

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 23rd January 2018

**FROM: Stephen Gee TO: Arun District Council
FAO: Richard Temple**

SUBJECT: WA/73/17/OUT - Outline Planning Application with some matters reserved for up to 157 No. residential dwellings including 30% affordable. This application is a Departure from the Development Plan.

Land East of Wandleys Lane, and West of West Walberton Lane, Fontwell

DATE OF SITE VISITS: 21st July 2017 and 19th October 2017.

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

x

**More Information
Refusal**

S106 contribution total (see below for breakdown): £

The application is for the development of up to 157 residential dwellings at land East of Wandleys Lane. Pre application discussions took place with the applicant and their Highway Consultants in May and June 2017.

Location

The site is located on Wandleys Lane, south of Fontwell. To the west of the site is the WA/22/15/OUT Dandara site which has planning permission for 400 homes and employment space.

Access

A vehicular access will be provided onto Wandleys lane with a 6m wide access road and 6m kerb radii. Visibility splays of 48m x 2.4m to the left and 45m x 2.4 to the right are provided in accordance with surveyed speeds and Manual for streets.

A walking and cycling access will be provided to the east of this and will link into the provision proposed by WA/22/15/OUT.

The response has been structured to respond to issues raised within the response to comments dated 22nd December 2017.

A27 Arundel Road / Arundel Road / A29 Fontwell Avenue

Revised modelling has been provided to address previous comments made by Highways England and WSCC. This includes the provision of a sensitivity test including the Tye Lane, Walberton development and the mitigation.

The applicant proposes the widening of the A27 east entry lanes by a total of 1.4m under the local plan scenario or the extension of the A27 east arm by 3pcus lengths under the Tye Lane scenario test. It does not appear that any design work has been provided to indicate if the improvements are deliverable.

With the mitigation in place mean max queues on the Arundel Road approach are predicted to be 7 Passenger Car Units (PCUs) in the AM peak and 9 in the PM peak. Queues on the A29 Fontwell Avenue are predicted to be 9 in the AM peak and 4 in the PM peak.

Subject to the applicant agreeing the deliverability and the agreement of an appropriate delivery mechanism for the improvements no further concerns are raised.

A27 Arundel Road / A29

Modelling has been provided that includes the development traffic added on to that of the local plan and Tye Lane development. The modelling highlights the local plan improvements would be sufficient to accommodate the development.

Wandleys Lane upgrade

A signed designer response has been provided. It should be noted there is significant vegetation along Wandleys Lane, the improvements are likely to necessitate the removal of areas of this and maybe be seen to be urbanising the area.

Public Transport / Sustainable Transport

A response to comments was received on the 22nd of December.

The note states two possibilities have been considered:

1. Provision of standalone bus service

The development would fund a bus service between the site and the local schools at Westergate, Eastergate, Barnham and potentially Walberton. This route could also include the rail station at Barnham.

In terms of hours of operation, the principal demand would be during the morning period (0630-0930) for school and employment / commuting trips and the afternoon / evening period (1530 – 1930) for returning school and employment / commuting trips. This is the proposed operating hours.

2. Pooled resource with the Dandara bus service

An alternative to the stand alone bus service described above would be pooling the contribution with that required by the Dandara site to provide a combined bus service. The developer of Wandleys Lane is willing to explore this as an option and would suggest co-ordination of this should be via the local authorities. The benefit of a pooled resource service would be several fold as follows :

- It would avoid two bus services, in effect, competing with each other.*
- It would create a single service with a larger single catchment and hence present an increased likelihood of sustained commercial viability.*
- The combined / pooled contributions would be expected to support a single bus service for a longer period of time than two individual services could.*

The above would be dependent upon timetable for delivering the developments and respective triggers for providing a bus service by each. Nevertheless, there is likely to be a sensible way in which the contributions can be managed and optimised.

In order to provide sufficient flexibility to the provision of the bus service it is suggested that a bus service schedule is submitted prior to occupation and service is implemented prior to occupation of the 50th unit.

Conclusion

The LHA raises no objection to the proposed development, subject to confirmation from Highways England on the acceptability of mitigation at the A27 Arundel Road / Arundel Road / A29 Fontwell Avenue Junction, a S106 and conditions.

S106

- Improvements to Wandleys Lane as shown on drawing 38848_5501_004
- Development of a bus service schedule and provision of a bus service.
- Highway Contribution of £5,000 per dwelling towards improvements to the A29.

It should also be noted that improvements to the A27 Fontwell West junction should be secured by the LPA in conjunction with Highways England

Conditions

Access (details approved, access provided prior to first occupation)

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 drawing.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 48 (to the south) and 45 (to the north) metres have been provided at the proposed site vehicular access onto Wandleys 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.

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Garages

The garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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 engagement both prior to and during construction works.

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

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
Reason: To encourage and promote sustainable transport.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

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.

Stephen Gee
Planning Services