

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	14 th July 2021
LOCATION:	Clays Farm North End Road Yapton BN18 0DT
SUBJECT:	Y/18/21/RES Approval of reserved matters following Y/62/18/OUT for 33 No. residential units, access, landscaping & associated works. This site is in CIL Zone 3 & is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a (desk-top study)
RECOMMENDATION:	No objection
S106 CONTRIBUTION TOTAL:	n/a (see outline permission)

This is the second WSCC Highways (CHA) response to the above planning application seeking approval of reserved matters following Y/62/18/OUT for 33 No. residential units, access, landscaping & associated works.

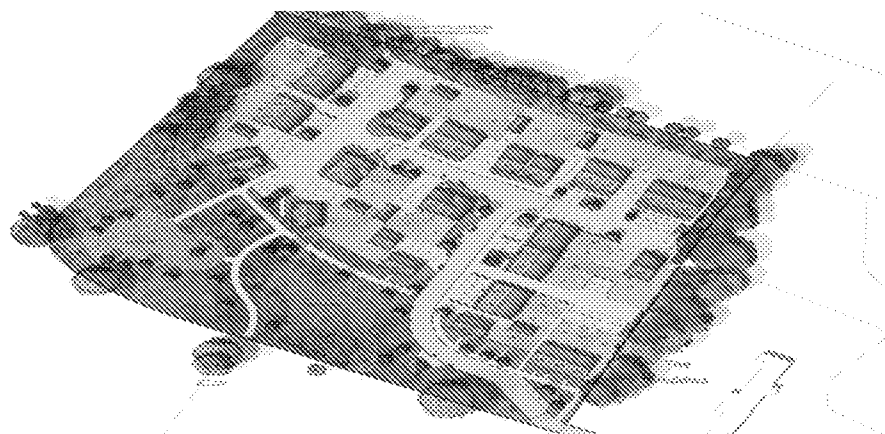
CHA response.

In its previous response dated 19th March 2021, the CHA requested that the following additional information be provided. Comments in *red italic text* alongside are the latest CHA responses:

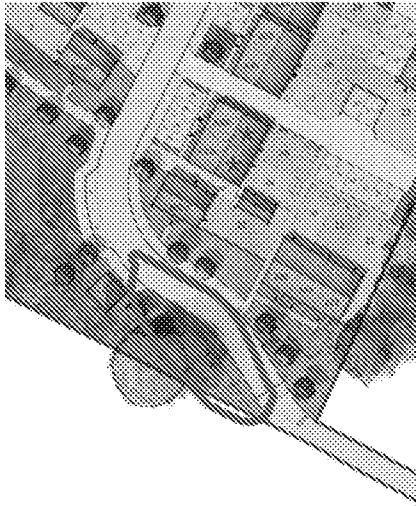
1. A detailed plan showing the section of access road from North End Road up to the start of the internal site layout. Please also provide the Road Safety Audit carried out for that section of road. This is required to show how it and the internal layout are proposed to work together. *A Safety Audit was carried out for the junction works with North End Road at the time of the outline planning application. Following this, a new plan has now been provided showing the access narrowed slightly at the point it joins North End Road to provide a short section of continuous footway running from North End Road into the first 15-20m of the site access to provide a separate footway for pedestrians before they have to walk in the shared-space area with vehicles. Additionally, swept-path diagrams for a refuse vehicle entering the access road coming-across a car leaving the development as shown on Drawing No. MBSK210702-01 Rev. P3 have been provided. While there is some overhang of part of the new footway caused by a refuse vehicle on entering from the north, this might only occur if the driver were faced with a vehicle leaving at the same time, otherwise they would have the full width of the access road to use upon entry. However, trips by refuse vehicles to the site would be very infrequent (likely once per-week) and drivers would themselves have an obligation to negotiate the junction carefully respecting other highway users including pedestrians which happens in many similar circumstances and scenarios elsewhere.*

The new layout plan (Drawing No. MBSK210702-02Rev. P1) has also been shown to the applicant's Road Safety Auditor (email from Martyn Parr of Mayer Brown to Alex Philpot, also of Mayer Brown Ltd., dated 13th July 2021) who considers that no material increase in risk to road users will arise as a result of the latest proposals.

2. The internal road layout as currently shown would, in places, give a 'mixed-message' to users with regard to shared space and traditional footways and carriageway given lack of footways in one general area (north-western side of the main section of internal access road). It is recommended that a footway is provided on this side as well as the other – additional section as indicated on the extract below (see red dots):



The added advantage here is that pedestrians leaving the site on the southern side of the internal access road would be intervisible with drivers entering the site. Also, where this additional footway meets the entrance to the site opposite plot 33, it should be terminated here with a rumble strip provided just in advance of it (to the east). To correspond with this, the footway shown on the northern side outside of plots 31 to 33 should also be re-visited and possibly re-configured as where it is currently shown emerging to the access road pedestrians might be 'masked' from the view of drivers entering the development site by the adjacent land holding to the east. Visibility splays for pedestrians and drivers should also be added to the drawing. It may also be beneficial providing a form of speed restraint (or restraints) on the main access road leading into the site given that the space does not provide any separate footways. Internally to the site, pedestrian permeability is generally acceptable apart from the final section of footway which should be provided on the south-side of the access up to the point it meets the western-end of the initial access road from North End Road which has been shown as a grass verge whereas it should be a footway. This should be attended to at the build-stage. See below for affected area:



3. The termination points for all roads where footways are proposed should be re-visited to ensure that pedestrians have ramps and associated tactile paving and rumble strips in the correct places. *This is a detailed design matter that should be attended to at the build-stage.*
4. Areas of hardstanding should be provided behind all parallel parking areas. *Now provided.*
5. In light of comments made by others about cycle access, could consideration be given to widening the paths in-and-around the green area (including links out of the site to the north and south) to provide for shared use by pedestrians and cyclists? If this were to prove feasible, signing, markings and access restraints would also need to be considered at points where such paths enter and leave the site and where they meet roads. *This has been done in-part which is acceptable to the CHA. However, all necessary markings, tactile/corduroy paving and signage should be attended to at the build-stage.*
6. Please show lighting for the internal road layout and access road leading to it from North End Road. *This has been shown indicatively and should be attended to at the build stage.*

Please note that due to lack of service margins the scheme as presented would not be suitable for adoption under S38 of the Highways Act.

Conclusion.

Based on the amended drawings and subject to including the omissions documented above, the CHA raises no objection to the proposals.

Informatives.

1. Works within the Highway

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

2. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

3. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Tim Townsend
West Sussex County Council – Planning Services