

From: David Innes
Sent: 03 October 2017 13:27
To: Planning.Responses
Subject: FW: Planning Application A/11/17/OUT

Please upload to website -- comments from Public Rights of way officer.

thanks

David Innes | Planning Consultant , Strategic Development, [Arun District Council](#) | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF DX 57406 Littlehampton
Internal: 37776 | External: +44 (0) 1903 737776 | E-mail: David.Innes@arun.gov.uk

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Save the environment - think before you print.

From: Jonathan Perks [REDACTED]
Sent: 03 October 2017 10:20
To: David Innes
Subject: RE: Planning Application A/11/17/OUT

David

As you are aware, I made earlier comments on A/44/17 concerning the provision of a suitable ramped bridge and the creation of cycle access across the railway to link the proposed developments south of the A259 with the B2187 Worthing Road. I note Arun DC refused that application but, according to the attached letter, Store Property Investments Limited will be submitting a new application for residential development on its land. The letter infers its future application to still include provision of a suitable foot and cycle access bridge over the railway.

This application is for a combination of full and outline planning permission north of the railway; if approved, the proposed occupancy of the site with a food hall and public house will be attractive for existing local residents south of the railway. Public Footpath 2159 runs north from Worthing Road, crosses the railway at-grade, then continues north-westwards towards and past a property called Brookenbee. There is no recorded public access right along the section of Brook Lane running north-east from the at-grade railway crossing to the A259, and therefore no recorded access right linking to the proposed development.

It can be reasonably expected that existing residents will want to access the development, also that the future site occupiers will want such access. Creation of formal access rights will, therefore, benefit all parties and should be secured as part of any planning permission. Noting that part of Brook Lane is outside the applicant's control, the applicant

must be required to use all reasonable endeavours to secure a dedication of public footpath rights along Brook Lane from the railway crossing to a point meeting with adoptable road highway within the development. WSCC PROW service can assist with the formal creation process in due course.

Noting Store Property Investments Limited shall be submitting a new application, which can be expected to include a bridge over the railway, it is reasonable to believe this will benefit the development east of Brook Lane, delivering a more attractive and safer means of access to and from the site. Given such benefit it would also be reasonable for this applicant, SDB Investments Limited, to make contribution to the cost of any new bridge. A contribution of 20% of the bridge project cost should be secured but subject to being returned to the applicant in the event a bridge is not agreed and designed within 10 years.

Kind regards,

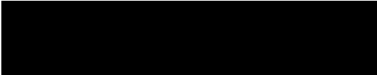
Jon Perks

Principal Rights of Way Officer

Jon Perks
Principal Rights of Way Officer
Countryside Services
Highways and Transport
West Sussex County Council

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We've launched our new website 

From: Dominic Smith
Sent: 08 September 2017 08:05
To: david.innes@arun.gov.uk
Cc: Jonathan Perks
Subject: RE: Planning Application A/11/17/OUT

David,

In respect of the representation received below, I can offer the following comment.

Closure of Brook Lane

In respect of the access arrangements, these have been reviewed on the basis that Brook Lane is closed as shown on plan REDW-3167-131 Rev B. The condition suggested by the LHA requires that the access be implemented in accordance with the agreed plan. The LHA are of the view that the condition would require the closure of the road, given that this is shown on the plan. However, it is recognised that Brook Lane sits outside of the redline boundary, and therefore may not be sufficiently covered by the suggested condition should the need for enforcement occur. The LHA are satisfied to defer to the LPA's judgement as to whether the closure of Brook Lane should be specifically referred to in any condition attached should consent be granted.

Diversion of Brook Lane and Vehicular Linkage

Any stopping up and/or diversion of this route would be subject to public consultation the through the Stopping Up process managed by the Department for Transport. LHA are a consultee in this process and are not the determining body.

The LHA have reviewed the scheme on the basis of no consent existing on the adjacent land. It is recognised that the proposed arrangements may have implications for access to adjacent land, but at the current time there are no recognised planning commitments. The preference of the LHA would be to minimise the number of accesses onto the A259 at this locations, this reducing the number of locations of where conflict could occur and also improvement operational capacity. In principle, the LHA would be supporting of access consolidation and linkages between the various sites to the south of the A259.

Accessibility

I have copied my colleague, Jon Perks, should he wish to make any comment regarding the PROW's to the south of the site.

Kind regards,

Dominic

Dominic Smith | County Highways Manager (Development Management), Planning Services, Economy Planning and Place Directorate, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

From: Vera Lamont [REDACTED]
Sent: 06 September 2017 13:36
To: David.Innes@arun.gov.uk
Cc: Sarah Wickens; Ross Moyler; Serena Page; Dominic Smith
Subject: Planning Application A/11/17/OUT

David

Land South of A259 New Road and East of Brook Lane, Angmering, West Sussex – Planning Application A/11/17/OUT

Please find attached comments on the above planning application, on behalf of our client Store Property Investments Ltd.

Regards

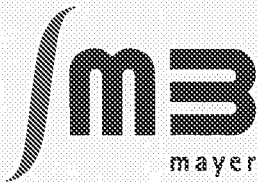
Vera

Vera Lamont, BE (Civil) CEng MICE MCIHT MCMI
Director
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR



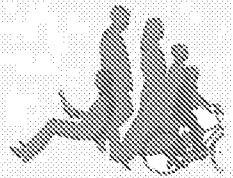


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TRANSPORT PLANNING INFRASTRUCTURE DESIGN ENVIRONMENTAL & WATER



06 September 2017

David Innes
Arun District Council
Arun Civic Centre
1 Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Our Ref VL/SPRUST(BROOKLANE).1
Your Ref A/11/17/OUT

Dear Mr Innes

**Land South of A259 New Road and East of Brook Lane, Angmering, West Sussex –
Planning Application A/11/17/OUT**

Further to my letter of 2nd August I write, on behalf of our client, Store Property Investments Ltd, to raise concerns regarding SDB Investments Limited Commercial Development Projects Ltd application for development at the above site. Specifically, my concerns relate to the Redwood Partnership's letter of 2nd August 2017.

Planning Condition in relation to the Closure of Brook Lane

The proposed access arrangements are shown on Redwood Partnership's updated drawing number REDW-3167-131 Rev B. The Redwood Partnership's letter states that it would be necessary to close Brook Lane in order to implement this access. I therefore request, on behalf of our client Store Property Investments Ltd, should consent be granted that this requirement is conditioned. In addition, in the interests of highway safety, I request that no work should be allowed to commence on the development until it is known that the existing access to the A259 can be stopped up. The following condition is suggested:

The Made Order to secure the stopping up Brook Lane's existing access to the A259 should be obtained in advance of the commencement of the development. Brook Lane's access to the A259 should be stopped-up when the new access, as shown on Drawing REDW-3167-131 Rev B, is brought into use.

Diversion of Brook Lane

In the Redwood Partnership's letter of 2nd August it is stated that they are working with West Sussex County Council to agree the principle of the Highway Authority adopting the site access, mini roundabout and public house access road in order that Brook Lane can be diverted. However, this has been written in the full knowledge that West Sussex County Council have already rejected this proposal. In their consultation response dated 19th July, West Sussex County Council advised that they would only adopt the left-in/left-out access at the A259 and that they would not adopt the internal roads. This would result in occupants of Brook Lane having to pass through third party land to obtain access to the adopted highway at the A259. This arrangement is not acceptable to our client, Store Property Investments Ltd.

My client, Store Property Investments Ltd are proposing residential development on land to the west of Brook Lane, which will assist in meeting the Council's five year housing land supply. Although a previous scheme on the site was refused, a resubmission has been made which is considered to address the reasons for refusal. The proposed diverted route of Brook Lane, through the mixed-use food store and pub development, is unsuitable as an access to the proposed residential and care home development. The proposed alignment of the diverted route



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is contorted and narrows severely where it joins Brook Lane. Diverting Brook Lane, as proposed, would not provide a safe and suitable access.

Vehicular Linkage to Manor Retail Park

The revised Redwood Partnership's drawing, REDW-3167-131 Rev B, confirms that the proposed layout would permanently prevent vehicular linkage between the application site and Manor Retail Park. As set out in my letter of 2nd August 2017, this is contrary to the NPPF. Our client has already confirmed, in their email dated 13th July, that the application site has full legal rights to access through Manor Retail Park.

Accessibility

Network Rail has highlighted that the safety of the existing informal crossing is a cause for concern. However, the development doesn't propose any improvements to the crossing. Pedestrians and cyclists from the south would be required to use the existing informal crossing of the railway line to access the development.

Conclusions/Recommendations

The proposed safety compromised junction planned for A/11/17/OUT would prejudice delivery of a comprehensive "master plan" access scheme for all the land south of the A259. A "Master Plan" layout, including the residential and care home application and the previous and still current application A/23/15/OUT, as well as the existing Manor Retail Park would provide safe and logical access to all areas of land south of the A259, segregating uses, and enhancing the proposed pedestrian and cyclist facilities along the entire A259 frontage. The railway bridge, proposed as part of the residential and care home application, would offer significant safety improvements over the existing informal crossing and open up the route to those currently deterred from using the route by having to cross the railway line at grade.

Based on the above I request, on behalf of our client, that the implications of the proposed access arrangement are considered further. As currently proposed the access arrangements could not be implemented as the development relies on the stopping up and diversion of Brook Lane, which is not acceptable to our client.

I trust that these comments are helpful and will be considered in determining the planning application.

Yours sincerely



Vera Lamont
Director



cc

Ross Moyler
Sarah Wickens
Dominic Smith

Store Property Investments Ltd
Store Property Investments Ltd
West Sussex County Council