

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	16 November 2020
LOCATION:	Land to West of Hook Lane, Westergate, PO20 3TE
SUBJECT:	AL/79/20/OUT Outline planning application with some matters reserved (Layout, Scale, Appearance and Landscaping are to be determined as reserved matters) for the construction of 10 No. dwellings & the creation of a new vehicular & pedestrian access on to Hook Lane. This application is a Departure from the Development Plan.
SITE VISIT:	16/11/2020
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on outline application with matters of access sought for 10 x dwellings (2 x 2-bed, 3 x 3-bed, 5 x 4-bed) on land west of Hook Lane.

The application is supported by plans, Planning Statement, Design & Access Statement and a Transport Statement (TS). Further information is sought in respect to visibility splays, pedestrian crossing arrangements and Road Safety Audit (RSA) to enable the LHA to make a full assessment of the highway safety impacts of the development.

Access Arrangements

Hook Lane is 'C' classified highway subject to a 30mph speed restriction in this location. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents on Hook Lane in the vicinity of the site. There is no evidence to suggest that the nearby road layout is operating unsafely, or that the proposed development would exacerbate an existing safety concern

Vehicle and pedestrian access will be via a new bellmouth access to serve 8 x dwellings and a separate crossover access/ direct frontage for plots 1 & 2. As per WSCC guidance the LHA require that a Stage 1 RSA is carried out on the proposed access arrangements.

The new access should allow for pedestrians to cross across the entrance. This could be via dropped kerb so that a continuous footway is maintained across the access, similar to that provided for the site to the north. Details of this can be agreed at detailed design stage.

Swept path tracking diagrams have been provided for the main site access which show a fire tender and a refuse collection vehicle can access and turn within the site, in order to exit in a forward gear.

To the north of the site original application AL/8/16 (and subsequent reserved matters AL/33/19) approved 14 x dwellings with new access and footway along west side of Hook Lane. It is understood that the Furlongs development (79 x dwellings) to the east of Hook Lane (AL/39/13) has provided a section of footway along the western side of Hook Lane fronting the site and linking with footway provided at access for AL/33/19. The swept path plans show tactile paving dropped kerb pedestrian crossing points to the north and south of the new bellmouth access, crossing Hook Lane. There is no footway on eastern side of Hook Lane and thus it is questioned why 2 x tactile paving crossing points are shown and to what these will connect in to? On the western side of Hook Lane the footway proposed under AL/39/13 extends across the site includes across plots 1 & 2 yet the plans do not reflect this.

Visibility

An ATC survey was undertaken in vicinity of the site access which recorded 85th percentile wet weather speeds of 28mph southbound and 28.8mph northbound. (30.4mph southbound and 30.2mph northbound - reduced by 2.4mph for wet weather as per para. 7.5.2 Manual for Streets). The wet weather speeds would require visibility splays of 39m north and 40m south. The TS details splays of 2.4m by 36.5m north and 38.1m south from the main site access. The splays demonstrated are short by 2.5m north and 1.9m south. No splays have been

shown for the new crossover to plots 1 & 2. From an inspection of WSCC highway boundary mapping it appears that a greater splay may be achievable using land within the red edge of the site and public highway. The applicant is advised to provide amended plans showing *maximum achievable* visibility splays from both the main site access and new crossover to plots 1 & 2.

Trip Generation & Road Network Capacity

TRICs has been used to estimate the likely traffic generation from the development. Using suitable parameters it was estimated that 5 x vehicle trips in the AM and 5 in the PM peak hour could result, with 46 x two-way movements over the 12 hour day period.

The ATC survey also recorded traffic volumes on Hook Lane and revealed a 5-day average of 87 movements in the AM peak and 132 movements in the PM peak hour. The additional trips anticipated on the local road network are not anticipated to result in a road capacity concern.

Internal Layout & Car Parking

Whilst matters of internal layout would be agreed at reserved matters the LHA have nonetheless reviewed the proposed layout and wish to make the following comments.

Within the site the carriageway reduces to approx. 3.9m which would not allow 2 x cars to pass. It is presumed this is a traffic calming feature which will reduce speeds within the site and it is considered that a car could wait clear of Hook Lane and give way where required. Footway appears to extend in to the site from the site access and transition to shared surface after passing plots 3 & 4. This is considered appropriate for the anticipated traffic volumes within the site and further detail would be agreed at detailed design stage.

Whilst car parking would be assessed at reserved matters stage the LHA have nonetheless reviewed the proposed arrangements. Arun Supplementary Planning Document (SPD) sets out parking requirements for new developments. Within zone 2, 4-bedroom dwellings require 3 x spaces each. Whilst 4 x 4-bedroom units are shown with 2 x spaces each it is considered that space is available within the site for overspill parking. The 3 and 2-bedroom units should be provided with 2 x spaces each and these are shown within the site. The SPD sets out that garages of sufficient size will count toward 0.5 space and thus the parking provision falls short of the anticipated demand. The LPA may wish to consider this from an amenity point of view. Visitor parking will be provided at 4 x spaces which exceeds the SPD requirement.

Accessibility

Planning for Walking (CIHT, 2015) references that 1.6km (1 mile) is stated as reasonable maximum distance for walking journeys. Within 800m of the site is located post office, bus stops, primary school and pub/restaurant. Bus stops are located on Westergate Street and provides a service between Bognor Regis, Barnham, Yapton and Walberton. Barnham Train Station is a 13 minute (2.6 mile) cycling distance of the site and provides cycle storage on site. It is therefore considered that cycling, walking and public transport could reasonably make up part or all of some journeys for residents, reducing the reliance on the private car.

Details of cycle storage, which should be in line with Arun SPD, would be expected at reserved matters stage.

Conclusion

In summary the LHA request the following:

- Demonstrate maximum achievable visibility splays from both new bellmouth access and new crossover.
- Site access plan to include extent of footway currently in the vicinity and show extent of footway tie-in proposed, along with clarification of west-east crossing points proposed across Hook Lane.
- Stage 1 RSA and accompanying Designers Response as per GG119 format (table F4 & F5).

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services