

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 22nd June 2017

**FROM: Emma Avis TO: Arun District Council
FAO: Mr S Davis**

SUBJECT: BE/63/17/OUT - Outline planning application with some matters reserved (Access only) for 20No. houses & flats, 1No. replacement dwelling (21No. units in total) with car parking, landscaping & associated infrastructure & access off Shripney Road (A29), following the demolition of the existing dwelling & outbuildings. This application is a Departure from the Development Plan.

The Cottage, Shripney Road, Bognor Regis, West Sussex, PO22 9PA

DATE OF SITE VISIT: 19th June 2017

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☒
Objection	☒	No Objection	☐	Refusal	☐

The Local Highway Authority (LHA) has been consulted on the above application. This is an outline application with all matters reserved except for access. As such the LHA will only be reviewing the access point onto the highway and pedestrian access.

Access/Visibility

Access is proposed from A29 Shripney Road. Shripney Road is classified as an A class road with a speed limit of 40mph in this location. The A29 provides a key north-south route between the A259/Bognor Regis and the A27 trunk road and forms part of the Advisory Lorry Route Network. Traffic flows are therefore high.

The Transport Statement (TS) states that an Automatic Traffic Count (ATC) was carried out. This was conducted in Easter Half term. This is not a traffic neutral time and therefore not acceptable in terms of capturing a true reflection of traffic volumes or speeds in the am/pm peak hours.

The submitted ATC results have been compared to those from a nearby WSCC fixed ATC located to the south of the site. Comparing this data, it is evident that there is a notable difference in the volumes of traffic. This is detailed in the table below.

Application data 10-16 th April 2017	ATC	Vehicle Volumes 8am	Vehicle Volumes 9am	Vehicle Volumes 4pm	Vehicle Volumes 5pm
Southbound		248	327	503	595
Northbound		505	426	426	434

WSCC fixed ATC 12-19 th June 2017	ATC	Vehicle Volumes 8am	Vehicle Volumes 9am	Vehicle Volumes 4pm	Vehicle Volumes 5pm
Southbound		507	507	719	742
Northbound		624	435	498	522

Based on the above findings the LHA are not satisfied that the ATC supplied with the application offers a true reflection of traffic volumes/speeds. The ATC will need to be repeated.

Notwithstanding the above, the survey details 85th percentile speeds southbound of 34.5mph and 37.1 mph northbound. The TS goes on to conclude that given the speed survey data it is appropriate to apply Manual for Street's (MfS) parameters for the visibility splays to the south of the access given recorded speeds and road geometry. Visibility to the north is based upon the standards within the Design Manual for Roads and Bridges.

As set out above, the A29 is a main route with high traffic volumes. The context of the road is not that of a residential street for which MfS parameters would be appropriate. While the recorded speeds are acknowledged, it's considered more appropriate to look at the context of the route over a wider length rather than the localised area. On this basis, Design Manual for Roads & Bridges (DMRB) standards need to be applied given the nature of the road and the posted speed limit (40mph). The LHA note that DMRB standards are being proposed for the visibility splay to the north; the context of the A29 is though the same to the north and south of the site.

Visibility splays would need to be in accordance with TD9/93 for a 40mph zone (120m from a 2.4m set back). The LHA are not in support of MfS parameters being applied to an access onto the A29 where the posted limit is 40mph.

Visibility appears achievable to the north of the access to 120m but not to the south. 53m is shown on drawing no:334/P/03, which is well below DMRB standards. In the event that DMRB standards cannot be achieved, departures from standards can be considered by the LHA through the adopted WSCC departures process. The RSA has also highlighted visibility under problem 4.1, the audit team have said '*Ensure visibility to and from the crossing point and site access is suitable for the speeds and nature of the road*'.

Pedestrian Access

The TS states that a footway link from the site is proposed, to allow pedestrians to access the existing footway on the opposite side of the A29. No details of pedestrian visibility splays for the crossing point have been provided, nor have any drawings to show forward visibility given to vehicles on the A29, to be able to see a pedestrian using the crossing point.

The footway and crossing point has been raised under section 4.4 of the Stage 1 Road Safety Audit (RSA), it has been recommended that the proposed crossing point is relocated or removed. The LHA would need to see a plan detailing pedestrian visibility and forward visibility for the crossing point and if required the crossing point relocated for optimum visibility for all. This would need to be run past the RSA team again and revised comments sought.

Trip Generation

A TRICS assessment has been carried out in relation to this proposal. The LHA are in agreement with the parameters that have been used. The summary in section 5.2 of the TS states that the site will generate 11 two way movements in the peak hours am (08:00-09:00) and pm (17:00-18:00). This level of trips will not give rise to any significant level of movement onto the network that could be considered severe. The trip rate is less than 30 movements in the peak hours so no formal assessment of local junctions is required. The LHA would raise no concern to the level of trip generation likely to be produced by this site.

Conclusion

At present the LHA would not support the access proposals for this site. Further information needs to be provided to demonstrate the proposed pedestrian access works are safe. The LHA also do not support the use of MfS parameters on the A29 and visibility splays from the access need to be addressed. The ATC survey also needs to be repeated at a traffic neutral time.

**Emma Avis – Transport Planner
Planning Services**