

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	WSCC - Highway Authority: Tim Townsend
DATE:	29 October 2020
LOCATION:	Land south of Ford Lane East of North End Road Yapton BN18 0DS
SUBJECT:	Y/105/20/DOC Approval of details reserved by condition imposed under Y/80/16/OUT relating to condition 10- Construction Method Statement. More information received.
DATE OF SITE VISIT:	19 October 2020
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

This is the second WSCC County Highway Authority (CHA) response to the above planning application for approval of details reserved by condition imposed under Y/80/16/OUT relating to condition 10 - Construction Method Statement (CMP). Previous CHA comments were made in response dated 19th October 2020.

Previous CHA comments (latest CHA comments in *red italic text*).

The CMP refers to a temporary site entrance and includes a plan showing the indicative location of it. However, no detailed plans are provided nor is it stated why this access is required (*the latter information is still required*). As such, the application should provide this additional information, including a Stage 1 Road Safety Audit plus any other supporting information, including the duration of time that the temporary access is required for.

A plan and Stage 1 Road Safety Audit have been provided (please see Drawing No. 18-344/701 Revision 'A' dated August 2020 and Road Safety Audit Stage 1/2 'Temporary Construction Access' prepared by M&S Traffic Ltd. dated 22 September 2020). However, it is not explained why a separate construction access is required. With regard to the Road Safety Audit, this raises a number of points that the CHA considers are not addressed in the accompanying Road Safety Audit Log (Designer's Response) - the latter document prepared by Odyssey Transport Consultants dated 25 September 2020.

Points remaining unresolved:

- 1. 'Problem' 3.1.1 – Risk of ponding of surface water – The designer's response is not accepted by the CHA. As the access will be a new hard surface, surface water run-off will increase. As such, drainage will be required to ensure that ponding does not occur on the highway at the point the new access joins it. Designer to confirm what is to be provided.*
- 2. 'Problem' 3.2.1 – Risk of insufficient carriageway space which could lead to rear end shunt and/or side impact collisions – The designer's response is not accepted*

by the CHA. The designer should provide information to satisfy the recommendation contained in the Audit. If the recommendation cannot be achieved, then the designer should provide an alternative solution including information such as additional swept path diagrams, frequency of trips using the access and any other controls relating to the use of the access that would be implemented throughout the construction period.

3. 'Problem' 3.3.1 – Risk of insufficient visibility which could lead to ear end shunt and/or side impact collisions – The designer's response is not accepted by the CHA. As per the recommendation in the Safety Audit, adequate visibility is required for this access (both site access and forward visibility). Although reference has been made to speed surveys taken circa 2014 (assumed to be for the main site access and NOT this temporary access), the information hasn't been provided. Furthermore, it is unlikely that it would be suitable for this access anyway. As the photos in the Safety Audit demonstrate (and confirmed following a recent site visit), forward visibility is particularly limited in this location. Therefore, in order to be able to consider this matter further, the designer should provide the information stated in the Safety Audit recommendation including up-to-date speed surveys undertaken in accordance with latest DMRB advice. Visibility splays (including forward visibility splays) should then be shown on a revised plan in accordance with the results of the survey.
4. 'Problem' 3.5.1 – Lack of warning signs on approaches to access – The designer's response is not accepted by the CHA. The designer should additionally confirm that the signage will be provided (alongside the comment already made about whom will provide it).

As or when all matters have been resolved to the satisfaction of the CHA, the RSA Log will require finalising by both the designer and CHA, with copies of the final version being retained by both and the LPA.

A plan showing the proposed routing of construction vehicles to and from the site should be provided including number of thereof and types on a daily basis.

This information has now been provided (see email 23 October 2020 – Tilly Whishaw to Michael Eastham). With regard to the routing and prior to any works commencing, the applicants must also notify Network Rail of their intentions to use the route and establish any requirements the Rail Authority might have with regard to the railway crossing found on North End Road. Also, Highways England should also be consulted given the impact on the A27. If as a consequence of those discussions the routing changes, then the LPA and CHA should be re-consulted for additional comments.

A site compound plan should also be provided.

This information has now been provided (see email 23 October 2020 – Tilly Whishaw to Michael Eastham).

Confirmation that out of hours contact details will be provided on site and in the CMP and that they will be readily displayed along the site boundaries for the public to see.

This information has now been provided (see email 23 October 2020 – Tilly Whishaw to Michael Eastham).

Public Rights of Way (PRoW) comments will be sent separately to this consultation response.

Conclusion.

Please re-consult with the additional information as required above, at which time the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services