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From: Alison Meeus [REDACTED]
Sent: 04 November 2020 12:02
To: Maria Tomalova <Maria.Tomalova@arun.gov.uk>
Subject: Revised WSCC Highway comments for application AL/70/20

Dear Maria.

Please find attached WSCC final highways response in relation this planning application. I will respond to Mr Spence and let him know this will be uploaded onto your website shortly.

Kind regards

Alison

Alison Meeus | Senior Planner; County Highways Team; Planning Services
West Sussex County Council

Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RQ

[REDACTED]
Part-time working hours : (Mon, Tues, Wed)

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO: Arun District Council

FAO: M Tomalova

FROM: WSCC - Highways Authority

DATE: 3/11/2020

LOCATION: West Barn, Old Dairy Lane, Chichester ,PO20 3AF

SUBJECT: AL/70/20/PL

Residential Mews consisting of 6 No dwellings. This application may affect the Norton Lane, Norton. Conservation Area, may affect the setting of a listed building, is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable.

DATE OF SITE VISIT: n/a

RECOMMENDATION: Advisory

S106 CONTRIBUTION TOTAL: n/a / £ See below for breakdown

To case officer: These are revised comments which supersede and update any previous submissions made by West Sussex County Council as Highway Authority.

Background

The National Planning Policy Framework (NPPF) sets out the Government's planning policies at a national level. The NPPF states that when making decisions developments should only be refused or prevented if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Please find my revised comments below which are made in an advisory capacity as Old Dairy Lane is a private road, which meets the public highway at Norton Lane.

Access

The site is accessed from Norton Lane, a 20mph lane with no footway or street lighting.

Where the access meets the public highway there is approx. 8m in width, which narrows to 3.1m between the two pillars. Internally the access does narrow down to less than 5m in places but does not pose any significant safety issues given the likely number of trips associated with the access.

Visibility from the access is good and well above what is required for a 20mph road. Forward visibility into the access is also good and due to low speeds on Norton Lane, due to its 20mph speed limit, waiting could also take place safely in the mouth of the access, or in the lane itself.

The proposed access arrangements are therefore considered acceptable for the likely intended use.

Trips

A transport statement has been undertaken for the applicant by Motion, and this shows the trips relating to 6, 2 bed dwellings would be low in the region of 30 daily movements, generating a net increase of 3 trips in the morning and afternoon peak. Whilst this is an increase it is very small and WSCC do not consider this a significant material change in movements.

Parking

The site provides car and cycle parking in line with ADC SPD Jan 2020. This indicates 2 car parking spaces, and 1 cycle space per dwelling. This equates to a total of 12 car parking spaces and 6 cycle spaces. As part of the governments road to zero strategy ADC SPD asks for all new developments to provide 100% of its parking with EVC facilities. Servicing of the site will continue in line with the existing arrangements. Bin carry distances must be considered when designing bin stores and a turning head is provided to ensure a refuse lorry can enter turn and exit in forward gear.

Fire and rescue service should also be able to turn on site and exit in forward gear as reversing of a fire appliance is only undertaken up to 20m, and Old Dairy Lane is longer than this.

The LPA should check with the local fire service to ensure an appliance can get within 45m of each dwelling or alternative measures such as sprinkler systems will need to be considered.

Construction

Construction of the dwellings will need to be carried out within the confines of the site. The applicant is in control of the access road and surrounding land, so the site is large enough to accommodate the associated construction plant and vehicles. Nevertheless, a CMP should be submitted for approval to the LPA.

Sustainability

There is a bus stop located approximately 700m from the site on Nyton Road. Nyton Road is a 40mph road, with no street lighting or footways connecting the two together. Buses operate from Chichester (85/85a) offering 5 services a day every 2 hours until 5pm. This stops at the island stop further into Westergate. There is another service from Bognor Regis 66a/66c offering a similar timetable with no evening services, but this stops at Barnett Close near to the Esso Garage, which does not use Nyton Road. As such there is only 1 service which travels along Nyton Road, which could stop at the bus stop located 700m from the site, if someone was waiting. There are no shelters or real time information at these stops.

In terms of access to shops, the nearest place to get basic items such as milk or bread is the ESSO garage. This is just under 2km from the site along Nyton Road where street lighting is provided, and where there are footways; but these are not continuous along Nyton Road. There are two other convenience stores within a 2-3km walk, these are Aldingbourne Convenience Stores, and HI Range Convenience Stores. Whilst they are within the CIHT guidance for walkable distances, pedestrians will need to use Nyton Road which does not provide adequate street lighting or a continuous footway.

Cycling in the local area would be on-road, as off-road cycle lanes are not found, and these benefit from being flat.

Barnham station is 3km from the site and can be reached by bus, on the 85/85a based on the timetable above, or by private car.

In summary WSCC as the County Highway Authority, raise no objections to this application for 6 residential dwellings. Given the previous planning decisions on the site and local area Arun District Council as Local Planning Authority should consider the level of accessibility of the site when determining the application. Should the application be approved WSCC as Highway Authority would look for the inclusion of the following conditions.

Alison Meeus
West Sussex County Council – Planning Services

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

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.

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.