

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	21 November 2019
LOCATION:	Land east of Shripney Road & south of <u>Haddan House</u> , Shripney Road, Bersted, PO22 9NW
SUBJECT:	BE/109/19/OUT Outline application with some matters reserved for up to 46 No dwellings together with access. This application is a Departure from the Development Plan.
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	To follow

The application is for outline permission with all matters reserved except access. The application is supported by drawings and Transport Statement (TS).

In summary, the LHA require further information before a full assessment of the highway safety and capacity merits of the scheme can be undertaken.

Site Context & History

Shripney Road is the A29 and subject to 40mph speed restriction in this location with no restrictions to overtaking. The A29 connects Bognor Regis to the south with Fontwell to the north, where it joins with A27. To the south, Shripney Road becomes dual carriageway and transitions to 50mph, before joining Shripney Road Bypass Roundabout and linking with A259 Bognor Regis Relief Road. The eastern side of the carriageway in vicinity to the site is currently not served by continuous footway; however footway is available on the western side of the carriageway and is street lit. There are no controlled pedestrian crossings in the vicinity.

It should also be noted that the A29 realignment scheme proposes a new road east of Eastergate, Westergate and Woodgate village to link A29 Fontwell Avenue to A29 Lidsey Road (north of Shripney). This is proposed to provide a link to Bognor Regis whilst reducing traffic on existing section of A29.

The site is surrounded by residential development to north, south, and west with further fields to the east. Recent nearby development includes 21 x dwellings to north of site (approved under BE/63/17).

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been several recorded injury accidents in the vicinity of the site, notably at the junction with Shripney Lane to the south of the site and two recorded incidents to the north of the site, on Shripney Road. However, from an inspection of accident data it is not considered that these incidents are related to any defect with the nearby junction and road layout.

Proposed Access and Highway Alterations

A new priority junction with ghost right hand turn lane is proposed to serve the site. This is sited in the approximate location of an existing field gate. Through lanes of 3.5m width are provided with 3m wide right turning lane.

In light of the speed limit, the proposed highway modifications should be designed in accordance with Design Manual for Roads & Bridges (DMRB). These should be subject to

a Design Audit that refers to how elements such as geometry and layout comply with current design standards. A Stage 1 Road Safety Audit (RSA) must also be carried out on the proposed access arrangements. The RSA must comply with GG119 and the current WSCC RSA Policy.

Notwithstanding the above requirements, the access design has been reviewed and the following comments would be made.

The site access is proposed with 6m kerb radii. Considering the posted speed limit, it is advisable for the radii to be increased to 9m. Whilst this will potentially result in higher entry speeds into the development, it will allow turning vehicles to clear the A29 more quickly.

Swept path tracking for refuse collection vehicle has been undertaken. As it is advised kerb radii be increased and the current plans available online are quite faint, the LHA advise that clearer swept path tracking plans are provided.

An ATC Traffic Survey was undertaken along the sites frontage, which identified 85th percentile speeds of 41.3mph northbound (southern splay) and 42.2mph southbound (northern splay). The TS states that splays of 120m can be achieved, in line with DMRB Stopping Sight Distance (SSD) requirement for 70kph (43.8mph). The LHA are satisfied with this approach.

Nevertheless, the plans do not appear to show full extent of splays, which are not clear. These should be taken to nearside carriageway edge and only pass through publicly maintained and applicant land. The applicant should provide a clearer plan showing that full extent of the required splays is achievable. The LHA also require that the raw ATC data is provided including location of speed counter and weather data to ensure no extreme conditions during the survey.

A central pedestrian refuge island with dropped kerb crossing points is proposed to north of the proposed site access. The masterplan shows this as a Zebra crossing whereas technical drawings do not. The applicant should clarify this as a Zebra crossing would be inappropriate for a road of this nature and speed limit.

Although the internal layout is indicative, an internal footpath is shown to link with the existing footway on the eastern side of the A29. It is noted that the existing footway on the eastern side of the A29 is not continuous and terminates approximately 200 metres to the south. At the termination, there are no existing crossing points and the A29 is a dual carriageway.

Although a pedestrian refuge is being provided, this would require pedestrians to travel north before then travelling further south. The concern is then that pedestrians may consider travelling southwards on the eastern side of the A29 and then cross at dual carriageway.

The applicant would need to review potential pedestrian desire lines and available/proposed crossing facilities to ensure these are suitably located to accommodate the proposed development. The applicant may consider locating the pedestrian refuge island to the south rather than to the north of the site access to make this more on the desire line.

The applicant should also explore the possibility of providing additional pedestrian infrastructure improvements such as crossing of Shripney Lane junction where improvements to central refuge island (which is currently bollard) and dropped kerb/tactile could be provided to improve the existing continuous footway link on western side of Shripney Road.

Road Network Capacity

The LHA has reviewed the methodology applied to the traffic generation and highway capacity impacts. For the most part, the methodology applied complies with current practice. Applying appropriate data from TRICs (Trip Rate Information Computer Systems), the development is estimated to create approximately 26 additional vehicle movements in the AM and PM peak respectively. The LHA have carried out in-house assessment using TRICs and find the figures broadly comparable.

For the purposes of the future year assessment, TEMPRO has been applied. This in principle is acceptable and it is recognised that this would include a level of future, committed development. The applicant should confirm whether any other nearby committed developments in the area have been included in this assessment.

From an inspection of the PICADY inputs it would appear that the junction has been modelled as a priority T-junction without right hand turn lane. The applicant should check correct inputs for junction modelling have been used including anticipated blocking queue (PCU).

It would also be beneficial for diagrams showing turning counts from the proposed junction to be included. Related to this an explanation should be included in the TS as to how development traffic has been distributed.

Accessibility

The TS considers opportunities for sustainable transport from the development site, including proximity to public transport network. The nearest bus stops are situated approximately 40 metres south of site on eastern and western side of carriageway. CIHT *Providing for Journeys on Foot* acknowledges that walking can make up an essential part of much car and public transport travel with bus stops usually being accessed on foot. The 66A and 66C routes provide limited services between Bognor Regis, Westergate, Barnham, Walberton and Yapton (with five services each way Monday-Friday and four services each way on Saturday). These services also stop adjacent to South Bersted Tesco and thus providing a link for residents of the site to the larger retail parks.

Table 3.2 within *Providing for Journeys on Foot* states desirable, acceptable and preferred maximum distances for walking to town centres, commuting and elsewhere. The preferred maximum is 1200m and thus the Train Station is outside of preferred walking distance. Nevertheless some of the larger grocery/retail stores are just within the preferred maximum walking distance, such as Lidl.

There are no off-carriageway facilities past the site for cyclists, however off-carriageway facilities are available approximately 500m to the south from Shripney Road Bypass Roundabout. CIHT *Planning for Cycling* states that 80% of cycling trips are less than five miles. Bognor Regis Train Station and the town centre are within approximately 2 miles. The Train Station provides covered bicycle parking for commuters. Bicycle parking within the development will be provided within garages. It should be ensured garages meet size requirements of 3m by 6m to facilitate this. Where dwellings are not served by garages, a separate secure and covered facility should be provided. Level of bicycle parking provided per dwelling should be provided in accordance with WSCC standards and details would be expected at reserved matters/ conditions stage.

A Travel Plan will be secured and will include appointment of Travel Plan Co-ordinator, Residents Travel Information Pack and provision of sustainable travel vouchers for £250 per household toward bus/train travel and/or cycle acquisition/training. Details of the Travel Plan would be expected at reserved matters/ conditions stage.

Internal Layout and Car Parking

Whilst matters of internal layout will be finalised at reserved matters stage, the LHA have assessed the indicative layout. The internal estate road is 4.8m wide to allow two opposing cars to pass. Some areas of shared surface have been detailed, which are acceptable in principle.

It is noted that an internal footway link to join with existing footway on eastern side of carriageway is proposed. This will provide an off road link for pedestrians to reach bus stop on eastern side of carriageway.

Matters of car parking would be assessed at reserved matters stage once the layout and mix of dwellings is finalised. Based on the indicative plans and available information, parking demand has been assessed on the basis of 8 x 1-bedroom, 17 x 2-bedroom, 16 x 3-bedroom and 5 x 4-bedroom units being provided. The TS states that 1 x space will be provided per 1-bedroom unit, 2 x spaces per 2-bedroom unit and 3 x spaces per 3/4-bedroom unit, a total of 105 x allocated spaces. On this basis total parking demand would be 128 x spaces (to include 23 x unallocated parking demand). The applicant may wish to consider provision of additional visitor parking although as already stated this would be assessed at reserved matters stage.

Each dwelling with off street parking will be provided with an electric vehicle charging point. WSCC guidance states that 20% of all parking spaces within a development should be provided with charging points with ducting at all remaining spaces for 'passive' provision. Garages should be 3m by 6m internally to count toward car and bicycle parking; external spaces should be 2.4m by 4.8m where in a perpendicular arrangement, 2m by 6m as a minimum where in a parallel parking arrangement.

S106 Contributions

As the proposed site is in the vicinity of the strategic BEW development and is anticipated to have an impact upon the A29, the Local Planning Authority (LPA) may wish to consider whether to request financial contribution towards the A29 realignment scheme. The current contribution towards the A29 realignment scheme is £9043 per dwelling and thus for this site the contribution would be £415,978. Additional S106 contribution comments will follow in due course.

Conclusion

In summary the applicant should clarify the following points and provide further information:

- Increase access radii and provide clear swept path tracking plans
- Stage 1 RSA and Design Audit
- Show full extent of required splays
- Consider pedestrian routes to and from site including suitability of pedestrian refuge island placement
- Provide ATC data including speed counter location
- Check and amend junction modelling and provide distribution diagrams and explanation of distribution figures

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

Katie Kurek
West Sussex County Council – Planning Services