

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	29 July 2020
LOCATION:	Land west of Fontwell Avenue, Eastergate, PO20 3RX
SUBJECT:	BN/50/20/PL Demolition of existing structures onsite & erection of 42 No. dwellings with access, parking, landscaping & associated works. This application is a Departure from the Development Plan. More information received.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been re-consulted on proposals for 42 x dwellings and associated works on land west of Fontwell Avenue. In comments dated 10 June 2020 the LHA requested further information in support of the scheme. Additional information has been provided in the form of Design Audit and Departure from Standard (DfS) forms, updated Designers Response (DR) to the Road Safety Audit (RSA), amended Site Layout Plan, Appendix K to the Transport Statement (TS) and other amended plans. The LHA wish to provide further comment on this additional information as follows:

Amended Site Layout and Other Plans

It is noted that the amended Site Block Plan drawing no. 29662A_100 Rev V. shows detail of a 2m wide footpath pedestrian link in the north-western corner of the site that will provide a link to Level Mare Lane. Whilst Level Mare Lane does not feature a segregated footway, the existing traffic flows on Level Mare Lane are anticipated to be low and it is therefore considered acceptable in this case that the link for pedestrians is provided without any further supporting pedestrian infrastructure on Level Mare Lane.

Amended Garage Floor Plans drawing no. 29662A_503 Rev C. has been provided. These indicate that the single garages will be internal dimension of 3m by 5.1m. These should be extended to 3m by 6m in order to count toward an allocated parking space (and also provide internal space for bicycle storage). This may alter the site/block plans slightly but it is anticipated that sufficient space will remain available where previously spaces fronting garages have been shown.

Balconies have been added to the first floor of several properties. Additional swept path tracking plans demonstrate that both a Refuse Collection vehicle and Fire Appliance can still turn and manoeuvre within the site without being impacted by placement of these balconies.

Trip Distribution

As requested, Appendix K of the TS has been re-sent. These details the anticipated trip distribution from traffic associated with the site, in diagrammatic form. As per previous comments, vehicular trips are expected at 23 movements in the AM and 21 in the PM peak. Of these 61% are anticipated to travel north and 39% south. The diagrams also show expected trip distribution for baseline traffic flows only (without development, showing

traffic flows along Fontwell Avenue), 2023 expected travel growth with bypass, 2025 baseline expected travel growth, trips from Nyton Road development, committed development, 2025 baseline plus committed development and site development traffic, 2025 baseline plus committed development and 2025 baseline plus development. As per previous comments the LHA consider that it has been demonstrated that the development, in all scenarios, would not give rise to an 'severe' increase in traffic and thus the nearby road network is anticipated to operate within capacity.

Updated RSA & DR

The RSA and DR have been updated to include point 3.3.1 and the signed off DR has been sent to the Local Planning Authority (LPA) under separate cover. It is advised that the Designer signs off this document for completeness. Problem 3.3.1 stated that the visibility splay should extend to the western kerbline and the Designer has now noted that visibility to the western kerb line from Level Mare Lane has been demonstrated in line with 85th percentile speeds and thus no further action is required on this point.

Problem 3.2.2 of the RSA stated that forward visibility splays should be provided to demonstrate that cars travelling along Fontwell Avenue could be observed. The LHA consider that as suitable Stopping Sight Distance (SSD) has been demonstrated from the site access on to Fontwell Avenue that suitable inter-visibility between vehicles is achievable and thus no further demonstration of visibility is considered necessary. The WSCC Safety Audit Lead Professional agrees with this approach and thus no further action on this point is required.

Problem 3.5.1 of the RSA stated that the existing speed limit of 40mph could lead to excessive speeds and result in road traffic incidents and that the speed limit should be changed to 30mph. The Designer disagreed stating that the access has been designed in accordance with 85th percentile speeds. The LHA has reviewed the issue and consulted with the WSCC Safety Audit Lead Professional. It was agreed that relocation of the speed limit is not deemed appropriate as safe and suitable access has been demonstrated. Nevertheless, the applicant should take note of the following comments in response to the Design Audit and geometric design parameters of the proposed junction, which may alter accordingly.

Design Audit & Departure from Standard

A full Design Audit of the proposed access design has been carried out. This sets out relevant standards within Design Manual for Roads & Bridges (DMRB) CD123 and CD109 such as junction stagger distances, taper lengths, carriageway lane widths and other geometric parameters and how the design accords with these quoted standards. Two elements of the design have been identified as not meeting quoted standards and accordingly two Departures from Standard (DfS) forms have been submitted in respect to the taper length and stagger distance between junctions. The WSCC Highway Design/Agreements Project Manager has been consulted on the technical aspects of the provided Design Audit and submitted DfS forms and provides the following comments:

- 1. CD 123 is now on Rev 1, so the designer should show this on the DfS form accordingly.*
- 2. Traffic on Fontwell Road is given on the DfS forms but it is unclear if it is per hour or per day.*
- 3. The geometric design parameters are based on wet weather speeds. CA 185 requires them to be based on dry weather speeds. So the designers will need to revise the design as necessary.*
- 4. On the DfS forms, more information is required to justify the scheme. What are the mitigating measures that are built into the scheme? How is it considered safe?*
- 5. Compensatory measures are also not discussed on the forms.*

The DfS forms should be updated taking in to account the advice above and re-sent in Microsoft Word format so that the LHA can add comments in relevant boxes.

Conclusion

In summary the RSA and Designers Response are considered complete at this stage with all matters agreed. The proposed pedestrian link to Level Mare Lane is accepted and amended swept path tracking plans demonstrate that proposed balconies will not impact the previously demonstrated turning space on site for larger vehicles.

The garage floor plans do show substandard length and these should be amended to meet with local guidance (3m by 6m). In terms of the DfS forms, further clarification and justification should be provided as per the Highway Design/ Agreements Project Manager comments outlined above and the forms re-sent in Microsoft Word format.

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

Katie Kurek
West Sussex County Council – Planning Services