

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 27th April 2017

**FROM: Dominic Smith TO: Arun District Council
FAO: David Innes**

SUBJECT: A/11/17/OUT

Hybrid Application to include Full planning permission for a retail unit (Class A1) comprising 1,487sqm with associated access, car parking, servicing, landscaping & associated works & Outline planning permission with some matters reserved (scale & appearance) for public house (Class A4) comprising 581sqm (resubmission following A/23/15/OUT).

Land south of, New Road (A259) & East of Brook, Angmering

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been reconsulted on the proposed hybrid application A/11/17 at land to the south of New Road, Angmering.

The LHA has previously raised an objection to the application, as a result of unresolved safety matters identified in the Stage 1 Road Safety Audit, and in the absence of a Design Audit and resolution of identified departures from standard.

The Applicant has subsequently submitted further information. Having reviewed the Design Audit and associated documentation, it is recommended that modification is made, and further information submitted, as set out below.

Drawing REDW-3167-120A

Design standards suggest on-carriageway cycle lanes should be of minimum width 1.5m. They are currently only 1.3m.

Drawing REDW-3167-131

Tactile paving at cycle route crossings is not in accordance with guidance, and this matter should be resolved as part of any detailed design.

The 20m radius and the implications of the previous departure has been reviewed and found to be acceptable. It is accepted that the deceleration lane is of sufficient length to bring a vehicle to a halt at a give-way line.

It will be necessary to review the orientation of hatching on eastern arm of mini roundabout at the detailed design stage.

Set back cycle route crossing point by mini roundabout 5m from stop line, i.e behind first waiting car.

It is assumed that the developer will obtain the necessary consents from third parties to close part of Brook Lane.

Safety Audit: and Designers Response

Problem A.1.1 Weaving length

It is not clear what the Auditor considers to be an 'appropriate' increase in weaving length. 'Weaving Sections' are required for grade separated junctions; if this standard were to be applied to this at-grade junction, the standards suggest it would need to be of the order of 1km long. It would therefore be useful to have the auditor's further comments on the proposed 90m weaving length prior to determining this aspect of the design.

Dominic Smith
Strategic Planning