

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:James Cross
FROM:	WSCC - Highways Authority
DATE:	10 June 2021
LOCATION:	Folly Foot Farm Fontwell Avenue Chichester PO20 3RU
SUBJECT:	BN/42/21/PL Demolition of existing dwelling, garage & commercial buildings & erection of replacement dwelling, garage & commercial building (Use Class B1 (E) B8) with associated vehicular accesses from Eastergate Lane & hard and soft landscaping. This site is in CIL Zone HSP2 (Zero Rated) & is a Departure from the Development Plan.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

This proposal is for demolition of the existing dwelling, garage and commercial buildings and construction of replacement dwelling, garage and commercial building.

The demolition of the existing building is required as part of the A29 Realignment Scheme running through the site.

The site is currently accessed via Fontwell Avenue which is an A-classified road subject to 30mph speed limit in this location. The existing access is shared between the existing Folly Foot Farm residential and commercial buildings and Folly House.

The proposed replacement dwelling will result in 1 x 4 bedroom dwelling. The proposed floorspace area for the commercial mixed used B1 (E)/ B8 use, as stated in the application form will be 726sqm, which is an increase of 37sqm when compared to the floorspace area for the existing commercial buildings of the same use (689sqm).

This application is supported by Transport Statement prepared by 'GTA Civils'.

The Local Highways Authority (LHA) requests additional information regarding the proposal, as set out below.

Existing Vehicular Access

Access to the site is currently utilised via shared access arrangements onto Fontwell Avenue. It is unclear if the existing access falls within the A29 Realignment Scheme or is to be retained and used for the existing 'Folly House'. The applicant is requested to clarify this detail.

Proposed Dwelling

Vehicular Access

The proposed dwelling will be accessed via new access arrangements onto Eastergate Lane which is a C-classified road subject to 40mph speed limit and weight restrictions. The proposed access is approximately 4.8m wide and this is sufficient to allow two vehicles to pass one another.

The Transport Statement indicates the access will have 6m kerbed radii, therefore it would need to be constructed under Section 278 Minor Licence Agreement, however the access can also be implemented under a licence obtained by WSCC Highways to a specification agreed with them.

The proposed site plan demonstrates gate at the site entrance which is positioned at least 5m from the back edge of the carriageway. This is sufficient to allow a vehicle to be fully removed from the carriageway and/or footway while the gates are opened. The proposed gate has inwards opening mechanism.

Visibility Splays

Drawing no. 11354/101 Rev P1 demonstrates visibility splays for the proposed access. This will be a separate access from the commercial unit and will only serve the proposed dwelling.

The splays have been drawn using a 2.4m 'X' distance and extend to a maximum of 120m to the east and 72m to the west. Splays of 72m would be considered adequate for approach speeds of 32.5mph using Manual for Streets Stopping Sight Distance calculation coefficient parameters. Eastergate Lane has a posted speed limit of 40mph which ordinarily would require visibility splays of 120m in each direction. However given the presence of the approaching junction with Fontwell Avenue, vehicles are not anticipated to travel with the posted speed limit.

Trip Generation

Paragraph 7.6 of the Transport Statement refers to trip generation data where the estimated vehicle trips generated by single dwelling are between 4-5 movements per day. Given that the proposal is for a replacement dwelling, it is not anticipated that it will result in a material intensification of use onto Eastergate Lane or the wider road network.

Vehicle Swept Path Tracking

Building Regulations state that fire appliances need to be able to get within 45m of a dwelling and any access way required to get within this distance can only be reduced to 2.75m as a minimum. The actual space required to operate at the scene of a fire is 3.7m. The proposed plan no. 11354/102 Rev P1 demonstrates a Box Van (2.1 x 8m) successfully manoeuvring from/to the site onto Eastergate Lane.

Parking and Turning

The application form states that 6 parking spaces will be provided for this development, some of which will be accommodated within the proposed garage. The proposed amount of parking spaces accords with the WSCC Car Parking Demand Calculator (PDC) for dwelling of this size and location.

The proposed garage measures 12 x 6.6m internally, which is sufficient to accommodate up to 3 vehicles whilst allowing space for cycle storage. The site benefits of large driveway area where additional parking can be accommodated.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Sustainability

The site is situated in relatively rural area with no adjoining footways or bus services within close proximity. In order to promote the use of sustainable transport methods the LHA advised that covered and secure cycle storage is provided for the dwelling. The proposed garage includes space for bicycles and these details are acceptable.

Proposed Commercial Unit

Vehicular Access

A second access is proposed for the site to serve the commercial unit. This access is also 4.8m wide and this is sufficient to allow two vehicles to pass one another. The proposed access must be constructed under a licence obtained by WSCC Highways to a specification agreed with them.

The Transport Statement indicates the access will have 6m kerbed radii, therefore it would need to be constructed under Section 278 Minor Licence Agreement.

I note the presence of a layby/overgrown accessway within close proximity to the north-east of the site, however this has not been shown on any of the proposed plans. The applicant is requested to demonstrate this on a revised plan.

Visibility Splays

Visibility Splays at 2.4m 'X' distance are 120m to the east and 105m to the west. Splays of 105m would be considered adequate for approach speeds of 41mph using Manual for Streets Stopping Sight Distance calculation coefficient parameters. These splays accord with Design Manual for Roads and Bridges (DMRB) for the posted speed limit in this location.

Trip Generation

The existing commercial unit is currently vacant. The estimated trips for the proposed use based on the total floorspace area is likely to be 43 two day daily movements. The estimated trips will likely be similar to the existing permitted use if this was in operation, therefore the proposal is not anticipated to result in a material intensification of use onto Eastergate Lane or the wider road network.

Vehicle Swept Path Tracking

The proposed plan no. 11354/102 Rev P1 demonstrates a Rigid Truck (2.5 x 12m) successfully manoeuvring to the site onto Eastergate Lane. The truck is slightly overrunning the carriageway when entering the site, however given the size of the truck and the road context this is not anticipated to result in highway safety issue.

Parking and Turning

The proposed site plan demonstrates parking provision of 17 parking spaces plus 2 parking spaces for disabled use. The proposed bays accord with the minimum requirements of 2.4 x 4.8m per single bay as outlined in Manual for Streets (MfS) guidance. The disabled space includes an extra 1.2m wide hatching at the access aisles. The frontage of the building as stated in the Planning Document will be used as loading bays. There is space of at least 6m beyond each parking bay to allow vehicles to turn and exit in forward gear onto the public highway.

The proposed vehicle tracking plan conflicts with the above and demonstrates 24 parking spaces. The WSCC Car Parking Guidance for the proposed E/B8 use would be 1 space per 30sqm, subsequently resulting in demand for 24 parking spaces. While it is appreciated that the proposed loading bays across the building frontage can be used as an informal parking, the applicant is requested to clarify the amount of spaces proposed for the commercial use?

EV Parking

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV

sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

Sustainability

The proposed site plan demonstrates bicycle rack to serve the proposed commercial unit and these details are acceptable.

To summarise, the LHA requests additional information regarding the following:

- Confirmation if the existing vehicle access is to be retained/removed
- Demonstrate the existing layby on a revised plan
- Clarification on the amount of parking spaces for the proposed commercial unit

Please raise the above matters with the applicant and re-consult.

Anastasia Toleva
West Sussex County Council – Planning Services