WEST SUSSEX COUNTY COUNCIL **DATE: 18th May 2017**
PLANNING SERVICES CONSULTATION

FROM: **Dominic Smith** **TO:** **Arun District Council**
FAO: **Claire Potts**

SUBJECT: **CM/1/17/OUT**

Outline application with all matters reserved for the erection of up to 300 dwellings & ancillary development comprising open space, a building within use class D1 of up to 875 sqm net, a building for A1 use having a floor area of up to 530 sqm , together with open space & ancillary works, including car parking & drainage arrangements. This application is a Departure from the Development Plan & affects the setting of Listed Buildings.

Land West of, Church Lane & South of Horsemere Green Lane, Climping

RECOMMENDATION:

Advice		**Modification**	X	**More Information**	
Objection		**No Objection**		**Refusal**	

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been re-consulted on the proposed 300 residential dwellings with ancillary development on land south of Horsemere Green Lane, Climping.

In the LHA response dated 3rd April, no objection was raised to the principle of development subject to modification of the design and the provision of further information, including:

- A Design Audit of the highway improvements
- Modification of the design to incorporate pedestrian/cycle infrastructure being delivered by the County Council
- Removal of the north western pedestrian access onto Ford Lane
- Address comments made in relation to RSA points 3.1, 3.3, 4.1 and 4.2

The Applicant has subsequently submitted document GDB/4724/DA.1. The LHA have reviewed the Audit alongside the revised drawings and offer the following comment.

Off-Site Improvements
The LHA are satisfied that the design of the proposed roundabout is compliant with DMRB standards. Standard 42/95 para 7.8 has been identified as a relaxation, however the LHA consider the reduction in set back from 9m to 4.5m to be a departure from the standard. The LHA has a pre-approved departure in operation for this element of the design standards (a copy of which is attached on the covering email) and is therefore satisfied for an x distance of 4.5m to be used. Matters for attention are as follows:

- Para 7.14 indicates that a cobbled over-runnable area is to be provided. At the detailed design phase the LHA require this to be constructed to full width in bituminous materials and not cobbles, in the interest of providing a harder wearing material that requires less maintenance [DETAIL DESIGN].

- A number of the pedestrian/cycle connections from the site/included in the design are formed at right angles to existing infrastructure. As part of the detailed design, radii should be included at these intersections to prevent cutting of the corner, erosion of adjacent grass verges and allow a smoother transition for users between facilities [DETAIL DESIGN]

- The bus lay-bys appear to be too short to accommodate a large bus. It is recommended the suitability of the lay-by is assessed through vehicular tracking, as there may be the need to slightly lengthen the provision [PLANNING]

- Kerb to kerb widths past refuges should be a minimum of 3.5m in order to allow a snow plough to pass without striking an obstruction [DETAIL DESIGN]

- A desire line for pedestrians/cyclists travelling between the site and Crookthorn Lane requires a crossing point to the west of Crookthorn Lane. There appears to be scope for this to be incorporated into the eastern splitter island in a similar manner to the provision on the northern splitter arm [PLANNING]

- Informal consultation has been undertaken with statutory consultees in respect of a right turning ban on Crookthorn Lane. The Police will not support a right turn ban TRO unless the arrangement physically prevents a right manoeuvre occurring. The proposed arrangement does not achieve this. It is recommended that the junction reverts to an all movement simple priority junction [PLANNING]

- The north/south pedestrian/cycle access to the west of the roundabout should be offset from refuge island crossing point [PLANNING]

- Consideration should be given (by both the Applicant and LPA) whether there would be benefit in retaining the existing Church Lane as a pedestrian/cycle route. Given the presence of vegetation on both sides route, and that it is not adjacent to a running carriageway, this may lead to inappropriate use of the infrastructure – i.e. fly tipping etc. Matters of personal security should also be taken into account. It may be more beneficial to 'stop up' the existing link and provide a new footway/cycleway adjacent to the realigned Church Lane [PLANNING]

Should the plans be modified to take into account all of the above, it will be necessary to forward the revised drawing to the Road Safety Auditor to establish whether they wish to make any further comment on the drawings. It will not be necessary to undertake a full and new Road Safety Audit. Appendage of the correspondence between Designer and Auditor to the existing Audit will be sufficient.

Dominic Smith
Planning Services