

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: A Gardner
FROM:	WSCC - Highways Authority
DATE:	26 November 2021
LOCATION:	Land rear of Paynters Croft Burndell Road Arundel BN18 0HR
SUBJECT:	F/22/21/PL 23 No dwellings with associated access, infrastructure, landscape and open space (resubmission following F/5/21/PL). This application is a Departure from the Development Plan & is in CIL Zone 3 and is CIL Liable as new dwellings.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 23 x dwellings with associated works. The application is a resubmission of F/5/21 which the LHA requested further information on but the Local Planning Authority refused.

A Technical Note (TN) in response to the points raised by the LHA to F/5/21 has been submitted. Where previous comments to F/5/21 still apply these have been included in italics below. New comments are provided in bold.

Access Arrangements

The existing private driveway will be widened to min. 4.8m with min 1.5m footway and where the access joins with public highway will take the form of a t-junction bellmouth with 8m corner radii. The footway would adjoin southern side of access road and extend to site access with an uncontrolled pedestrian crossing proposed to reach the existing footway network on opposite side of B2333.

Swept path tracking plans show cars passing in the access and refuse collection vehicle manoeuvring the access point. To reduce vehicle speeds along the 190m long access road, 2 x build-outs are proposed to calm traffic speeds. Tracking plans also show vehicle movement negotiating these priority working arrangements along the access road.

A Stage 1 Road Safety Audit (RSA) and Designers Response have been provided. The issues raised are summarised below:

2.1 - Risk of collision from vegetation obstructing visibility. Auditor recommends all vegetation removed from splays and replaced with grass or footway to the south-east of access. Designer responds that vegetation will be removed and 1.5m wide footway installed.

2.2 - Risk of pedestrian and vehicle collision due to residents needing to cross Burndell Road twice to reach northwest bound bus stop where there is no additional crossing or dropped kerb/tactile to the bus stop. The auditor recommends footway on south east of access should be extended to the bus stop which will also ensure visibility issue above is addressed. Designer responds that the footway will be extended 60m southeast to the bus stop.

Visibility and tracking plans appear to be provided for the old layout and the extended footway to the bus stop is not shown. However, plans 2020-6145-001 Rev I and 2020-6145-005 Rev C do show these changes and these are the plans that should be referred to in any decision notice.

A seven day ATC Speed Survey has been undertaken to ascertain 85th percentile speeds. The raw speed survey data and location of counter should be provided. Speeds of 37.05mph northbound and 37.69mph southbound were recorded. Taking in to account local road context and that speeds are below 40mph, the LHA would apply Manual for Streets (MfS) to calculate stopping sight distance (MfS2 para. 1.3.6). A requirement of 2.4m by 58m south and 60m north would be needed. The plans show 72m in either direction however it is not clear if the northern splay is achievable entirely within applicant and adopted highway land. Please provide a clearer plan including red edge and ideally extent of publicly maintained highway boundary to ensure splays do not pass through third party land.

Trip Generation

TRICs has been used to estimate the likely vehicular trip generation from the development. This found that 11 x two-way trips in the AM and 10 x two-way trips in the PM peak hours could result with 102 x vehicular movements over the day. Considering the existing anticipated traffic levels on the immediate road network the LHA does not consider that a 'severe' impact in capacity terms would result.

Internal Layout

*The internal access road will feature a segregated footway on southern side (extending from public highway) which will switch to northern side along the access road and in to the site (facilitated by uncontrolled pedestrian crossing). Build outs and give way markings/signing will control vehicle speeds. The Block Plan appears to show footway merging with carriageway prior to entering the site. However, the detailed access plans show this continuing past plot 1 and 2 and merging to shared surface within the cul-de-sac and more lightly trafficked areas. The applicant should confirm and ensure all plans are matching. **Please clarify this point as not clear from Block Plan.***

Uncontrolled pedestrian crossings are also proposed within the site to facilitate pedestrian movement across the estate road in key areas. As per Manual for Streets (MfS) paragraph 7.2.14, the shared surface areas are considered appropriate in light of the short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

Whilst plots 10 and 9 are not linked by a vehicular access, there is a pedestrian link and this is considered appropriate for the scale of the scheme and extent of estate roads. Furthermore, tracking plans have demonstrated that fire tender, refuse vehicle and cars can turn within the site in order to exit in a forward gear.

The applicant has clarified that a pedestrian/cycle link to the site to the north is not possible due to third party land constraints. The newly proposed footway link will improve pedestrian connectivity to the nearby bus stop which is considered a suitable improvement for the scale of the scheme.

Sustainable Transport

The provision of a crossing of B2333 will provide an onward route for pedestrians to local facilities in Yapton such as grocery store (approx. 0.5 mile walk). The footway is street lit and there is a signalised pedestrian crossing in vicinity of co-op.

The B2333 is part of local cycle route. Whilst there are no segregated facility, it does link with NCNR2 to the south which links Littlehampton and Bognor Regis.

Bus stops are reached within walking distance of the site and provide regular services to Chichester and Littlehampton. Ford and Barnham Train Stations are 2.4 and 2.2 mile cycle ride distant respectively and could be reached by confident cyclists.

Considering this development will result in additional trips along with that from nearby development, the applicant is advised to provide a Travel Plan Statement (TPS). This should aim to reduce single occupancy vehicle trips and increase sustainable transport use through a number of measures such as residents travel information packs, vouchers and target setting. The TPS can be agreed and secured via condition. The LPA should look to secure a fee of £1500 for auditing of the TPS via s106 Agreement/ Unilateral Undertaking.

Car Parking

Additional parking appears to be provided. The Arun Supplementary Planning Document (SPD) should be used to ascertain parking provision at the site. This stipulates that a single garage will count toward 0.5 space. On this basis a total of 59.5 x car parking spaces are provided across the site, including 3 x visitor spaces. The SPD requires 2 x allocated spaces per 2 and 3-bed units and 3 x allocated spaces per 4+ bed unit with visitor parking at 20% of total units. This is a total requirement for 54 x residential spaces plus 3 x visitor spaces and therefore the parking demand is met across the site (although some individual plots are provided with slightly less provision each). The single garages do not meet required 3m width and this should be amended.

Details of bicycle storage and electric parking infrastructure, which should also be provided in line with Arun SPD, can be secured by condition.

Conclusion

Please ask the applicant to clarify the following:

- Show splays of 2.4m by 58m south and 60m north can be accommodated without passing through third party land.
- Clearly show extent of footway from access road past plots 1 and 2.
- Ensure single garages of 3m width.

**Katie Kurek
West Sussex County Council – Planning Services**