

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 18/11/2016

FROM: Jamie Brown

**TO: Arun District Council
FAO: Claire Potts**

SUBJECT: AL/111/16/OUT -Outline application with some matters reserved for 57No. units with public open space & affordable housing. This application is a Departure from the Development Plan.

Land East of, Orchard Gardens, Aldingbourne, West Sussex

DATE OF SITE VISIT: 16/11/2016

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☒
Objection	☒	No Objection	☐	Refusal	☐

West Sussex County Council (WSCC) in its capacity as the Local Highway Authority (LHA) has been consulted on the proposed development of 57 dwellings at the above site. The application will have a mix of private and affordable (40 of the dwellings for private use and 17 for affordable housing). The proposal is for Outline approval for access only to be considered at this stage. The LHA have visited the application site on the afternoon of the 16th November 2016. It should be noted that the Applicant has not engaged the LHA for pre-application advice on this proposal. The proposal is supported by way of a Transport Statement (TS) which includes TRICS data and a Stage 1 Road Safety Audit (RSA) with Designers Response.

Layout

The access road into the site will essentially be an extension of the Orchard Gardens Arrangement with footways serving the development. Although the layout is indicative it has not been indicated if the applicant intends to adopt the new estate road under a Section 38 Agreement. The footways should be 2.0 metres in width in accordance with MfS guidance, we would require this to be demonstrated. Swept path diagrams will also need to be provided for refuse collection vehicles.

Right Turn Lane (RTL)

The proposals will access Westergate Street (A29) via the existing junction from Orchard Gardens.

As part of the proposals reviewed within the TS the applicant is proposing a RTL in an attempt to alleviate queuing into the junction of Orchard Gardens. Having reviewed the RTL the LHA would draw the applicant's attention to a number of schemes approved as part of a 2013 in Hook Lane. This was a proposal for 79 dwellings and was approved under application number AL/39/13. This application proposed highway improvements to the A29, in summary these were:

- A signalised pedestrian crossing to the north of the site
- The introduction of a RTL at the Hook Lane/Westergate Street junction, and subsequent realignment of the eastern footway and loss of bus lay-by
- Improvements to Footpaths 296, 299 and 300 to improve connectivity to Barnham

At the time of writing, work is progressing towards implementation post planning consent for the improvements outlined above. Therefore, the schemes are considered to be of a

'committed' status. In relation to the Hook Lane RTL improvement, given the proximity to the development site access, it will be necessary for the Applicant to consider how this may interact with the access proposals. Revised drawings including both improvements should be provided and, if necessary, access arrangements to be reconsidered to ensure compatibility.

In addition, a Design Audit of the RTL should be provided, setting out how the proposal accords with relevant Design Manual for Roads and Bridges parameters. Any departures, such as the provision of MfS visibility splays, should be applied for in accordance with GD01/08 utilising the Departure from Standards application process. Both an application form and guidance on the production of a Design Audit is attached to the covering email.

RSA

The proposed RSA identifies no problems with the proposed access and RTL arrangements. However, taking into account the points raised above regarding the Hook Lane application, the LHA would request that the RSA is revised and re-considered to incorporate the RTL proposed for Hook Lane application and any revisions to the access arrangements that may result.

Conclusion

Given the points raised above the LHA does not at this stage have sufficient information to provide a recommendation for this application. The applicant will need to revise the proposals paying attention to the points raised above relating to the previously agreed highway improvement works.

Jamie Brown
Strategic Planning

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	
Applicant Organisation	
Applicant Ref	
Highway Authority Ref	
Applicant Contact Details	
Date Submitted	

1) PROJECT DETAILS

A	Description	
B	Location	
C	Road Category	TA 46/97 Rural Road
D	Road Type	S2
E	Design Speed	100A kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F	Speed Limit	60mph (Derestricted)
G	Traffic Flows	
H	NMU Flows	

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	
B	Relevant Standard(s)	
	Clause	
C	Difference Between Standard(s) and proposed design	
D	Reason for Departure (overview)	
E	Associated Project Departures	
F	Other Options Considered	

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	
B	Congestion/ Delay	
C	Environmental / sustainability	
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	

H	Network resilience & Maintenance	
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4) COMPENSATORY MEASURES

A	Included Measures	
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	
B	Consultations	
C	Other Information	

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1						
ROLE						
SIGNED			DATE			
NAME 2						
ROLE						
SIGNED			DATE			
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS	☐	3- REJECTED	☐
COMMENTS						

WSCC Design Check Requirements July 2010.

1. A Design Statement

- 1.1 For each element of the design, the design statement shall state which standard has been applied (referencing standards and paragraph numbers), state all the relevant criteria used in assessing the design against the standard (providing evidence where not apparent from the drawings), state the outcome of the check against the standard and state whether the outcome is a relaxation or a departure from standard. (A tabular form usually works best).
- 1.2 The Design Statement should be in the same order that the issues are dealt with in the relevant design standard.
- 1.3 The Statement shall be signed and dated by the Designer, the Design Team Leader, the Checker, and by the Technical Director of the company holding the professional indemnity insurance that covers the design. The names of all signing parties shall be provided, together with details of their relevant qualifications and the name of the organisation for which they work.
- 1.4 The Design Statement shall include a drawing register giving details of drawing numbers and revisions.

2. Drawings (as an appendix to the Design Statement)

- 2.1 Drawings shall show sufficient detail for all elements of the design to be assessed.
- 2.2 All drawings shall be numbered and where referred to in the Design Statement and the Relaxations and Departures from Standard Report drawing numbers/revisions shall be quoted.
- 2.3 All documents larger than A3 shall also be provided in hard copy form.
- 2.4 If WSCC determines that an independent check is required, all plans for assessing vertical and horizontal alignment shall be supplied in AutoCAD 2004 format(.dwg) or Drawing Exchange format (.dxf) (and MX/PDS models if available). Xrefs shall be bound into drawings, and plot style tables shall be provided.

3. A Relaxations and Departures from Standard Report (as an appendix to the Design Statement)

- 3.1 The report shall set out the case for accepting the departures and relaxations in accordance with GD1/08
- 3.2 The report shall include a drawing showing the location of proposed relaxations and departures from standard.
- 3.3 The Departures from Standard report shall include a statement that there are no further departures or relaxations from the design standards other than those included in the report.

4. Generally...

- 4.1 The main text of the design statement documents shall be provided in Microsoft Word (.doc) or Rich Text format (.rtf).
- 4.2 All other written or pictorial documentation shall be provided in pdf/jpg/tif/bmp format.

5. Important Notes

- 5.1 It remains the designer's responsibility to design and check the proposed highway layout.
- 5.2 The designer should be aware that WSCC may decide not to carry out further checking of the design. - The designer will be liable for errors in the design.

- 5.3 It should be noted that if the designer fails to identify and agree a Departure from Standard that is subsequently picked up by WSCC at a later stage in the detailed design process WSCC may not grant the retrospective departure and therefore the legal agreement to work on the public highway may not be agreed, which could result in delays to the development.
- 5.4 The developer, as Client under the CDM regulations, normally has a duty to check the competence of any designers employed by him to ensure that they are suitably qualified and experienced to undertake the design in hand. WSCC may request written confirmation from the Client that this check has been carried out.