

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	18 th June 2021
LOCATION:	Land At Wings Nursery Lidsey Road Woodgate PO20 3SU
SUBJECT:	AL/20/21/PL Demolition of Wings House & erection of 71 No. replacement dwellings (70 net new dwellings), access arrangements, sustainable drainage measures, public open space, landscaping & all other associated works (resubmission following AL/46/20/PL). This application is a Departure from the Development Plan. Further information received.
DATE OF SITE VISIT:	n/a (visited as part of the assessment undertaken for previous proposals AL/117/17/OUT, AL/32/19/OUT and AL/46/20/PL).
RECOMMENDATION:	No objection
S106 CONTRIBUTION TOTAL:	TBA

This is the third WSCC Highways (CHA) response to the above planning application for demolition of Wings House & erection of 71 No. replacement dwellings (70 net new dwellings), access arrangements, sustainable drainage measures, public open space, landscaping & all other associated works (resubmission following AL/46/20/PL).

In 2017, 2019 and 2020, the CHA was consulted for comments in response to three previous planning applications for residential development on the site under Arun District Planning references AL/117/17/OUT, AL/32/19/OUT and AL/46/20/PL. The first two were for 55 dwellings whereas the last one was for 81 units.

This response follows consideration of latest Technical Note produced by Bright Plan Transport Consultants dated 16th April 2021 and additional discussion with the same. Comments below should be read alongside the CHA's previous responses dated 26th February 2021 and 19th May 2021.

Summary of previously requested additional information.

The following additional information was previously requested in order that the CHA can consider the proposal further (*red italic* text alongside are latest CHA comments):

1. Tracking diagram for a refuse vehicle adjacent to plots 63 and 64. *The reply from the consultants says that refuse collection for these units would be undertaken from Lidsey Road as per existing properties in the locale. As such, they have*

demonstrated that bin carry-distances for refuse collectors and residents are compliant with Manual for Streets as demonstrated in Drawing 2020-6115-008.

2. Tracking for a selection of vehicles travelling north-bounds negotiating a stationary bus in the re-located bus stop north of the primary access. *This matter has been considered through the Safety Audit process and is now acceptable.*
3. Evidence of correspondence with Road Safety Audit to do with proposed re-location of north-bound bus stop location. *Please see comments under 2 above.*
4. Road Safety Audit Log in tabular form and in WORD format. *Comments in response to the Safety Audit are found below:*
 - a. Problem 3.1.1 – Risk of head-on collisions with vehicles trying to pass stationary bus – *Please see comments in 2 above.*
 - b. Problem 3.1.2 – Long length of right-hand turning lane and risk of overtaking leading to collisions – *The designer has reviewed this and considers that it would be unnecessary to provide a refuge island along this stretch given that the extension to the turning lane is very short.*
 - c. Problem 3.4.1 – Overhanging trees and risk of facial injuries to pedestrians – *A note has been added to the drawings to state that the overhanging trees will be lopped to avoid this happening.*
 - d. Problem 3.4.2 – Concerns over ditch and whether users might fall in – *The designer should discuss the reply given with the Safety Audit Team to establish whether it is satisfactory.*
 - e. Problem 3.4.3 – Concerns over location of gullies in main access possibly coinciding with pedestrian desire line – *The gullies have now been moved (will be checked again at detailed design stage).*
 - f. Problem 3.5.1 – Provision of temporary signs to warn drivers of proposed road changes – *The temporary signs have now been shown (will be checked again at detailed design stage).*

All Road Safety Audit matters have now been agreed between the CHA and the Design Organisation through a related S278 process which has run concurrently with this planning application for exactly the same highway works as proposed for this planning application.

5. Most up-to-date PIA records for the last 5-years. *This has now been provided and shows three personal injury accidents have occurred in the vicinity of the site during the latest 5 years of records interrogated. One of these occurred at the junction of the A29 with the access road serving Willows Caravan Park (classed as 'slight') and the other two north of the site at the junction of the A29 and Hook Lane resulting (one being classed as 'slight' and the other as 'serious'). While any accident is regrettable, the applicant has demonstrated that the accident record along this stretch of A29 is low.*
6. Updated Travel Plan with confirmation that an experienced external consultant would be appointed in the role of Travel Plan Coordinator (TPC). And confirmation that provision of a Personal Journey Planning service will be provided to all residents of the development by the TPC. *The Travel Plan is now acceptable.*
7. Replies to all bullet points under sub-heading 'internal layout and parking'. *Please see below (previous comments in black text):*
 - Turning for a refuse vehicle is not demonstrated adjacent to plots 63 and 64. *Please see comments under point 1 above.* Furthermore, another area of concern is the width of the access road serving plots 5-10. This appears to be 4.1m wide which is easily blocked if a vehicle were to park on it. This should be widened to a minimum of 4.8m wide. *This is still shown measuring 4.1m wide. However,*

given the short distance shown, the as-proposed width is accepted on this occasion as it appears to meet guidance in Manual for Streets.

- Given the lack of service margins and location of some of the parking immediately adjacent to parts of the internal roadways, the layout would not be suitable for adoption under S38 in its current guise. *The consultant has confirmed that the development's access roads are not to be offered for adoption. Should planning permission be granted for the proposal, clauses should be included in the accompanying S106 Agreement to prevent future adoption and to ensure ongoing maintenance of the roads by a management company.*
 - Parts of the layout give a 'mixed message' with regard to user priority etc. particularly where only a single footway is provided and then terminates before what appears to be a shared-surface area. This needs to be shown better-defined (one example being by plots 38 and 48). A coloured site plan should be submitted showing improved definition of how all the different parts of the on-street hierarchy fit-together. *Drawing No. 2020-6115-016 shows that the layout still provides footways for many parts of the development on one side of the internal roads only. While the footway routes do appear to demonstrate some logic with regard to access to the plots they are intended to serve, it would be good practice for shared surface areas to provide a rumble strip or similar at the start of such areas to provide audible warning to users as they enter them. However, careful attention should be paid to the design of these in order that they are appropriate for use by users who are mobility impaired.*
 - A large number of the parking spaces appear to be narrow with a number in confined spaces. This will make them difficult to use and un-attractive to users, resulting in parking on-street. As such, all parking design should be re-visited with regard to sizing/dimensions. Single spaces with no obstructions either-side – should measure 2.4m wide and 5.5m long. Where driveways are 'shared' (so household spaces next to one-another), driveways should be 6.0m wide. If spaces are to be bounded by obstructions (e.g. walls, fences etc.), single spaces should be widened to at least 3.5 wide and dual spaces to 7.0m wide. Where garages are to be used, these should have internal measurements of 6m x 3m. Access to the parking spaces for plot 43 is very restricted. Enlarging the end of the adjacent access road would assist with improving this. *The design of the parking is such that it does not appear to present any road safety issues, instead that in some places it would require careful manoeuvring by users to use them.*
 - Tactile paving will be required within the layout at junctions and where paths are located opposite one-another (not fully shown throughout the layout). *This is now shown on Drawing No. 2020-6115-000.*
 - A form of access protection barrier will be required at either-end of the proposed path that leads from the access road serving plots 63-71 to the A29 (the path emerges opposite plot 64). *This is shown on Drawing 2020-6115-000.*
8. Provision of red boundary edging to include all on and off-site transport mitigation proposals. *This is now shown on Drawing No. 2019-6115-015 Rev. A.*

Conclusion.

Following review of the submitted information, the Highway Authority does not raise objection to the application subject to the following:

S106 Agreement:

- To include non-adoption and management company clauses should the development remain private

Conditions:

1. **Access(es) and off-site highways works serving development (including bus stops, markings, and real-time passenger information)** – No part of the development, hereby permitted, shall be occupied until the accesses, off-site highways works, bus stops, markings and real-time passenger information as shown on the approved planning drawings have been constructed to a final specification to be agreed with the local Highway Authority through a formal S38 and/or S278 process.

Reason – To ensure fit-for-purpose accesses constructed to appropriate design and safety standards.

2. **Internal road layouts** – No part of the development shall be occupied until the internal access road layout has been constructed in accordance with the approved plans.

Reason – To ensure fit-for-purpose roads constructed to appropriate design and safety standards.

3. **Parking and turning** - No part of the development, hereby approved, shall be occupied until provision for parking and turning of cars associated with the development has been provided in accordance with the approved plans. Provision should thereafter be maintained solely for the purpose of the parking and turning of vehicles clear of the highway.

Reason – To ensure that adequate provision for the parking and turning of vehicles is provided for the development to accord with approved policy.

4. **Electric Vehicle Parking** - No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies

5. **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.

6. **Reinstatement of disused crossovers and/or accesses (details to be approved)** – No development shall be occupied until any disused crossovers and/or accesses no longer required as part of the development, have been permanently removed and reinstated in accordance with plans to be submitted to and approved by the LPA for consultation with the CHA.

Reason – To ensure that any access points not required to serve the development are permanently removed to avoid risk of inappropriate re-opening in the future and also in the interests of road safety.

7. **Street lighting** – The development, hereby approved, shall not be occupied until a scheme for street lighting has been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason – In the interests of road safety.

- 8. Travel Plan** - Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

- 9. Construction management plan** - Prior to development commencing, a Construction Management Plan shall be submitted to and be approved in writing by the Local Planning Authority after consultation with the Highway Authority. This shall require the applicant and contractors to minimise disturbance during demolition and construction and will include (but not be limited to) details of the following information for approval:

- the phased programme of construction works;
- the means of access and road routing for all construction traffic associated with the development;
- provision of wheel washing facilities and details of their operation and location;
- Details of street sweeping;
- construction working times including delivery times;
- details of a means of suppressing dust arising from the development;
- details of all proposed external lighting to be used during construction;
- details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
- details of areas to be used for the storage of plant and materials associated with the development;
- details of the temporary construction site enclosure to be used throughout the course of construction (including access gates).
- Contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details).
- Evidence of consultation with neighbours prior to works commencing.
- Details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage.

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

Reason - To ensure safe and neighbourly construction in the interests of amenity and road safety.

Informatives.

Informative to Planning Officer – Applications for S38 and/or S278 Agreements should be made to WSCC as Highway Authority. Full details are available on the WSCC website.

Informative to Planning Officer – Roads not forming part of the adopted highway network and/or not intended to be offered for adoption, will not be inspected by the Highway Authority during or after any construction phases. Such roads should, however, be assessed and formally signed-off/approved by a suitable Chartered Civil Engineer to the satisfaction of the LPA.

Informative – S59 Agreement – If deemed necessary, the applicant should contact West Sussex County Council Legal Services to obtain necessary information to enter into the Section 59 Agreement under the Highways Act 1980. This Agreement is would be required in the event that extraordinary traffic required to build the development is generated during the construction phase/s in order to provide a means of making good the public highway following the cessation of construction traffic and building work on the site. Full details of the process can be obtained from the Local Highways Manager WSCC.

Tim Townsend
West Sussex County Council – Planning Services