

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Michael Eastham
FROM:	WSCC - Highways Authority
DATE:	18 November 2019
LOCATION:	Bridge Cottage Lidsey Road Bognor Regis PO22 9PH
SUBJECT:	AL/75/19/PL Construction of 8 no. dwellings, alterations to access and associated works - This is a Departure from the Development Plan. More information.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Objection
S106 CONTRIBUTION TOTAL:	As previously stated

Taking those matters raised as issues within the consultation response dated 26th September 2019, WSCC Highways would offer the following comments.

Road Safety Audit

A Stage One RSA has been provided as requested. Whilst the RSA has been completed to current appropriate standards, the applicant would need to submit a RSA Response Template following that set out in GG119. Where there are problems that require addressing as part of the planning application, these are for the most part covered further below. This wouldn't overcome the need for the RSART however.

Parking

From the submitted Technical Note, it would seem that the previous version of the WSCC Parking Demand Calculator has been applied. The latest version should be used and the parking provision reviewed.

Site Access

The plan (drawing number FIGURE-1.5 within appendix B of the RSA) showing the geometry of the proposed access is noted. The proposed access road width and kerb radii as shown on this are acceptable. The amended site plan as attached to the applicant's email of the 29th October 2019 is also noted. This includes the provision of a link northwards to the existing public right of way and southwards to the southbound bus stop on the A29. Whilst these links are

welcomed, there are still fundamental issues in accessing the site on foot or by cycle. Further comments are made in terms of access by sustainable modes below.

In terms of the links themselves, the route to the public right of way is contained entirely in the development site so can be delivered without any apparent issue. For that route to the south, this doesn't appear to provide a continuous route to the bus stop; the bus stop is quite a distance further south located opposite the entrance to the Lidsey Caravan Park. There is also no access shown to the northbound bus stop. The deliverability of the link in any case is questionable with there being a substantial bund located on the eastern side of the A29 that would make the delivery of a 2metre wide footway challenging.

Aside from the RSA needing to be updated so as to include the additional highway works, the southern footway would need to be reviewed in terms of deliverability.

The site layout has been amended so as to further increase the separation between the proposed access and that serving Bridge Cottage. The increased spacing is considered appropriate.

A number of other matters were also raised by WSCC in terms of the internal layout that do not appear to have been addressed.

Site Access Visibility Splays and Forward Visibility

No adverse comments have been made by WSCC in terms of the length of visibility splays proposed. These are therefore taken as having been accepted by WSCC.

For forward visibility, again no adverse comments are made by WSCC in terms of the distances proposed. The issue with forward visibility is more that these appear to rely on land outside of the public highway. Taking account of the highway boundary information held by WSCC (a copy of which is included with the application), it would still appear that the forward visibility is reliant on land beyond that maintained as highway. The applicant should overlay the highway boundary information on the site access drawing to demonstrate that forward visibility can be achieved.

Tracking/Swept Paths

The additional tracking drawings requested by WSCC (for a large vehicle entering) are noted. The tracking does show a refuse vehicle overhanging the centre line of the access road when entering from the north. In light of the infrequent nature of this movement, and the fact that this would occur at other existing junctions, this arrangement is accepted.

Access by Sustainable Modes

Fundamental issues have been raised by WSCC both with the current and previous developments on this site in regards of access by sustainable modes. The additional works proposed (as set out above) will assist to a small degree. However, the use of unsurfaced and unlit public rights of way are not considered to provide suitable day to day means of access for pedestrians. Those existing rights of way are also not particularly direct in terms of routes to existing services and facilities, the majority of which are located to the south and are in any case beyond the maximum walking distance within the CIHT document 'Providing for Journeys on Foot'. The use of these routes therefore wouldn't be convenient, attractive, accessible, and are unlikely to be perceived safe.

Issues are raised above with the southern footway link to the bus stop. The use of the bus is perhaps not a wholly realistic choice in any case in light of there being 6 north bound and 6 southbound services per day.

An objection would continue to be raised to this site for the reasons previously stated.

Ian Gledhill
West Sussex County Council – Planning Services