

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	26 March 2020
LOCATION:	Land east of Shripney Road & south of Haddan House 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. Updated Design Audit received.
RECOMMENDATION:	No Objection

Summary

West Sussex County Council, in its capacity as Local Highway Authority (LHA), has been re-consulted on outline proposals for 46 x dwellings with matters of access sought.

In comments dated 18 February 2020, the LHA requested further information in the form of a full Design Audit and revision of previously submitted Departure from Standard (DfS) forms.

Design Audit & DfS Forms

The amended Design Audit has been reviewed and the DfS forms have now been assessed by Principal Engineer and Highways Projects Manager. The Design Audit sets out clauses within Design Manual for Roads & Bridges (DMRB) CD 123 'Geometric design of at-grade priority and signal-controlled junctions' and whether the design meets with these or is not applicable to the scheme. Some of the clauses have not been met but are considered 'should' clauses and thus do not require a DfS (such as demonstration of splays from 9m 'X' distance and relaxation in corner radii for the site access).

The three departures associated with the scheme which have now been approved are:

- 1845/DfS/01/B: Y-distance – It has been accepted that the southern splay can be taken to a 0.5m offset from the nearside kerbline of the northbound carriageway, considering anticipated track of vehicles and full envelope of visibility will not be obstructed.
- 1845/DfS/05/B: Shripney Lane Hatching - At the modified junction of Shripney Road and Shripney Lane, the approach lane is circa 3.4 metres at the tip of the associated hatch marking, instead of 4 metres as per the standard. There is insufficient carriageway width to provide this yet swept path tracking shows vehicles can still manoeuvre junction without overrunning hatching or Refuge Island at the junction and hatching is considered to guide vehicles away from Refuge Island.
- 1845/DfS/06: Insufficient deceleration length (Shripney Road central treatment/hatching) - a minimum deceleration distance of 41.7 metres and a direct taper of 15 metres should be provided based on design speed of 71.7 kph with a gradient in 0-4% range. A deceleration length of 33 metres and direct taper length of 5 metres for the site access junction are proposed as there is

insufficient junction stagger to provide deceleration and taper lengths in accordance with the standards. Shripney Road in the vicinity of the site access is fronted by residential properties, a frontage road, a public house and hotel. Some of these properties require vehicles to turn right without a right turn lane and thus decelerate fully within the running lane. The existing Shripney Lane junction also requires vehicles to begin decelerating within the running lane. Relocating the proposed site access to the north would increase the safety implications at the existing Shripney Road frontage road junction opposite (circa 50m north of the access). Consequently, the DfS has been accepted.

Error within previous comments and Other Matters

It is noted that LHA comments of 21/11/19 referred to Shripney Road transitioning to 50mph to the south of the site (after joining the dual carriageway). It is acknowledged that this was an error and the entirety of the road in the vicinity of the site/to the south is subject to a 40mph limit. Road markings in immediate vicinity of site do not prohibit overtaking apart from where the existing hatching for Shripney Lane right hand turn lane is present.

The LHA previously gave some advice on car parking provision including requirement for electric vehicle charging infrastructure in line with Arun Supplementary Planning Guidance document. Full details of car and bicycle parking and matters of internal layout would be expected at reserved matters stage, at which stage the LHA would provide additional full comments on these outstanding matters.

Conclusion

In summary the LHA consider that outstanding matters pertaining to the proposed access works and highway alterations have been addressed. The Road Safety Audit (RSA) and accompanying Designers Response, Design Audit and associated DfS forms have demonstrated that safe and suitable access, in line with paragraph 108 of the National Planning Policy Framework, can be provided. The applicant is required to enter into an agreement with WSCC Implementation team to obtain technical approval for the highways works.

The Local Highway Authority does not consider that the proposals would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition(s) and informative note(s) would be advised:

Access

No part of the development shall be first occupied until such time as the vehicular access and associated works serving the development has been constructed in accordance with the details shown on the drawing titled PROPOSED ACCESS ARRANGEMENTS AND SHRIPNEY ROAD PEDESTRIAN CROSSING IMPROVEMENTS and numbered 1845-09 Rev B.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 124.2 metres to the south and 2.4 metres by 120 metres to the north have been provided at the proposed site vehicular access onto Shripney Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning

Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan Statement

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE'S

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Katie Kurek
West Sussex County Council – Planning Services