

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO: Arun District Council
FAO: Jessica Riches
FROM: WSCC - Highway Authority
DATE: 23rd August 2022
LOCATION: Ryefields Farmhouse
Oak Tree Lane
Chichester
PO20 3GU

SUBJECT: AL/31/22/PL

Demolition of existing building and erection of 4 no. houses with associated access, landscaping, parking and associated works. This site falls within Strategic Site SD5, CIL Zone 1 (zero rated).

DATE OF SITE VISIT: n/a (desktop study undertaken)

RECOMMENDATION: Advice

S106 CONTRIBUTION TOTAL: £ SEE SEPARATE SHEET

This is the second WSCC County Highways (CHA) response to the above planning application for demolition of existing building and erection of 4 no. houses with associated access, landscaping, parking and associated works. This site falls within Strategic Site SD5, CIL Zone 1 (zero rated). Comments below follow consideration of revised planning layout as shown on Drawing No. 1324 DP302 REV 02 Roof/Site Plan produced by Smith Simmons and Partners.

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 to 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 forms part of the Barnham-Eastergate-Westergate (BEW) Strategic Allocation in the approved Arun Local Plan.

Proposal.

The applicant proposes 4 dwellings. Two accesses are proposed - one serving Plot 1 and the other serving Plot's 2-4. 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. As part of the proposals, the applicant proposes a new 2.0m footway on the southern-side of the continuation of Oak Tree Lane.

The western access serving Plot 1 is shown constructed as a domestic crossover leading to a parking area for four vehicles. The second access is shown with bellmouth radii of approximately 4.0m and leads to a shared driveway serving Plot's 2-4 and two visitor parking spaces. Parking is shown in front of all the plots with the aforementioned visitor parking shown in front of Plot's 3 and 4. Parking for cycles is shown as being within bespoke storage sheds (or similar). One visitor cycle parking stand is shown and is in accordance with that recommended in LTN 1/20. 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 facilities will also be required in-line with current planning 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, terminating at the point the eastern-most access is located. Ramps for prams, pushchairs, mobility scooters etc. should be provided for users at either-end of the new footway. Tactile paving may also need to be considered if any crossing provides a continuation of any footway route.

Further to this, visibility splays are shown at the access point where it joins Oak Tree Lane of 2m x 23m in the leading traffic direction (looking east) and 2m x 15m in the trailing traffic direction (looking west). In practice, visibility would extend further given the creation of the new footway when looking west. On-site provision for both refuse and fire appliances is not provided on this occasion. WSCC Fire and Rescue Service has said that the site is very close to meeting access and water requirements. The nearest fire hydrant is 75m away; furthest point from Oak Tree Lane is approximately 35m and a fire appliance would need to reverse 25m to turn and make their exit, which is 5m further than the 20m distance to a turning head which is slightly over distance depending how far in the appliance drives. With regard to operational requirements when stationary, a fire appliance requires 3.7m to operate all their equipment, plus 3.7m is an access requirement to comply with Approved Document – B (AD-B) Volume 1 B5 section 13. The width of Oak Tree Lane to the north of the site measures between 4.0-4.2m wide which exceeds the operational width. Finally, the proposed access serving Plots 2-4 measures 5.0m wide.

For refuse requirements, the applicant would need to discuss requirements directly with the contractor.

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.

On the north-east corner of Plot 2, landscaping is shown. Given that pedestrians would be moving between the shared drive serving Plots 2-4 and the new footway, it is recommended that the vegetation around the corner of Plot 2 is kept to 0.6m maximum height when mature to enable intervisibility between vehicle drivers and non-vehicle users.

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.

S106 requirements.

As the site is within the Barnham-Eastergate-Westergate (BEW) Strategic Allocation, proportional financial contributions will be required to provide for the necessary infrastructure to deliver the overall allocation.

Conclusion.

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

S106 Agreement.

Proportional contributions required towards the following BEW infrastructure requirements:

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

(*Current Apportionment Study value at the date of this response is £15,461.00 per-dwelling. This figure and the contents of the list above, may be subject to change up until the point of concluding the S106 Agreement. Costs, based on the number of dwellings proposed in this planning application, will be provided to the case officer separately).

and,

Infrastructure Delivery Plan (IDP) requirements (again, proportional contributions and based on latest cost estimates):

1. Cycle links BEW to SDNP
2. Barnham – Tangmere cycle route
3. Barnham to Bognor Regis cycle route
4. B2233 footway imps
5. Creation of a dedicated NMU grade-separated railway crossing to provide a safe connection between sections of the proposed Rife Valley Park – proportional contribution required from all development sites
6. Creation of a dedicated NMU grade-separated railway crossing to provide a safe crossing of the Barnham-Bognor branch line linking various PRow - proportional contribution required from all development sites
7. Contribution towards overall PT strategy for BEW
8. Additional cycle parking Barnham Station

(PLEASE NOTE: All calculations in both lists above will be based on approved Local Plan Number of 3000 homes which is the number tested in highway terms. The LPA will, of course, consider other competing issues and form their own view about what number to base contributions on. Please also note that monetary values - to be provided to the case officer separately – are subject to change prior to signing of S106 Agreement).

And;

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 accesses and new footway serving the development have 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. Cycle parking

No part of the development shall be first occupied until cycle parking spaces (including visitor provision) have been provided in accordance with the approved plans.

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

5. 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.

6. 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. Private Roads

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 and drained, and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

2. 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.

3. 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.

Note to planning case officer:

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

Tim Townsend
West Sussex County Council – Planning Services