

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TO:</b>             | Arun District Council- FAO: Simon Davis                                                                                                                                                                                       |
| <b>FROM:</b>           | WSCC - Highways Authority                                                                                                                                                                                                     |
| <b>DATE:</b>           | 8 December 2021                                                                                                                                                                                                               |
| <b>LOCATION:</b>       | Land at Bayards Level Mare Lane Eastergate PO203RZ                                                                                                                                                                            |
| <b>SUBJECT:</b>        | AL/113/21/OUT<br>Outline application with all matters reserved, apart from access, for up to 69 No dwellings with access, parking, landscaping & associated works. This application is a Departure from the Development Plan. |
| <b>RECOMMENDATION:</b> | More Information                                                                                                                                                                                                              |

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 69 x dwellings (outline - matters of access only).

In comments dated 1 October the LHA requested more information including provision of full Road Safety Audit (RSA) and Designers Response, suitable visibility demonstration at Level Mare Lane access and dropped kerb/tactile and hardstanding at Level Mare Lane bus stop.

### RSA

Combined stage 1/2 RSA has been provided. This refers to a scheme for 42 x dwellings which was the number proposed under BN/50/20. However, it does appear that the new access to Level Mare Lane has been audited. Applicant should confirm RSA specifically assesses additional 60 x units, advise the document is amended to reflect this.

3.3.1 - Lack of visibility at proposed access with Level Mare Lane - recommended vegetation within splays does not exceed 0.6m height and regular maintenance. Designer has responded that vegetation will be cleared to ensure maintenance of visibility.

3.5.1 - 40mph speed limit along Fontwell Avenue may result in high vehicle approach speeds - recommended 30mph speed limit is relocated. As per comments to BN/50/20 the access has been designed in accordance with 85<sup>th</sup> percentile speeds. The LHA has reviewed the issue and consulted with the WSCC Safety Audit Lead Professional. It was agreed that relocation of the speed limit is not deemed appropriate as safe and suitable access has been demonstrated.

Noted in para 4.2 that a temporary ramp has been installed for current construction activities and could cause a safety issue. LHA advise that applicant remove this and install temporary dropped kerb if required, licence for which to be obtained from Area Office.

### Access on to Level Mare Lane

6 x units will be accessed from vehicle crossover to Level Mare Lane. LHA previously questioned the 85<sup>th</sup> percentile speeds as these were recorded closer to the junction with Fontwell Avenue. The applicant has stated that splays of 2.4m by 120m is achievable in the primary direction and 2m by 120m in the secondary direction, to the centre of the carriageway. Considering the anticipated speeds, traffic levels and width of Level Mare Lane, the LHA do not object to use of 2m 'X' distance and centre of carriageway extent in the secondary direction. The splays can be maintained within applicant owned and adopted public highway land and thus should be secured via a suitably worded condition.

### Bus Stop

The applicant was asked to explore the possibility of hardstanding, crossing point with dropped kerbs and tactile tiles to the Level Mare Lane bus stop on the west side of the carriageway. It was also advised that provision of edging around the hardstand such as timber or concrete in order to make the maintenance of the area easier be explored along with bus cage markings. The applicant has requested that these improvements are secured by contribution and delivered by WSCC rather than through the minor works s278 process. As the bus stop improvements are necessitated by the development, the LHA request that the works are developed and delivered by the applicant via s278 process, this can be secured either as condition or as part of the s106 agreement, works to be delivered prior to occupation. The applicant is advised to provide plans of such a scheme at this stage and ensure the RSA covers the proposed works.

### Construction Phase

As per previous comments, the final Construction Management Plan (CMP) should include full swept path tracking within the site to ensure all construction vehicles can turn on site and a site set up plan to show the areas for parking on site, wheel wash, hoarding, plant and material storage and loading/unloading areas.

Applicant should discuss any traffic management of Level Mare Lane requirements with the Area Office though this would also be secured by condition/informative.

The applicant has also offered to rectify any damage caused to Level Mare Lane as a result of construction traffic. This would be advised as a s59 informative on any planning approval with the details of the condition survey to be agreed with WSCC Highways Area Office.

#### s106 Contributions

There will be a demand for travel north and south from the site and thus the proposed contribution for a shared path link between the Dandara site to north and A29 realignment scheme is welcomed. The LHA do not currently know whether a facility along Fontwell Avenue will be deliverable and thus the contribution should be flexible so this can be used on 'pedestrian/cycle facilities to Fontwell and Eastergate'. The LHA will provide further detail on the s106 contribution in due course.

#### Conclusion

In summary the LHA request that the bus stop improvements are designed by the applicant and that the auditor review these proposals and the Designers Response is updated accordingly.

**Katie Kurek**  
**West Sussex County Council – Planning Services**