

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	<u>Arun</u> District Council FAO: Raymond Cole
FROM:	<u>WSCC</u> - Highways Authority: Tim Townsend
DATE:	10th September 2019
LOCATION:	<u>Ryefields</u> Farmhouse Oak Tree Lane <u>Chichester</u> <u>PO20 3GU</u>
SUBJECT:	AL/72/19/PL Demolition of existing buildings & erection of 10 No. houses, comprising 1x three bedroom detached, 6x three bedroom semi detached & 3x four bedroom detached houses with associated access & parking (resubmission following AL/118/18/OUT).
DATE OF SITE VISIT:	<u>22nd and 25th November 2018 (for AL/118/18/OUT)</u>
RECOMMENDATION:	More information required.
S106 CONTRIBUTION TOTAL:	£9,043 per-dwelling contribution towards highway infrastructure to support the BEW Strategic Allocation. Non-highways to follow separately.

This is the WSCC Highway Authority (CHA) response to the outline application with some matters reserved for demolition of existing buildings & erection of 10 No. houses, comprising 1x three bedroom detached, 6x three bedroom semi detached & 3x four bedroom detached houses with associated access & parking (resubmission following AL/118/18/OUT).

Summary position of Highway Authority.

Previously as part of the earlier planning application, the CHA requested that additional information be provided to enable the Highway Authority to consider the proposal further. This was set-out in CHA response dated 15th February 2019 which should be read alongside this response. Consideration of the latest application submission reveals that the only outstanding technical matter appears to concern access by refuse vehicles.

Swept-path diagrams demonstrating access to-and-from the site through the site access and showing a 10.2m long refuse vehicle have been provided. However, advice from Arun District Council states that the refuse vehicle in use at the current time has a length of 12m. As such, an amended plan should be provided by the applicant to show that the site access and space within the site is suitable to accommodate such vehicles in order that they can enter and leave in a forward gear and turn- around within the site.

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 5 trips out and 2 in with the PM being similar, if not the same. The National Planning Policy Framework (NPPF) only recommends objecting to applications if the impact of them on traffic capacity is deemed severe. Based on that and what has been presented about traffic generated by the the existing commercial development to the east, the combined impact is low and in the view of the CHA would not conflict with the Framework.

Sustainable access.

The site is within reasonable access to local services and facilities including a shop, schools and some limited employment opportunities (and by a choice of mode). 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 contributions.

Financial contributions towards both highways and non-highways infrastructure are required. As the site is within part of the Barnham-Eastergate-Westergate (BEW) Strategic Allocation, a highways contribution will be required towards transport infrastructure to support that. The current financial figure is £9,043 per-dwelling – so £90,430 for the entire scheme on this occasion.

The contribution towards the A29 realignment and the necessary infrastructure to support the Barnham/Eastergate/Westergate (BEW) strategic allocation accords with regulation 122 of the Community Infrastructure Levy Regulations as set out below:

- a) Necessary to make the development acceptable – the development site forms part of the BEW strategic allocation as set out within the Arun Local Plan. The proportionate contribution shall go towards the necessary transport infrastructure required to deliver this allocation and ensure the development accords with Policy TSP1 Transport and Development, Policy INF SP1 Infrastructure provision and implementation and Policy H SP2C Inland Arun Barnham, Eastergate, Westergate (SD5) of the Arun Local Plan.
- b) Directly related to the development – the proposals are directly related to the development given the contribution is going towards the infrastructure that has been identified within the Local Plan and Infrastructure Delivery Plan as necessary to deliver the strategic allocation of which this site forms part of.
- c) Fairly and reasonably related in scale and kind to the development – the contribution is based upon the likely costs associated with the infrastructure required to support the BEW strategic allocation. The contribution is on a per unit basis and is therefore considered to be a fair and equitable means of securing the contribution towards the necessary infrastructure. Given that the contribution is based upon the proposed numbers of units it is considered to be related to the scale and impact of the proposed development.

The contribution is therefore in line with regulation 122 of the CIL regs and necessary to ensure the development is policy compliant and accords with planning policies TSP1, INF SP1 and H SP2C of the Arun Local Plan 2018.

Details of non-highways requirements will be sent separately.

Conclusion.

Additional information demonstrating suitable access by refuse vehicles is required from the applicant in order for the Highway Authority to consider the proposal further.

Please re-consult with the required information, at which time the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services