

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                      | Arun District Council<br>FAO:Raymond Cole                                                                                                                                                                                                                                                                             |
| <b>FROM:</b>                    | WSCC - Highways Authority                                                                                                                                                                                                                                                                                             |
| <b>DATE:</b>                    | 10th June 2021                                                                                                                                                                                                                                                                                                        |
| <b>LOCATION:</b>                | Land North of Hook Lane<br>Hook Lane<br>Pagham                                                                                                                                                                                                                                                                        |
| <b>SUBJECT:</b>                 | P/79/21/RES<br><br>Approval of reserved matters following P/30/19/OUT for 300 No. new homes, internal roads, footpaths & cycleways, car parking & landscaping (resubmission of P/132/20/RES). This application affects the setting of a listed building & falls within Strategic Site H SP2, CIL Zone 1 (Zero Rated). |
| <b>DATE OF SITE VISIT:</b>      | n/a                                                                                                                                                                                                                                                                                                                   |
| <b>RECOMMENDATION:</b>          | Modification                                                                                                                                                                                                                                                                                                          |
| <b>S106 CONTRIBUTION TOTAL:</b> | n/a                                                                                                                                                                                                                                                                                                                   |

1. WSCC Highways have previously issued comments on an earlier application seeking reserved matters approval for this site under P/132/20. It would seem that identical plans have been submitted for both applications. As such, the response to the current application duplicates the WSCC Highway comments made on P/132/20
2. For the purpose of this response, the following drawings have been reviewed,
  - Road Layout and Visibility Sheets 1, 2 and 3 (drawing number 10461-HL-01/02/03 Revisions C)
  - Site Layout Northern (drawing number SL.01-N Revision F)
  - Site Layout Southern (drawing number SL.02-S Revision F)
  - Refuse Vehicle Tracking Sheets 1, 2 and 3 (drawing numbers 10461-VT-01 Rev F, 10461-VT-02 Rev E)
  - Reserved Matters Hardworks Plans (drawing numbers 167-RM-01/02/03/04/05/06/06 all Revision C)
3. It should be noted that there are two refuse vehicle tracking sheets carrying the same drawing number (namely 10461-VT-02 Rev E). The sheets are though clearly marked 2 and 3 as well as covering different areas, so these have been reviewed accordingly.
4. WSCC Highways are commenting on the planning merits of the details proposed. The comments made here do not seek to approve any aspect of

the layout that may be covered by a highway adoption agreement made under Section 38 of the Highways Act 1980. This includes matters relating to surfacing, street lighting, drainage, signing, lining, and any street furniture within adoptable areas. This list is not inclusive of all potential aspects.

5. Road widths are indicated on the Road Layout Drawings (sheets 1 to 3). The widths and geometry shown on these drawings comply with current guidance within Manual for Streets.
6. There are a number of comments regarding detailed aspects of the layout,
7. The parking layby opposite plots 234-235 is unusual given it creates an isolated carriageway narrowing with no other comparable features anywhere else within the development. The layby should be inset into the foot/cycleway, the need for which is question in point 16 below.
8. The waste collection team must be consulted on the proposals as there are a number of locations where, based on the refuse vehicle tracking drawings, the tracking is very tight with there being areas of private curtilage that a refuse vehicle would overhang. Some of the revised tracking particularly on sheet 1 shows the tracking to be incredibly tight to some parking spaces (e.g. spaces close to plots 14, 194, 195, 271, 274 to name just some).
9. There are a number of pedestrian access points onto Hook Lane. The broad principle of these are acceptable and comments were made in respects of some of these at the outline planning stage. The current reserved matters plans appear to include additional and revised locations for these crossings. Little consideration appears to have been given in terms of the landings of the crossing points on the opposite side of Hook Lane. In a number of instances, the crossing points land within existing vehicle crossovers or junctions. The location of these access points should be revisited and revised where necessary.
10. With regards to more general parking matters, the Local Planning Authority should be satisfied that the parking provision accords with their adopted standards.
11. Although unclear at this stage what the intention is regarding highway adoption, the applicant should note that allocated parking cannot be provided within the adoptable highway. This is mentioned as the Site Layout drawing indicates a number of lay-by spaces being allocated to specific properties.
12. Provision should be made within the visitor parking provision to satisfy needs for disabled car parking spaces.

13. The various drawings show a cycle route around the perimeter of the site. This is as per the approved Design Code. Whilst the route is shown within the Design Code, there are aspects to this where changes would make for a better arrangement than presently indicated. On the Site Layout Northern drawing, the cycle route runs southwards and requires cyclists to join the carriageway opposite plot 59. Cyclists then rejoin the cycle route opposite plot 50/51. It's acknowledged that the carriageways that will need to be used by cyclists will be lightly trafficked. It's unclear however why the cycle route is not being routed past plots 67 southwards to plot 54, and then rejoining the existing facility opposite plot 50. This would then provide a continuous off highway route, which is far more preferable to the arrangement shown. It is accepted that this change would not necessarily be in accordance with the approved Design Code.
14. There are a number of comments regarding the detailed design of the cycle route.
15. The drawings indicate that this is to be a segregated route. The segregation will presumably be via lining rather than physical features. The use of lining as a means of segregation would be contradictory to LTN 1/20 and as such this will need to be revised. In practice, it's questioned whether a segregated facility would actually be required. Flows of pedestrians and cyclists along the route are expected to be low. A shared route may therefore be appropriate in this instance. A shared arrangement would also be less intrusive in terms of signing, lining, and tactile paving.
16. The need for the cycle route running on the southern side of the access road from plot 244 to 230 is questioned. At plot 230, cyclists are required to join the carriageway. From that point, the only option is to use the carriageway. The length of access road between plot 244 and 230 will be relatively lightly trafficked, and as such cyclists could join the carriageway near plot 244 and make use of the carriageway. This point is further reinforced as those properties on the north side of the carriageway (i.e. plots 231-244) have no footway requiring pedestrians to walk within the carriageway.
17. The arrangement of the route running on the west side of the access road between plots 292-297 must be revised. The route as shown is neither convenient or direct. The access road serves a small number of dwellings and as such cyclists can use the carriageway with opportunities to join the cycle way provided adjacent to plot 292 and 297. This would make for a far more direct and practical arrangement than shown.

18. The footway requirement on the eastern side of the open space labelled 'Downs View' would also be questioned. There is no frontage development on the eastern side of this area of open space. As such, the provision of this length of footway is perhaps unnecessary and could be removed.

19. In summary, there are a number of issues with the layout as shown.

**Ian Gledhill**

**West Sussex County Council – Planning Services**