

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	11 January 2021
LOCATION:	Land at Ford Road Arundel
SUBJECT:	AB/135/20/OUT Outline application with some matters reserved (except for access) for the development of 90 dwellings & associated amenity land. This application is a Departure from the Development Plan, affects the setting of listed buildings & affects the character & appearance of the Arundel Conservation Area.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The application is for the erecting of 90 dwellings at Land at Ford Road Arundel. The site has been allocated within the Arundel Neighbourhood Plan for 90 homes and community facilities. The facilities do not form part of the application. The community facilities would be considered as part of any future application.

Pre application discussions were undertaken with the applicant in July 2020.

Access

The application proposes a simple priority junction with an carriageway width of 6m and radii of 10m. Visibility splays are provided in line with DMRB parameters of 3m x 129m to the south and 3mx 153m to the north.

A stage 1 Road Safety Audit has been undertaken and did not highlight any issues.

An ATC was undertaken in June 2018 which recorded average speeds of 40.2 n/b and 44.7 s/b mph and 85th% speeds of 46.3mph n/b and 51.3 mph s/b.

Emergency Access

A 3.7m wide emergency/ped/cycle access is proposed onto Dalloway Road. Collapsible bollards would restrict general traffic from utilising the link.

A pedestrian link is also provided to the north east of the site to link onto Ford Road, north onto High Ridge Close and to the south onto Priory Lane to increase permeability of the site.

Details of the pedestrian visibility splays onto Priory Lane, connection onto High Ridge Close including land ownership/highway boundary connection and connectivity onto Ford Road should be provided.

Sustainable Transport

Walking

At pre application stage the applicant was advised to identify improvements to the local walking network that would enable the site to connect to the local PT stops no information or improvements have been provided/identified that would allow all future residents of the sites to access the local bus services on Pearson Road. E.g. dropped kerbs/tactile paving/additional footway provision.

Cycling

The Transport Assessment notes the WSCC walking and cycling strategy and the future route proposals within the vicinity of the site. One of the routes identified is a on off road shared path between Arundel and Ford Station, no information has been provided within the application to identify how the site could help deliver the proposals.

Public Transport

The nearest bus stops are located on Pearson Road approximately 600m from the emergency site access where an hourly service to Littlehampton, Angmering, Worthing and Shoreham.

Trip Generation

A TRICS assessment has been undertaken and the site is anticipated to generate a total of 41 AM Peak two-way vehicle trips and 44 PM peak two-way vehicle trips.

Development Impact

Future year traffic flows along Ford Road have been extrapolated from the Ford Strategic Development site Transport Assessment (F/4/20), this includes a number of consented and live application sites. The approach was agreed as part of pre application discussions.

The modelling provided indicates the site access junction would operate well within capacity. No wider junction modelling has been requested due to the

Reserve Matter Items

Parking – Parking and EV would be provided in line with ADC standards.

Cycle Parking – Cycle parking would be provided in line with WSCC standards.

Layout – The indicative masterplan shows that the main spine road would be 6m wide with 2m footways on either side, secondary roads would be 4.8m and tertiary roads 4.2m. MfS parameters have been utilised for internal visibilities and turning heads provided.

Travel Plan

A travel plan would be required to be produced and would be secured via condition.

Contributions

It is understood the development would be CIL chargeable.

Conclusion

Further information is requested to assess the application:

Details of pedestrian connectivity/identification of ped infrastructure improvements /pedestrian visibility splays.
Details of how the site would support the provision of future off road cycle route provision between Ford and Arundel.

Stephen Gee
West Sussex County Council – Planning Services