

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	WSCC - Highway Authority
DATE:	27 May 2021
LOCATION:	Land south of Ford Lane East of North End Road Yapton BN18 0DS
SUBJECT:	Y/48/21/PL Construction of temporary vehicular access off North End Road for three years to allow safe access to the affordable units throughout the remaining period of construction within the application site following Y/82/20/RES. This site is in CIL Zones 2 & 3 (Zero Rated) as other development. Additional information received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This is the second WSCC Highways (CHA) response to the above planning application for construction of temporary vehicular access off North End Road for three years to allow safe access to the affordable units throughout the remaining period of construction within the application site following Y/82/20/RES.

Site proposal and location.

The proposal is for a temporary site access to provide access to part of the approved development approved under Y/82/20/RES on land at Ford Lane. The location of the access is on North End Road, approximately 400m south of the junction of North End Road and Ford Lane. The submitted drawing shows a formal junction-type access with bellmouth radii. A footway is shown on the northern-side of the access which would provide access to the properties it is intended to serve.

Previous CHA comments.

Previously, the CHA requested that the following additional information be provided to enable further consideration of the proposals:

1. A Stage 1 Road Safety Audit and Design Organisation's Response;
2. Clearer plans showing the detail of the access proposals;
3. Confirmation about how long the access would be required for and where the dwellings proposed to be served from it are to be located; and,
4. Demonstration how any route created would be prevented from becoming a through-route to any access serving the site on Ford Lane.

1. A Stage 1 Road Safety Audit and Design Organisation's Response.

Fenley, 2 Blaenant, Emmer Green, Reading, RG4 8PH have undertaken a Stage 1 Road Safety Audit. This is referenced RSA-21-022 and is dated 13th May 2021. The problems identified and the Design Organisation's Response are as follows:

A.2.1 – PROBLEM.

Location - North End Road.

Summary - The trailer of a refuse collection vehicle encroaches the opposing lane where one would not expect it to.

Possible accident type resulting - sideswipes and loss of control.

Description.

The B2132 North End Road forms a link between the A27 to the north and the B2233 to the south and is subject to a 30mph speed limit in proximity. The road serves a number of direct frontages as well as number priority access in the vicinity. As can be expected, refuse collection vehicles manoeuvre onto and off North End Road at various locations. The proposals subject to this Stage 1 Road Safety Audit include the provision of a temporary simple priority access off the western side of North End Road which accommodates a 6 metre entry radius. The scheme drawings provided with the Audit Brief, include a swept path of a refuse/recycling collection vehicle (RCV) turning left into the proposed access that illustrates the trailer of the vehicle swinging out into the opposing lane as well as encroaching the entire width of the access when undertaking the manoeuvre. Whilst the driver of a RCV will wait within the North End Road carriageway and not attempt to undertake the manoeuvre when a vehicle travelling along the access road approaching the give-way, a northbound vehicle would not expect the trailer of the RCV to swing out into their path when passing which could lead to sideswipe or loss of control type collisions.

Audit recommendation.

It is recommended that a slacker inside corner radius is provided.

Design Organisation Response.

Accepted – the swept path analysis has been adjusted and as illustrated on Drawing ITB14679-GA-003 Rev B to provide for a 8m radii on both sides of the access road. A RCV can turn left into the access road without the trailer encroaching the opposing lane to the extent that it would obstruct oncoming traffic as shown in drawing ITB14679-GA-004. The vehicle encroaches the entire width of the proposed access road, however, this is common practice and the drivers of such vehicles do not commence their journey unless it is clear to do so.

CHA response (The Overseeing Organisation).

Agree with Audit recommendation and Design Organisation's Response. Larger bellmouth radii of 8m to be provided at the point the access joins North End Road.

A.2.2 – PROBLEM.

Location – Proposed access road.

Summary - Heavy goods vehicles encroach the opposing lane where one would not expect it to.

Possible accident type resulting – sideswipes.

Description.

The B2132 North End Road forms a link between the A27 to the north and the B2233 to the south and is subject to a 30mph speed limit in proximity. The proposals subject to this Stage 1 Road Safety Audit include the provision of a temporary simple priority access off the western side of North End Road that serves an access road that is 5.5 metres wide which reduces to 4.8 metres after circa 16 metres with a 20 metre inside radius. The scheme drawings provided with the Audit Brief, include a swept path of a refuse / recycling collection vehicle (RCV) turning into the proposed access that illustrates the vehicle encroaching the entire width of the access and part of the access road where the carriageway reduces, when undertaking the manoeuvre. Whilst the driver of a RCV will wait within the North End Road carriageway and not attempt to undertake the manoeuvre when a vehicle travelling along the access road approaching the give-way, the driver of a westbound vehicle is unlikely to expect the RCV to encroach their path at this location which could lead to sideswipe or loss of control type collisions.

Audit recommendation.

It is recommended that a slacker inside corner radius is provided.

Design Organisation Response.

Accepted – the radii of the junction has been increased to 8m. The plan that was utilised for the swept path analysis included a 3.0 metre footway cycleway along the northern side which is to be retained as part of the permanent arrangements at this location; the width has been reduced to 2.0m for a short distance to accommodate the manoeuvre. As noted on the previous matter, the RCV does take up the entire width of the carriageway within the site, however, such movements are infrequent and a common occurrence in such locations across the local area. There is no evidence such manoeuvres result in a highway safety issue. Within the site, the RCV does not cross then re-cross the centre line, a manoeuvre which may otherwise be unexpected.

CHA response (The Overseeing Organisation).

Agree with Audit recommendation and Design Organisation's Response. Larger bellmouth radii of 8m to be provided at the point the access joins North End Road.

A.4.1 – PROBLEM.

Location – Proposed access road.

Summary - No level access is provided for pedestrians to cross the proposed access road.

Possible accident type resulting – User trip and fall.

Description.

The proposals that are subject to this Stage 1 Road Safety Audit includes the provision of a temporary simple priority access that is proposed to serve up to 16 dwellings and accommodates a 2.0 metre footway along the northern side. The scheme drawing provided with the Audit Brief, includes an illustration of a site

layout with a 4.8 metre wide access road that benefits from a 2.0 metre footway both sides of the carriageway. The Audit Team is unaware if the illustration is the layout that will be in place for the temporary three year period when the proposed access is to be in use, however, no crossing point is provided to allow pedestrians level passage between the southern footway and northern footway that connects to the existing footway network which is highly likely to form a desire line.

Audit recommendation.

It is recommended that a dropped kerb crossing point with tactile paving is provided.

Design Organisation Response.

Accepted – the identified matter relates to the permanent layout of the site and therefore may not present during the lifetime of the temporary access. Notwithstanding, should footway be introduced on both sides of the access road while the access is in situ, a pedestrian crossing point will be provided as shown in drawing ITB14679-GA-003 Rev B.

CHA response (The Overseeing Organisation).

Agree with Audit recommendation and Design Organisation's Response.

2. Clearer plans showing the detail of the access proposals.

ITB14679-GA-003 Rev B – access arrangements (CAD layers removed) and ITB14679-GA-004 shows further detail of the proposed access.

3. Confirmation about how long the access would be required for and where the dwellings proposed to be served from it are to be located.

Technical Note DS/ITB14679-007 (dated 18th May 2021) produced by i-Transport Transport Planning Consultants states that the access would be required for three years to provide access for the affordable housing units to be built on-site. And, an extract of a plan showing where these dwellings are to be located has also been provided. The applicant should ensure that all properties constructed and served off the temporary access, the subject of this planning application, will have suitable and safe access for all users (motorised and non-motorised users alike) and that adequate parking and turning facilities are also provided.

4. Demonstration how any route created would be prevented from becoming a through-route to any access serving the site on Ford Lane.

This information has now been provided (it is confirmed a fence will be erected to prevent movement between North End Road and Ford Lane). A condition to secure this should be attached to any consent granted.

Finally, it is recommended that a condition be attached to any planning consent requiring the access to be removed at the end of the three-year period and the permanent arrangement (pedestrian and cycle-only access) be provided.

*****Please note that the text of conditions to secure (1) removal of the temporary access and (2) installation of a separating fence or barrier preventing access to Ford Lane have not been included below as it is understood that the case officer has wording for such conditions which would be attached to any consent granted. The case officer may also wish to consider adding a condition specifying the maximum number and type of dwellings that could be accessed off this temporary access.*****

Conclusion.

Should the LPA be minded to approve the application, the CHA recommend that the following conditions be attached to any permission:

1. Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the approved drawing.

Reason: In the interests of road safety.

2. Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

3. Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

4. Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

INFORMATIVES***Works within the Highway – Implementation Team***

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.

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.

Temporary directional signs to housing developments

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Thank you.

Tim Townsend
West Sussex County Council – Planning Services