

From: Jamie Brown
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To: Planning.Responses
Subject: AL-83-16

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 07/09/2016

FROM: Jamie Brown
TO: Arun District Council
FAO: Simon Davis

SUBJECT: AL/83/16/OUT-Outline application with all matters reserved for residential development of up to 8No. dwellings & associated works including access, landscaping & open space. This application is a Departure from the development plan. Resubmission of AL/8/16/OUT.

Land south & west of Barnside & east of pond, Hook Lane, Aldingbourne, West Sussex

RECOMMENDATION:

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Advice	Modification	More
Information		
Objection	No Objection	Refusal

S106 contribution total (see below for breakdown): N/A

Background

The proposal seeks Outline planning permission for access only for up to 8 residential dwellings. An application was submitted earlier in 2016 under A/8/16/OUT for up to 14 dwellings which WSCC in its role of LHA (Local Highway Authority) raised no objections to. This application was refused by the LHA and is currently subject to a planning appeal. The proposal is supported by Transport Statement (TS) including TRICS Data and a Speed Survey. A copy of the previously undertaken Stage 1 Road Safety Audit (RSA) is also included within the TS. The proposal will access onto Hook Lane a 30 mph "C" Class road, which then links to the A29, (Westergate Street), which is also subject to a 30 mph limit.

Access, Visibility and Stage 1 RSA

An existing access permitted in 2013 will provide access to the site from Hook Lane; this will serve the proposed development. As the site accesses onto a "C" class road with a speed restriction of 30mph, it would be appropriate for the development to be considered alongside Manual for Streets (MfS) guidance. A speed survey has been undertaken in support of the proposals, speeds of 32 mph and 33 mph were recorded north and southbound respectively.

The proposed visibility splays, taken from a setback of 2.4m, extend 47 metres to the north and 49 metres to the south. The splays provided are considered acceptable for the development with the speed survey taken into account. MfS does provide some allowance for occasional on-street parking within the visibility splay and it would appear that in this area, where most properties have some sort of off-street parking facility, that there is not an extensive demand for on-street parking in the local vicinity.

The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There have been no recorded injury accidents in the vicinity of the proposed site access onto Hook Lane. There is no evidence to suggest that the road is operating unsafely, or that the proposed would exacerbate an existing safety concern.

The previous application requested an RSA this was completed in accordance with adopted WSCC policy. The RSA rose a number of points however all of these were resolved via the Designer. The LHA provided detail of this in our response to the LHA from 13th May 2016.

In conclusion following the RSA and Designers Response the principle of the access is acceptable. The works for the access would be subject to a Section 278 Agreement with WSCC's Implementation Team.

Trip Generation

The TS provided in support of this application include an estimate of potential vehicular trip generation arising from this proposal; these have been revised from the previous application to reflect the change in the number of dwellings. These estimates are based upon TRICS data. The sites used are considered to be comparable in terms of planning use class and location to that proposed. As such the trip rate generated still provides a useful indication likely trip generation from the new dwellings. It is recognised that this proposal would give rise to a more intensive use of Hook Lane and the junction of the A29. However an additional 36 trips per day that the proposal will generate is not anticipated to result in any highway capacity concerns.

Parking and Layout

Whilst it is acknowledged that permission for the sites layout is not sought, there are no initial concerns with the indicative layout. Parking provision is stated as meeting the requirements of the WSCC Parking Demand Calculator (PDC); the parking allocation should be in accordance with the demand from the PDC.

The TS demonstrates that large vehicles are able to enter and exit the site in forward gear and although this requires the crossing of the carriageway centre point, such movement would be acceptable given the infrequent nature and low volume of traffic.

Sustainability

The LHA acknowledge that whilst there is a limited range of services and facilities within the immediate vicinity; other services that are available are within reasonable walking and cycling distance of the development when assessed against current guidance for the provision of journeys on foot. Opportunities to travel by passenger transport are limited.

Outside of the site the LHA accept that traffic conditions within the local area are conducive for walking and cycling. There is however a very limited range of services and facilities within the local area that could be reached by these modes. Notably, the only facility that could be used to meet some day to day needs is the Aldingbourne store/post office on the A29 at the junction with Hook Lane. This would not though meet all needs and travel to a larger retail store would be necessary. There are otherwise no notable employment, retail or health provisions within the village or the surrounds that could reasonably be reached on foot.

There is no dedicated cycle infrastructure or off road cycle routes located along this section of the A29 in Aldingbourne. The light traffic conditions may facilitate cycle movements along Hook Lane; however the narrow carriageways and potential of vehicle/cyclist conflict may make some routes unattractive. Journeys to wider services and employment centres of Bognor Regis and Barnham would be mainly along the A29 and B2233 and are not conducive to safe cycling due to higher speed limits, traffic volumes and road layout.

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In this respect, the site is located within a reasonable walking distance of the village store and passenger transport infrastructure. Paragraph 29 of the NPPF also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Whilst paragraph 29 goes on to say that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas, residents of the proposed development would inevitably still be reliant upon the use of the private car for the significant majority of daily trips, however it is recognised that this is a small scale development intended to be provide for local housing needs.

The previous 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists within along Hook Lane. There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

The Planning Authority should give suitable consideration to and consider on balance the matters of sustainable access along with other associated matters in deciding this proposal.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

In the event that planning consent is granted, the following conditions are recommended,

Access

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

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),

- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

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

Safety Audit Recommendations

No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 47 to the north and 2.4 by 49 metres to the south have been provided at the proposed site vehicular access onto Hook 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.

INFORMATIVES

S278 Works

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 (01243 642105) 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.

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

Jamie Brown
Strategic Planning

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