



PL-Consultation- West Sussex Highways response



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From: Simon Davis <Simon.Davis@arun.gov.uk>

Sent: 03 December 2025 14:48

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: FW: WSCC Consultation Response from County Highways - Planning Services - A/159/25/PL - Angmering Sports Hub

Importance: High

This should have been added to the website as a consult response when it was received on 11/11/25.

From: Emma Avis [REDACTED]

Sent: 11 November 2025 12:40

To: Planning <Planning@arun.gov.uk>

Cc: Deborah Urquhart [REDACTED] Simon Davis <Simon.Davis@arun.gov.uk>

Subject: WSCC Consultation Response from County Highways - Planning Services - A/159/25/PL - Angmering Sports Hub

Importance: High

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TO:	Arun District Council (ADC) - The Local Planning Authority (LPA) Planning officer: Mr S Davis
CC:	CLr Deborah Urquhart

FROM:	West Sussex County Council (WSSC) – The Local Highway Authority (LHA) - Consultee to the LPA Planning officer: Emma Avis
LOCATION:	Sports Pavilion, Decoy Drive, Angmering, BN16 4DN
SUBJECT:	A/159/25/PL - Application under Regulation 3 of the Town & Country Planning (General Regulations) 1992 for demolition of existing pavilion; erection of new Sports and Community Hub comprising of new 3G football pitch, improved turf pitches for football, multi-use games area, locally equipped play area, hub building, storage facility, car parking, EV charging points, access road, landscaping, associated works and infrastructure (resubmission following A/222/24/PL). This application is in CIL Zone 3 (Zero Rated) as other development.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	More Information Required

1. Introduction & Background Information

- 1.1 The LHA has been consulted on the above application with regards to any highway safety or capacity matters. The application is a re-submission of the withdrawn application A/222/24/PL which the LHA commented on in January this year. The re-submitted application is very similar to the previous application in terms of highway related matters, except for a slight change to the access drawing which now shows slightly extended double yellow lines at the access point in response to the Road Safety Auditors comments to protect the junction and visibility splays with enforceable measures. The LHA also asked previously that the secured signalised pedestrian crossing near the primary school, secured under planning application A/122/19/OUT was shown on this applications access drawings, this is to ensure that the access and crossing will both work together and neither will affect the function of each other, also that they can both be delivered, even if not built at the same time as they will be being delivered by different developers.
- 1.2 As with the previous application it highlights that the already approved and secured sports pitches to the north under application A/122/19/OUT do not form part of this application, but in due course will form part of the overall site when they are transferred to ADC ownership. The Transport Assessment (TA) does however take account of the trips related to the northern pitches and parking requirements under this application.

2. Access & Visibility

- 2.1 Access is proposed in the form of a priority bell mouth style junction from Arundel Road, with a footway on the southern side and dropped kerbs and tactile paving crossing points, tied into the existing footway network.
- 2.2 A second Stage 1 Road Safety Audit (RSA) has been carried out on the access design, this now includes the secured signalised crossing in the drawings. Two problems were raised, both have been mitigated in the RSA Response Report. The RSA Response Report needs finalising/signing, the LHA has emailed this to the design team, the LHA await this from the design organisation Robert West Consulting Ltd to complete the Stage 1 RSA process.

- 2.3 A matter that remains and that had been raised by the Parish Council is the school drop off and pick up parking in this location. An unmanaged private roadway opposite the school will become a school parking zone, which would affect free flow of traffic via this route and perhaps at the junction. **It needs to be confirmed how the applicant plans to manage this?** To prevent the access and road becoming congested with parked/turning vehicles.

3. Trip Generation and Highway Capacity

- 3.1 The TA remains unchanged with regards to trip generation and highway capacity assessment from the previous application, it demonstrates that there will be an increase in trips to and from the site once developed, approximately 138 (two-way trips) for a Saturday across the day. However the majority of the associated trips will be during the evenings and weekends, which are outside of the network peak hours (Mon – Fri 8 to 9 am and 5 to 6 pm) and are also outside of the school run hours. Whilst there will still be some trips during the school times/day due to classes or facilities at the hub being used, this will be a much lower level of trips, the majority of the trips will be in the evenings and weekends.
- 3.2 The TA again demonstrates junction capacity, showing that at it's peak some hours receive more than 30 two-way trips, junction analysis has been provided for the access junction to demonstrate that the junction will operate well within its capacity. It also shows that once distribution of traffic occurs north and south, depending on the desired direction of travel, no other junction locally will receive an increase in movements of 30 trips or more from this development to initiate further junction assessments.

4. Car & Cycle Parking

- 4.1 114 car parking spaces are proposed, this includes 6 blue badge parking spaces and 23 electrical vehicle charging spaces. A parking accumulation exercise was carried out previously based on the trip data and information to determine a suitable level of parking. The LHA would raise no concerns to the level of parking provided. The site is also in a sustainable location with other means of access to it, such as walking, cycling, bus journeys and Angmering main line train station.
- 4.2 42 cycle spaces are proposed for staff and visitors, these should be covered and secure.

5. Travel Plan Framework Document

- 5.1 A Travel Plan Framework document has been provided for the site, this details how the site will promote and monitor sustainable travel once in operation. The TP will need to be secured via the S106 agreement and will require a TP monitoring fee to be paid of £3,950 + VAT.
- 5.2 A dedicated minibus space has now been provided in the plans, this would support combined team travel and the aim of trying to reduce single occupancy vehicle trips to/from the site.

6. Construction Phase

- 6.1 The LHA note the comments made by National Highways with regards to a Construction Management Plan, the LHA are supportive of this too.

6.2 The LHA note that the existing access will be adjusted and blocked to vehicular access after construction, only access on foot and by cycle will be available from Decoy Drive. This would mean significant construction traffic entering a built-up residential area over a prolonged period, via Plamer Road and Decoy Drive. The LHA would insist that the new access from Arundel Road should be constructed first, prior to any works on site commencing, via a pre commencement condition.

7. Conclusion

7.1 The LHA await the following –

- A signed GG 119 compliant RSA Response Report (this must include the signatures), please email this directly to WSCC for sign off. We will then provide a copy of the final document to ADC for the planning files and the signatures can then be blanked out.
- Confirmation of how the applicant plans to manage the access road with regards to school drop off and pick up traffic/parking, also to ensure there is no overspill parking from the applications site car park within this access road which will reduce the free flow of traffic and safe/suitable access for all.

Emma Avis - Planner (MCIHT)
County Highways (Development Management) - Planning Services - WSCC

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