

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	3 October 2019
LOCATION:	Land off Arundel Road Angmering BN16 4ET
SUBJECT:	A/122/19/OUT Outline application with some matters reserved for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDs), vehicular access point from Arundel Road together with up to 557 square metres of B1/B2 units with associated parking provision & vehicular access point from Arundel Road & land made available for expansion of current sports pitch provision to form a sports-hub (following the demolition of existing commercial units and one bungalow) (resubmission following A/36/18//OUT). This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	Objection / More Information
S106 CONTRIBUTION TOTAL:	TBA

Background

The application is for the erection of upto 160 dwellings and 557m² of B1/B2 units at Land off Arundel Road, Angmering. The application is a resubmission of A/36/18/OUT which was refused on 5 reasons including insufficient information being provided to enable an assessment of the ability of the highway network to accommodate the development without adding to the hazards of highway users to an unacceptable degree.

Access

Northern Access

A new site access is to be provided to the north eastern boundary of the site with Arundel Road, This section is within the derestricted 60mph speed limit. The site access would provide a 5.5m carriageway with 2m footways on both sides and a corner radii of 6 meters. The design proposes 3m wide running lanes and a 3m right hand turn ghost island.

The TA states visibility splays can be provided of 2.4m x 59m in line with Manual for Streets guidance for 85th% vehicle speeds of 37mph that include a wet weather adjustment. It is noted that the speed survey provided with application A/131/16/OUT (an approved development that infills between the two site accesses onto Arundel Road) recorded higher 85th% speeds of 43.8mph northbound and 40.3mph southbound as the speed survey was carried out further to the north (nearer the new northern access) than that supporting this application, however wet weather adjustments have not been applied.

From the drawing ref 2020-F01 it is apparent the visibility splays to the south (where northbound vehicles record a higher 85th% speed) could be provided in excess of 59m and MfS requirements if vertical alignment allows. The applicant should clarify if any additional length can be provided.

Consideration should also be provided to widening the running lanes.

Southern Access

The existing southern access is within a 30mph speed limit and provides access to the commercial buildings would be modified to provide 2m wide footways.

Road Safety Audit

Stage 1 Road Safety Audits have been undertaken on the two proposed site accesses; both of these audits highlight two items. A designers response has been prepared with one item for both accesses regarding (refuse) vehicle encroachment into adjoining lanes that has not been agreed with, either an exception report should be prepared or a revised designers response provided that allows an overseeing organisation response and agreed RSA action in line with Appendix F4 of GG119.

Trip Generation/ Distribution / Assignment

The TRICS database has been utilised to establish that the residential element of the development is predicted to generate 88 AM peak two way vehicle trips and 92 PM peak two way vehicle trips. The commercial element has the potential to generate 10 AM peak trips and 8 PM peak trips. No discounting has been made for the existing trip generation potential of the site.

Trips have distributed according to census travel to work information and assigned according to online journey planning tools.

Junction Modelling

- Site Access / Arundel Road – The modelling highlights the junction would operate within capacity
- Arundel Road / Water Lane / Station Road /High Street – The modelling highlights the junctions would operate within capacity.
- A280 / Water Lane – The modelling highlights the junction would operate over capacity in a future year scenario with its existing layout, however improvements to the junction are to be secured from A/99/17 and A/40/18 to deliver a roundabout junction (or signalised junction should A/40/18 not be developed) The roundabout junction has been tested and would operate within capacity.
- A259/ Station Road Rbt – The modelling highlights the development would increase queues and delay on the junction in a 2031 scenario. WSCC are currently developing a scheme to improve the junctions of the A259 and as such a contribution to mitigate the effects of the development would be appropriate.
- A259 / A280 Rbt - The modelling highlights the development would increase queues and delay on the junction in a 2031 scenario. WSCC are currently developing a scheme to improve the junctions of the A259 and as such a contribution to mitigate the effects of the development would be appropriate.
- A280 / A27 / Titnore Lane - The modelling highlights the junction would operate over capacity in a future year scenario with its existing layout, however improvements to the junction are to be secured from A/99/17 and A/40/18 which would accommodate the impact of the development without a severe impact.
- A280 Long Furlong / A27 – The modelling highlights the junction would operate within capacity in a future year scenario. The junction is highlighted for an improvement within the Arun Transport Study (stage 3) and as such a contribution to mitigate the effects of the development would be considered appropriate.
- A27/ Arundel Road – The modelling highlights the junctions would operate within capacity.

Mitigation

The transport assessment proposes the following mitigation

- Signalised crossing along Arundel Road outside St Margaret's School - It is noted that a stage 1 RSA has not been provided
- From the applicants modelling it has been identified that the development would have a severe impact on a number of local junctions, Many of these junctions have pre identified schemes within the local plan for improvement or have had schemes drawn up by alternative developments or by WSCC. As such WSCC are open to a contribution to be put towards improvement schemes at the junctions along the A259 inc Station Road Rbt and A280 Rbt and at the A27/ A280 Long Furlong Rbt;
- Contributions towards cycle improvements along Arundel Road as per section 5.17 of highways technical note – September 2018 – whilst it would be WSCC preference for the applicant to deliver the route a contribution would be an acceptable approach; and
- Pedestrian improvements at A27/Arundel Road junction which should be agreed with Highways England.

Sustainable Transport

The site is located within 600m of bus stops serving the hourly service no 9 which provides onward connections to destinations such as Angmering Railway station, Worthing and Littlehampton.

The TA identifies the potential for a cycle route along the length of Arundel Road as detailed within the WSCC walking and cycling study, some information is included within highways technical note – September 2018.

Links through the development to the southern access would be a key consideration in any reserved matter application as the majority of trips by sustainable modes would be southbound to the school and village centre.

The design and access statement details *"A future aspiration would be to provide two additional pedestrian links to the south of the development, within the potential sports hub. These links would provide safe and convenient routes to Arundel Road and the surrounding settlement."* As such any reserved matters application would require links to be made to the site boundary. It is also noted that the potential for a future sports hub could provide parking to allow a park and stride facility for the school and thus alleviate some parking pressure on Arundel Road at school drop off and pick up times however this is not part of this planning application being considered.

Travel Plan

An updated travel plan has been provided with the application and would be conditioned.

Layout

No vehicle tracking has been provided within the site and will need to be considered as part of any reserved matters applications.

Parking

Parking should be considered with regard to the new 2019 WSCC parking standards. It is also noted that Arun District Council have consulted on updated parking standards and these should be considered as and when the SPD is adopted.

Construction Management Plan

The TA confirms the applicant is agreeable to a condition securing a CMP.

Conclusion

In conclusion an objection is currently raised as insufficient information has been provided to assess the application. Further information should be provided to allow an assessment of the proposals and mitigation to be provided.

Further information is requested upon

- Confirmation of maximum achievable visibility splay at Northern access to the south;
- Consideration of widening the running lanes along Arundel Road in the vicinity of the site access;
- Exception report or designers response incorporating F4 of GG119;
- Stage 1 Road Safety Audit to be provided on the proposed signalised pedestrian crossing of Arundel Road.

Stephen Gee
West Sussex County Council – Planning Services