

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 12 September 2011

**FROM: Debbie Farrell TO: Arun District Council
FAO: Mr J Baez**

SUBJECT: Proposed redevelopment of land to provide 13 new dwellings. Together with associated access, car parking, landscaping and retention of existing property.

CONSULTATION DATE:

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

X

**More Information
Refusal**

The Highway Authority have been consulted on a number of applications for this site and no major objections have been raised. This application differs from earlier applications in that the access to the development is from Barnham Road B2233 and not from Downview Road (a private cul-de-sac). Access is via the existing private drive which serves 1 large dwelling – Greenoaks.

A footway bounds the site, which provides a continuous link from the site into Barnham and to local amenities including shops and schools. Although on the edge of a Settlement area the site is considered to be in a sustainable location.

Barnham Road is a local distributor road, which provides a link with the A29 at Westgate to the A259 Bognor/Littlehampton. The location of the site is between the settlement areas of Eastgate and Barnham and this section of the road is subject to a 30mph speed limit. During a recent site visit no excessive speeds were observed at the access point so it could be concluded that the majority of drivers are not travelling at excessive speeds. However, a Road Safety Camera is located several 100m to the east of the site which could suggest historically high speeds although the presence of the camera should act as a deterrent to drivers resulting in lower speeds along the road. Manual for Streets (MfS) standards have been used to determine the extent of the visibility splays for this application, which is acceptable to WSCC.

Visibility from the access is shown on the proposed site plan to be 40m in both directions, however in my view the achievable visibility at this location is over 100m on both directions. MfS states that visibility splays of 45m are required for a road where vehicles are travelling at 31mph. The applicant should show visibility splays of at least 45m on an updated plan. Alternatively, 45m visibility could be secured by condition.

The width of the access from Barnham Road is over 5m which will allow for 2 cars to pass and is acceptable to the Highway Authority. This width continues for approximately 20m before narrowing to 2.9m (for approx. 10m) adjacent to the existing dwelling, a margin of 0.5m between the edge of the carriageway and the building has been provided. No footpaths have been shown on the plans so it is assumed that the proposal is for a shared surface.

Vehicles are not likely to be travelling at high speeds along the access road it is also likely that pedestrian numbers will be low. However, I have concerns with the extent to which the road narrows. MfS states that the width of a family car is 2m and the space required by a single pedestrian is 0.75m and 0.9m for wheelchair users. In practise for a vehicle to pass a pedestrian safely additional space is required for manoeuvrability. In shared surface streets a margin should be provided in the event a pedestrian has to leave the carriageway to avoid a motorised vehicle. The margins provided of 0.5m are not adequate for this.

In addition, forward visibility is affected by the bends in the road. In the event a pedestrian is walking along the east side of the road s/he may be obscured by the existing dwelling and not seen by oncoming traffic.

I would therefore suggest that the narrowing is detrimental to the safety of non-motorised road users. However, it is appreciated that the road is not offered for adoption and would therefore not warrant an objection on Highway Safety grounds

The WSCC Fire Safety Office has been consulted and we are awaiting his response with regard to the narrowing of the access drive.

A turning area has been provided to the north of the site and swept paths have demonstrated that a refuse vehicle can turn so as not to reverse onto the public highway.

A total of 37 car parking spaces and 26 cycle parking spaces have been provided which is acceptable. The cycle parking will need to be secure and covered.

No Highway Objection subject to the following conditions.

Access

No development of the site shall commence until the vehicular access serving the proposed dwelling has been constructed in accordance with the approved drawing.

Reason – In the interests of road safety.

Construction plant and materials.

No works shall be carried out on site unless provision is available within the site (or other adjacent land within the applicants control) in accordance with details approved by the Local Planning Authority, for all temporary contractors buildings, plant and stacks of materials associated with the development and such provision shall be retained for these purposes throughout the period of work on the site.

Reason – To avoid undue congestion of the site and consequent obstruction to access.

Vehicular turning

The development, hereby approved, shall not be occupied until the car and lorry turning space has been provided and marked out, within the site, in accordance with local plan standards and a revised site plan to be submitted to and approved, in writing, by the planning authority. These spaces shall thereafter be retained at all times for their designated use.

Reason – To ensure that adequate vehicle turning space is provided for the development.

Visibility

No development shall be commenced until visibility splays of 2 metres by 45 metres have been provided at the centre of the proposed site vehicular access onto Barnham Road. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level.

Reason – In the interests of road safety.

Informative

The applicants will be required to enter into a Section 278/38 Agreement with West Sussex County Council for the construction of the new access. The applicant is requested to contact The Implementation Team Leader, West Sussex County Council, County Hall, Tower Street, Chichester, PO19 1RQ (Tel no. 01243 642105).

Education			
Locality	Barnham/Westergate		
Population Adjustment	25.8		
	Primary	Secondary	6th Form
Child Product	0.3612	0.3612	0.1950
Total Places Required	0.0000	1.8060	0.3901
Library			
Locality	Bognor Regis		
Contribution towards Littlehampton	£0		
Contribution towards Bognor Regis	£2,748		
Population Adjustment	25.8		
Sqm per population	30		
Sqm Required	0.00		
Waste			
Adjusted Net. Households	12		
Fire			
No. Hydrants	1		
Population Adjustment	25.8		
£/head of additional population	£13		
TAD- Transport			
Net Population Increase	0.0		
Net Parking Spaces	0		
Net Commercial Floor Space sqm	0		
Total Access (commercial only)	0.0000		

Summary of Contributions

S106 type	Monies Due
Education - Primary	No contribution required
Education - Secondary	£35,690
Education - 6th Form	£8,361
Libraries	£2,748
Waste	No contribution required
Fire & Rescue	£335
No. of Hydrants	1
TAD	No contribution required

Total Contribution	£47,134
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The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *ODPM Circular 05/2005 Annex B*.

The basis for this advice is contained in the County Council's adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1".

All TAD (Total Access Demand) contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 12 Net dwellings.

Further to the monetary contributions The County Fire Officer advises that the proposed development may need to include the provision of 1 fire hydrant connected to adequate supplies of water for fire fighting (Contact: David Boarer – Fire Services 01243 813667). It should also include suitable access for fire brigade vehicles and equipment.

Debbie Farrell
Strategic Planning