

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	19 December 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. An amendment received.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

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.

My previous response requested further information 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.

The applicant has provided additional information to address these points which are considered below.

Access visibility splays

A revised drawing ref 2020-F01 Rev D has been provided which details that the maximum achievable visibility splay is 2.4mx 77m. The limiting factor is the vertical alignment. The splays are provided in excess of MfS requirements (of 2.4m x59m) and have been shown in accordance with MfS parameter of a 600m offset above the carriageway from a drivers perspective of 1.05. The use of MfS is considered appropriate given the recorded 85th% speeds of 37mph (including wet weather adjustment) and the presence of a footway on the western side of the carriageway.

Widening of running lanes at the site access

The applicant has confirmed that there is not sufficient highway land under the applicants control to widen the proposed running lanes without affecting the design of the junction.

Designers Responses

Designers responses have been provided for all of the safety audits undertaken and are acceptable.

Pedestrian Crossing safety audit

A stage 1 RSA has been provided for the proposed pedestrian crossing on Arundel Road, the audit highlighted one issue of visibility to the signal heads. A designer's response has been provided which confirms visibility to the offside signal head can be provided.

Additional Employment Space

It is noted that the application has been revised to increase the employment space to 1,393m² (previously 557m²) I have utilised information contained within the transport assessment to calculate if further modelling is required on the local network. The table below identifies the revised employment space would result in an additional 15 AM peak and 14 Pm peak two way trips.

Peak Hour	Trip Rates		Revised Trip Gen		Change to TA	
	Arrival	Departures	Arrival	Departures	Arrival	Departures
AM	1.64	0.12	23	2	+14	+1
PM	0.09	1.44	1	21	+1	+13

Given the level of increased vehicles trips over that detailed within the TA and that the TA has not discounted the existing vehicle trip generation of the employment uses on site then the increased employment space would unlikely result in an additional impact on the local highway network over that previously tested.

Conclusion

No objection is raised to the following application S106 and conditions:

S106

Infrastructure contribution of £3,600 per dwelling totalling £576k to be utilised towards improvements to:

- A280/ A27/ Long Furlong;
- A259 Junctions (A259/ Station Road Rbt and A259 / A280 Rbt)
- A280 Water Lane; or
- A280/Titnore Lane/A27

A contribution of £550k towards the implementation of a cycle route to Angmering village centre.

Conditions

Future Pedestrian Links

A suitably worded condition to enable and secure the future provision of pedestrian links to Palmer Rd Recreation ground.

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

Controlled Crossing

No more than 80 dwellings shall be occupied until such a time that the proposed controlled crossing on Arundel Road is implemented in accordance with drawing titled proposed controlled crossing and numbered 2020-FO5 Rev A.

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

Access (Access to be provided prior to first occupation)

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 drawing titled proposed site access and numbered 2020-F01 Rev D.

Reason: In the interests of road safety.

Car parking space (details to be approved – for larger sites)

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking (for larger sites)

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

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

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Informatives

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

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 (01243 642105) 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 Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Stephen Gee
West Sussex County Council – Planning Services