

Land North of Sefter Road, Pagham - P/49/21/RES RM Application

Response to WSCC Highways Consultation Comments dated 4 May 2021

	WSCC Highways comments	Applicants Response
1.	Visibility splays at junctions and driveways where they emerge to roads and where shared foot/cycleway routes cross the internal roads.	Please refer to the Visibility Splays Plan (drawing no. WSC-E4775-004G - Visibility Splay Analysis.
2.	Adjacent to the central section of spine road, a row of trees is shown and what appears to be a hedge. Please clarify the latter. Trees are accommodated but hedges should be avoided due to maintenance and visibility requirements.	A hedge has been incorporated and the revised Landscape Masterplan indicates that the hedge has been pulled back from junctions to ensure visibility is not impaired.
3.	However, the corresponding S278 drawing for the junction works onto Sefter Road does not show a cycle route. As such, the applicant should re-visit this component of the scheme and show how both the highways works plan (S278) and the internal layout would work together and how cycle routes enter and leave the internal carriageways.	At the meeting with Tim Townsend, it was confirmed that the S.278 drawings would be updated to reflect the requested amendments.
4.	The internal layout appears to show a number of linked paths that appear wide enough for use by pedestrians and cyclists. However, since the outline planning consent, Local Transport Note 1/20 (Cycle infrastructure design) has been produced. As such, the applicants should provide information demonstrating how the internal cycle infrastructure meets the guidance contained in that document. This should also include entry and exit points to the site from Sefter Road and Rose Green Road.	Internal roads are proposed to be offered for adoption to West Sussex County Council. Details of cycle lane crossings at the junctions and bellmouth, including road markings and signage will be provided as part of the detailed design stage and to support the Section 38 highway adoption application.
5.	At present, there is insufficient detail shown about the paths themselves – i.e. are they proposed to be shared or segregated etc. Also, what details are to be shown at road crossings and at start and end of paths? Access by bicycle to and from the 'central' foot and cycle route is not shown other than by footpaths. This should be amended – particularly to enable access from the side where the houses are (north of the path). Finally, the paths shown circumnavigating the development (generally in 'buff' colouring) would benefit being wider for use by pedestrians and cyclists, thereby providing improved (and circuitous) infrastructure for users of the development.	Internal roads are proposed to be offered for adoption to West Sussex County Council. Additional details and information will be provided as part of the detailed design stage and to support the Section 38 highway adoption application. See response regarding SANG at point 7.

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6.	From scrutiny of the proposed S278 plans for the junction of the new estate road where it meets Sefter Road, no shared footway/cycleway is shown, whereas the plans submitted with this RES application do show this. One other issue arising here is how cyclists are to enter and leave this off-road route and where – particularly at the Sefter Road end. Also, it is not clear what feature or features are being provided on or off the carriageway of the spine road to assist with users crossing and interaction with the carriageways at these locations. Further to this, signage or road markings have not been provided and in accordance with the condition, are required at this stage. It needs to be clearly shown how users will interact with one-another at all crossing points (road and foot/cycleways). This needs to be clarified alongside any cycle markings, paving and signage that are likely to be required too. The correct tactile and/or Corduroy paving and pram ramps should also be provided at all crossing points for footways and cycle paths (currently not shown on the latest drawings).	Internal roads are proposed to be offered for adoption to West Sussex County Council. Marking and signage will be provided as part of the detailed design stage and to support the Section 38 highway adoption application.
7.	Walking routes – Where footways terminate at the start of shared surfaces, they should be carried just beyond any rumble strip feature with pram ramps provided at these points. Some areas within the layout do not show this correctly. With regard to the circulatory walking route around the site, it is recommended that this be widened to permit use by pedestrians and cyclists as this would open-up the rest of the site for more users instead of simply pedestrians. Specifically with regard to the 'buff' coloured path leading off the first section of footway as one enters the site from Sefter Road, this path runs behind the first tranche of housing shown. High-quality lighting and planting design will be required here to ensure that this does not become an area that people choose not to use for fear of it being too dark or not overlooked which could discourage use. It may be that routing the path past the 'north end' of the houses might be a better way to locate the path.	The circular walking route is specifically for SANG purposes, which is why a separate shared cycle/footway has been incorporated into the site. By allowing cyclist use this will erode the purposes of the SANG and double up on the separate shared cycle/footway by widening the SANG route.
8.	Internal speed controls/traffic management on the roads making-up the internal spine road (the grey coloured roads) – Please clarify speed control features, locations and materials proposed. Also, the first section of the spine road does not appear to have any speed controls. Applicant to re-visit and consider.	Internal roads are proposed to be offered for adoption to West Sussex County Council. Reference should be made to the Highway Layout review drawing as well.

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9.	Car and cycle parking including visitor parking (and design thereof) – As mentioned above, car and cycle parking numbers and design is now a matter for the LPA to consider in-line with their SPD. However, with regard to visitor spaces, these should have areas of hardstanding shown behind to assist with entering and leaving vehicles. Not all are currently shown like this. Visitor parking opposite plots 1 and 2, 6-8, 253-258, 83 and 84, 155-158, 163-178 and 213 and 214 should be provided with hard-standings alongside them to aid getting in and out of vehicles. Visitor parking should also be provided for plots 9-15.	Internal roads are proposed to be offered for adoption to West Sussex County Council.
10.	Emergency access – Further details required for the entire emergency link (particularly the method of access at both ends to cater for emergency vehicles). Autotrack (or similar) diagrams showing vehicle tracking for refuse and fire appliances are required. When considering this, the applicant should also be mindful of the recommendations for cycle access contained in LTN 1/20.	Vehicle tracking for both Fire Tender and Refuse Vehicle has been provided.
11.	Pumping station access – Applicant to confirm (and show) that any gates provided adjacent to the access and back of footway and/or carriageway will open inwards (so away from the 'highway').	The gates to the pumping station have been shown on the proposed layout plan and open outwards, however the pumping station is set back from the highway so will not impinge open road safety.
12.	Road adoption – Specifications for the materials used for the internal roadways and private drives do not appear to be submitted. For any roads offered for adoption under S38, specifications must meet WSCC requirements.	Materials have been included on CSA hard landscaping plans.
13.	Street lighting – This would be checked if roads are to be offered for adoption under Section 38. If roads are to be left private, the LPA should ensure that any lighting specification is referred to SSE for comment. It is recommended that lighting is provided for all roads and foot/cycle routes (including circulatory route and emergency access to Rose Green Road).	Street lighting plans have been provided.
14.	Other matters (fencing/barriers alongside drainage swales/basins/ditches etc.) – the LPA should ensure that appropriate fencing/safety barriers be placed alongside drainage swales, ponds and ditches to safeguard people walking alongside them.	A Local Roads assessment will be carried out as part of the detailed design stage and in support of the Highway Adoption application to assess the need for any additional vehicle restraints adjacent to these basins.