

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	WSCC - Highways Authority: Tim Townsend
DATE:	28th October 2019
LOCATION:	Ryefields Farmhouse Oak Tree Lane Chichester PO20 3GU
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). Further information with attachments received.
DATE OF SITE VISIT:	22nd and 26th November 2018 (for previous proposal AL/118/18/PL)
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	Other than where specified, comments will be sent to the case officer separately.

This is the second 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, 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 10th September 2019 which should be read alongside this response. Officers and Members should also read previous CHA comments for AL/118/18/PL taken from its report dated 15th February 2019 which set out other highways-related considerations for the site.

Consideration of the latest application submission revealed that the only outstanding technical matter concerned access by refuse vehicles.

Consideration of latest information.

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 length has now changed to 12m. As such, an amended plan was requested from 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.

From scrutiny of the latest information provided by the applicant/their agents, they have provided photographs of the vehicle that currently serves Oak Tree Lane. No dimensions are provided although they state that they do not consider it to be 12m long.

The Arun DC website regarding waste collection sets-out its requirements for access by refuse vehicles and states that the length of the vehicle is 12m. In the event that such a vehicle cannot be accommodated within the site in accordance with that, any applicant would need to provide alternative arrangements by agreement with the waste collection service/Local Planning Authority.

The site is also accessed off a private road. Therefore, no impact on or to the public highway is likely to occur. Therefore on that basis, the CHA considers it is for the LPA and the applicant to agree suitable arrangements for waste collection for the site.

Access by fire appliance.

For avoidance of doubt, access by a fire appliance **is** demonstrated showing that such a vehicle would be able to enter and leave the site and have space to turn and operate within it (subject to suitable water supply with sufficient pressure being available).

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 proposal, the 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:

- 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.
- 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.

- 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.

Should the LPA be minded to approve the proposal, the CHA recommends that an appropriate S106 Agreement be provided to secure the following:

- Contribution of £9,043 per-dwelling towards infrastructure to support the Barnham-Eastergate-Westergate Strategic Allocation;
- Non-adoption and maintenance clauses to cover private estate roads within the development;
- Other non-highway infrastructure requirements (education, library, Fire and Rescue requirements etc.).

In **addition** to the above, the CHA also requests the following conditions be attached to any permission granted:

CONDITIONS:

1. 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 plans, including signage to be installed at appropriate places to warn users of the access and presence of both vehicles and pedestrians sharing the same access space.

Reason: In the interests of road safety.

2. Visibility

No part of the development shall be first occupied until visibility splays of 2.4m x 23m in the leading traffic direction and 2.4m x 15m in the trailing traffic direction have been provided at the proposed site vehicular access in accordance with the approved plans. 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. Internal access roads

No part of the development shall be first occupied until the road(s), any footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

4. 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 plans. Once approved, these spaces shall thereafter be retained for their designated use.

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

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 layout plan. Once provided, the space shall thereafter be retained at all times for its designated use.

Reason: In the interests of road safety.

6. Cycle parking

No part of the development shall be first occupied until cycle parking has been provided constructed in accordance with a plan to be approved. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate cycle parking and to promote access by sustainable modes, thereby reducing reliance on the private car.

7. Street lighting

No part of the development shall be first occupied until provision has been made in accordance with plans and details to show a scheme of street lighting to be submitted to and approved by the Local Planning Authority.

Reason: In the interests of road safety.

8. 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, local Highway Authority and Network Rail engagement both prior to and during construction works.

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

INFORMATIVES:

Private Roads

The applicant is advised that as the estate road is to remain private/un-adopted, 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 and maintained at private expense thereafter.

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.

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