



From: Tim Townsend [REDACTED]
Sent: 01 October 2018 09:37
To: Planning.Responses
Cc: Michael Eastham; Derek Whittington
Subject: AL/20/18 - Proposed development of up-to 27 homes with access to the A29 - Land at Bridge Cottage and The Old Cottage, A29 Lidsey Road, Bognor Regis - WSCC Highways report dated 1st October 2018

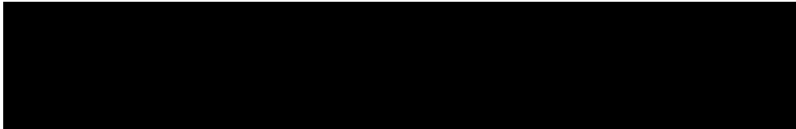
Dear Arun Planning Department,

Please find attached WSCC Highways report dated 1st October 2018 in response to the above planning application.

Should anyone receiving this email wish to discuss it, please do not hesitate to contact me.

Thank you.

Tim Townsend, MCiHT
Principal Planner, Highways – Planning Services
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH



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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC: Tim Townsend
DATE:	1 st October 2018
LOCATION:	Land at, Bridge Cottage & The Old Cottage, Lidsey Road, Bognor Regis, PO22 9PH
SUBJECT:	AL/20/18/OUT Outline application with all matters reserved for the demolition of 2 No. dwellings & associated outbuildings & the erection of up to 27 No. dwellings, of which 30% will be affordable, with associated open space & access. This application is a Departure from the Development Plan. <u>Further information.</u>
DATE OF SITE VISIT:	
RECOMMENDATION:	☐ Advice ☒ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See previous report.

This is the third WSCC highways and transport (CHA) response to the above outline planning application with all matters reserved for the demolition of 2 No. dwellings & associated outbuildings & the erection of up to 27 No. dwellings, of which 30% will be affordable, with associated open space & access. This report responds to additional information provided by the applicant's Transport Consultant – namely Technical Note produced by Reeves Transport Planning Consultants, reference: TN_SGR_TOC_101117-4_V2 (September 2018) and concludes with the current CHA position at the end.

Comments below should be read alongside the previous CHA reports dated 12th June 2018 and 20th August 2018.

Summary position of County Highway Authority (CHA).

Based on the information submitted, the CHA continues to object to the proposal on grounds of lack of safe and suitable access for non-motorised users.

Vehicular access.

Vehicular access continues to be shown directly off the A29 on the apex of a bend in the road. The Applicant's Transport Consultant has confirmed that the proposed access road would measure 4.8m wide with 5.0m bellmouth radii.

In previous correspondence, the CHA recommended that the bellmouth radii be increased to 9m to assist with passage of vehicles (particularly service vehicles) in-and-out of the access given that it connected to the busy A29. In the Transport Consultant's reply, he states this is unnecessary given that the larger the radius, the higher the traffic speed. However, the CHA

recommended it in order to safeguard users of the junction and those already on the A29 when traversing through it. If the radii are found to be too small, this can lead to vehicles over-sailing the centreline of both the new access and/or the main road (in this case the A29) into the paths of oncoming vehicles. This could have road safety implications. On this occasion, as the application is fully outline with all matters are reserved, the CHA considers that it would be reasonable for the applicant to produce swept-path diagrams to 'track' the movement of vehicles through the junction at this later stage if outline consent is granted. That then can inform the final dimensions of the junction layout. Also, the matter can be brought to the attention of any Audit Team undertaking any subsequent Road Safety Audit.

Visibility splays are taken from a 2.4m 'x' distance with major road 'y' distances of 81m in both directions as shown on 'New Access Design' drawing OCL/SR/701 Rev D. Forward visibility stopping sight distance (SSD) (i.e. that required for drivers of vehicles turning right and left into the site and corresponding visibility for drivers already on Lidsey Road coming-across them – from both north and south) was previously shown measuring 45m. Drawing OCL/SR/701 Rev. 'D' now states that the SSD measures 81m. However, this is not the case, driver-to-driver intervisibility (so that between someone waiting to turn left into the site and someone travelling southbounds along the A29 coming-across the turning vehicle), now measures 68m based on the location of the turning/waiting car as shown. If the location of the latter is moved slightly further forward, this would increase that dimension.

For the SSD for northbound vehicles, 67m is available based on the location of the waiting/turning vehicle as shown on the consultants drawing.

The CHA continues to recommend that the first 15m of the access road be constructed as a flat plateau in order to minimise 'rolling-forward' of vehicles towards the A29 when waiting to emerge to it. Alongside this, the A29 itself where it meets the access would need to be carefully designed to minimise chance of grounding of vehicles when entering or leaving the development site. Additionally, comments about surface water drainage are made elsewhere in this report and separately by the County Council's Surface Water Engineer.

Although detailed surface water drainage (SWD) comments will be made separately by the SWD team, at any detailed design/S278 stage careful attention should be given by the applicant to SWD on the bend in the road adjacent to the access, particularly as water occasionally ponds at this location. As the applicant is proposing road widening here, the amount of hard area (i.e. road surface) will be increasing, thereby increasing surface water run-off. As such, any highway works here should include appropriate mitigation to address this.

Concluding the matter of vehicular access to the development, although the applicant now appears to demonstrate that a form of access for *motorised* traffic appears to be achievable, access by *non-motorised* modes is not adequately demonstrated at the junction. In the CHA's opinion, there remain highway safety concerns about the section of footway shown to the south of the junction as it provides no connection to infrastructure outside of the development which could, through use, put pedestrians at risk. Further comments are made about this elsewhere in this report.

Road Safety.

A Stage 1 Road Safety Audit (RSA) has been provided within the Transport Statement (TS) that accompanies the application. A Designer's Response (DR) is also provided.

The audit team makes three recommendations based on correspondence from Reeves Transport Planning and specifically Drawing No. LID/SR/101 - all to do with the access position and visibility available to and from it.

The footpath towards the south-bound bus stop on Lidsey Road previously shown on an earlier version of the site layout, has now been deleted from the application.

Further to the recommendations in the Stage 1 Road Safety Audit, the applicant's Transport Consultant has discussed the CHA's objections with the Audit team. This follows a request made by the CHA for the applicant/their Transport Consultant to do this – specifically with regard to the revised highways/access layout, the associated visibility splays and also the section of footway emerging on the southern side of the access road terminating alongside the A29. As a consequence of this, a short report has been prepared by the team and this is attached to the latest Technical Note as Appendix 3.

Specifically with regard to the matter of the footway running alongside the new access road and emerging and terminating south of the new junction with the A29, the auditor considers that there is some potential safety benefit to be gained from a review of the footway network *within* the development. He concludes by saying that this is an issue that could be readily accommodated as part of the detailed design process and subjected to a Stage 2 Road Safety Audit and also says that the CHA would review this matter as part of any detailed design process/submission. However, what the Auditor fails to comment on is the outstanding issue of the footway shown *external* to the site previously raised by the CHA. Therefore, the CHA remains concerned about this from a road safety point of view.

Sustainable access.

Other than a brief response about the footways *internal* to the development (see paragraph 13 of Appendix 3 – Additional Safety Audit Team Comment), no further comments are made in the latest Technical Note in reply to the CHA's previous comments about sustainable access.

Walking – The proposed indicative layout continues to show a combination of footways and shared-surface arrangements. As documented earlier in this report, a single footway is shown emerging on the southern side of the vehicular access, terminating just beyond the cessation of the bellmouth onto the A29. However, the applicant does not demonstrate how safe pedestrian access is provided to-and-from this – particularly as it does not connect to any other footways close-by. As shown, it provides no physical connection with any other footway which could lead to pedestrians walking in the carriageway of the A29 which is a highway safety concern. The closest footway is that opposite the Robin Hood Public House found 500-600m south of the site. There are Public Rights of Way nearby, in the form of Public Footpath's No. 200_1 running E-W and utilising the course of the disused canal; 296_1 that runs N-S from 200_1 to Sack Lane (found south of the site); 151 found south of Sack Lane and 152 that can be found at the eastern end of Sack Lane. However, these paths are generally indirect and predominantly serve as leisure routes given their location, construction, width and lack of lighting, thereby giving only very limited potential for sustainable access to employment, shopping and school-based trips.

A proposed connection to Public Footpath 200_1 is shown between plots 25 and 26-27. If the planning application is approved, then further details of this connection (width, surfacing, visibility splays etc.) would have to be provided at the detailed design and/or reserved matters/discharge of conditions stage. However to reiterate previous comments, this provides only very limited scope/potential for sustainable access to employment, shopping and school-based trips.

Cycling – No bespoke off-road routes are available for cyclists, requiring them to use the A29 providing access for those likely to be confident and/or experienced riders only.

Buses – The current bus service is documented in the TS. Bus stops are located within verges approximately at and opposite the entrance to Lidsey Caravan Park. However, there are currently no footways or footpaths providing access to them (nor hardstandings by them either) requiring users to either walk in the carriageway of the A29 or be dropped-off adjacent to them.

Train – The nearest railway stations are Bognor Regis and Barnham. Public Footpath 200_1 does provide an indirect link to the latter on-foot only. However, given the suitability of the route and distance of both stations from the site and lack of other walking and cycling routes, access to both would likely be by car.

Internal layout.

The internal layout is shown indicatively on drawing 1749-02G. As submitted, it is not clear whether it would be suitable for adoption under S38. This would be a matter to be looked-at at any Discharge of Condition (DOC) or Reserved Matters (REM) staged. Also, it is not known what form of surface water drainage is proposed for the site which might itself dictate whether the layout can or can't be adopted.

With regard to access by refuse and fire appliances, the access drive shown to plots 22-27 might need widening as in places it looks slightly restrictive (particularly adjacent to plots 25-27). As such, this would have to be considered further at any RES/DOC stage.

As part of any permission, a suitable S106 Agreement would be required to secure any off-site highways works (if required) and additionally, must also include a non-adoption clause to safeguard the County Council if the internal layout is not offered for adoption and similarly, a management plan clause to secure an appropriate management company for the long-term maintenance of any highways infrastructure remaining private.

Finally, the 'Government's Inclusive Transport Strategy' should – if not done so already – be brought to the attention of the applicant. This document gives the latest advice about the use of shared surface roads/areas in developments (as-of September 2018). Any reserved matters proposal should ensure that it is compliant with this or - if it is updated - any subsequent document about this matter available at the time of any RES application. The CHA can also provide advice about this on request.

Parking.

Parking should follow WSCC parking guidance. The TS does provide a copy of the WSCC Parking Calculator suggesting that 61 spaces are required for the 27 homes proposed. This and the layout of car parking (including visitor car parking) will be looked at in detail at any reserved matters/discharge of conditions stage. Parking space dimensions shall follow advice in MfS – so car parking spaces to be 2.4m wide x 4.8m long (3.0m wide if located alongside walls/barriers etc. and 6.0m long if located in front of garages). Garage dimensions (internal) to be 3.0m wide x 6.0m long.

Street lighting.

Street lighting should be considered for the layout. However, this is a matter to be considered at any discharge of condition (DOC) and/or reserved matters (RES) application stage. Careful consideration should also be given to lighting the junction with the A29 (and its approaches) given that the location is unlit.

Strategic Location (Emerging Arun Local Plan).

Reference is made within the TS about the Barnham-Eastergate-Westergate (BEW) Strategic Allocation site for housing found north and east of the application site. However, the application site itself does not appear to be included within the allocation. Based on the current indicative alignment of the proposed southern connection of the new A29, the site does not appear to prejudice this. However, in advance of appropriate highways infrastructure which might also include that which the new road might bring such as new roads, footways and cycle-ways to local services, employment, schools etc., the submission of the site now for development might be considered premature at this stage. While the subject of prematurity is a matter for the LPA to consider, the aforementioned lack of suitable infrastructure is still relevant at this stage and does still contribute to the prematurity statement.

S106 (non-highways).

A detailed S106 consultation response has previously been provided (see previous CHA reports). Additionally, it is reiterated that if this application is successful, a contribution towards transport infrastructure to assist with delivery of the BEW Strategic Allocation would also be required.

Conclusion.

As submitted, access by non-car modes is not adequately demonstrated. As such, the CHA objects to the proposal for the following reason:

1. The proposal does not provide safe nor convenient infrastructure for non-car access to-and-from goods, services, local facilities, schools and employment, nor does it encourage or enable an increase in environmentally sustainable means of travel such as walking, cycling and public transport contrary to Section 9 of the revised (July 2018) NPPF, paragraphs 108 (a and b), 109 and 110 (a-c).

West Sussex County Council – Planning Services