

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davies
FROM:	WSCC - Highways Authority
DATE:	29 August 2019
LOCATION:	Land North of Summer Lane Pagham PO21 4NG
SUBJECT:	P/70/19/RES Approval of reserved matters following outline consent P/58/15/OUT for 90 No. dwellings. Also seeking to address the terms of planning conditions 6 (Phasing), 8 (ecology), 9 (Surface Water), 12 (Vehicular Access), 15 (Parking), 18 (Travel Plan), 20 (Landscape Management), 24 (Parking Control), 25 (Dwelling Parking) and 26 (Materials).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments on highways and transport matters are provided separately in respects of the reserved matters and those conditions that are sought to be discharged.

Reserved Matters

The following plans and documents have been reviewed in association with the reserved matters,

- Highway Layout Review, dwg no. DSM/E4761/004E
- Proposed Development Layout, dwg no. 1177/PD101 rev P2
- Road Safety Audit Stage 1 Summer Lane, dated 9th July 2019
- Reserved Matters Transport Statement, dated July 2019.

Based on the Highway Layout Review drawing, it is understood that all roads within the site are to remain private. The layout has therefore been reviewed against the guidance within Manual for Streets but not in terms of adoptability by WSCC (which in any case is not strictly a planning matter).

The proposed layout primarily comprises segregated footways and carriageways ranging from 4.8 to 5.5 metres in width. The widths comply with the advice in Manual for Streets. Areas of shared surface are included in parking courts and

short sections of through road. The use of shared surfaces in these lightly trafficked, low speed areas is appropriate.

It is noted that no swept paths/tracking drawings are included for the internal roads. The proposed road widths and kerb radii ought not to create any areas where vehicles over-run kerbs or footways. The combination of road widths and tight kerb radii may in some locations may however lead to larger vehicles occupying the whole carriageway. This isn't though uncommon in many existing situations and would occur infrequently as the refuse vehicle manoeuvres around the site.

There are areas where much narrower carriageway widths of 3.75 metres are included. Such widths will not enable two opposing vehicles to pass. Whilst there is no issue with that narrow length serving plots 81-82, consideration should be given to widening that length of road serving plots 24-29 given the number of dwellings being served.

For refuse vehicle turning, for the most part through roads or turning heads are available. The exception to this is for plots 81-82. The layout of the parking area serving these properties appears to be intended as providing a turning area. No measures are though indicated to ensure this is kept available and not used for parking. If turning is not provided, a refuse vehicle would have to reverse some distance to the next nearest turning head. The proposed bin collection point is noted but this doesn't overcome the potential lack of turning. The Planning Authority should consult the waste collection team to ensure they are satisfied with the waste collection arrangements.

Parking provision has been considered against both the WSCC Parking Demand Calculator and the emerging Arun District Council parking standards. It should be noted that WSCC has recently updated the Parking Demand Calculator. The parking provision should be assessed against the current PDC. In reality, the old and new PDC work in the same way so there ought not to be any significant difference.

In terms of more detailed matters, the purpose of the turning head east of plot 65 is unclear. The road layout provides a loop arrangement, thereby eliminating the need to turn. The turning head will only be used to meet any overflow parking demands.

There are also quite a number of overly long driveways. This isn't necessarily an issue as these can provide more parking than actually shown. The concern is more where the driveways are too short to fully accommodate whole parked vehicles. This might then result in the cars overhanging and obstructing the

footway. It is recommended that driveways are designed to accommodate whole vehicles.

With regards to the submitted supporting information, it's unclear why a Stage 1 Road Safety Audit has been undertaken. A Stage One RSA is not required based on the WSCC Safety Audit Policy. Nevertheless as an Audit has been undertaken and problems raised, these still need to be formally addressed by the Design Team as per the requirements of GG119. Even though the roads are to remain private, WSCC would still be the Overseeing Organisation as defined by GG119 and as such would still be required to agree any responses. Further information would be required to support the submitted RSA and ensure compliance with GG119.

The above points should be addressed prior to this application being determined.

Discharge of Conditions

Those conditions of relevance to highways and transport matters are covered within the reserved matters transport statement, dated July 2019.

Condition 12 (Vehicular Access) – Vehicular access was approved as part of the outline consent. WSCC has separately granted technical approval to the detailed highway works to enable these to be constructed within the highway. It is recommended that condition 12 is discharged.

Condition 15 (Parking for Open Space) – The works lie outside of the adoptable highway. Nevertheless, the details submitted follow the same principles as shown through the outline permission. Condition 15 can be discharged.

Condition 18 (Travel Plan) – A travel plan was prepared and submitted with the outline planning application. That submitted with the current RM application follows the general principles already accepted. Condition 18 can be discharged.

Condition 24 (Parking Controls) – It was agreed as part of the outline planning application that double yellow line waiting restrictions be provided along those sections of Summer Lane that are narrower than 4.8 metres. This would then prevent obstructive parking from taking place. Details have been submitted showing the extent of the restrictions. The waiting restrictions however cannot be implemented until such time as a traffic regulation order has been made thereby making the restrictions legally enforceable. The TRO is dependent upon a statutory process involving public consultation. In these respects, the second part of the condition states that 'Such approved measures shall be implemented in accordance with the approved details and retained thereafter'. At the current time, this part of the condition cannot be met as there is no certainty that the TRO will proceed. In light of the wording of the condition, it is advised that this

cannot be discharged until there is certainty that the TRO will be made and associated waiting restrictions installed. It is suggested that this would be met once all formal consultation associated with the TRO is completed. The condition should not be discharged at the current time.

Condition 25 (Dwelling Parking) – For the reasons stated above in connection with the RM application, it is recommended that this condition is not discharged.

Ian Gledhill
West Sussex County Council – Planning Services