

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	16 November 2021
LOCATION:	Land South Of Littlehampton Road and East of Worthing Road Angmering BN12 6PN
SUBJECT:	A/168/21/PL Erection of 76 No. dwellings, means of access, public open space, play areas, associated infrastructure & landscaping. This application is a Departure from the Development plan, is in CIL Zone 5 and is CIL Liable as new dwellings & affects a Public Right of Way.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

WSCC Highways has previously issued comments on this proposal. These comments were dated 8th September 2021. A number of matters were raised, to which the applicant has now submitted further information. For ease of reference, the previously raised items are broken down into subject matters.

Proposed Left In/Left Out Access

It's noted that the separate planning application (A/169/21) covering the access only has been refused. The comments made below relate to both the current and the refused A/169/21. The issues raised originally by WSCC were largely in respects of missing supporting information and procedural matters.

The applicant has now submitted a design audit and associated departures from design standard (DfS). There are two departures relating to the removal of hard strips and narrowed carriageway widths. These have now been considered.

Unfortunately the two applications for departures have not been accepted by WSCC Highway. In determining these departures, WSCC consider that the design can be altered, thereby removing the need for any departures to recognised design standards. The scheme designer has been advised of the WSCC decision and the suggested course of action. WSCC wouldn't be supportive of the access in its present form.

The Stage One Road Safety Audit is still outstanding, although it's recognised that the applicant has determined not to commission this until the DfS have been resolved.

Retention of Existing Accesses

The existing site benefits from two existing accesses. In terms of the existing access located to the east of the proposed access is outside of the current application, there still seems no reason why this could not be closed (notwithstanding the need to accommodate the existing public right of way); the current proposal provides a new link road leading towards these existing uses from the proposed access so clearly the intention or at least there is an ability for the new access to serve these existing uses. If the existing access cannot be permanently closed due to rights of access, it could at the very least be gated with all traffic visiting the site directed to the new access.

There is also an existing access onto the A259 Roundstone By-Pass Roundabout. It's acknowledged that there is no scope to permanently close this access given the presence of a legal right of access that must be retained. The additional information submitted by the applicant considers various means by which the use of the existing access could be restricted. WSCC Highways preference would remain for a physical means of restricting access (i.e. by having the access gated). A gate could be left within a section of road that remains private or alternately if the roads are adopted (which is not a planning matter) there may be scope via a traffic regulation order to have a prohibition of driving that allows only permitted vehicles to access through the gate; such an arrangement would typically be installed for gated emergency accesses. The actual details could be determined at a later stage and secured via condition.

Traffic Data Validation

The applicant has undertaken a comparison of the 2015 traffic data used within the assessment, to which a growth rate has been applied to produce 2020 base year flows, and actual flows recorded on the A259 prior to any restrictions introduced as a consequence of Covid19. This comparison adequately demonstrates that the 2015 data with growth rate results in comparable traffic flows recorded more recently in 2020. This point has been satisfactorily addressed within the additional information.

Accessibility by Walking and Cycling

Two points were raised that required further response from the applicant; the extent of improvements to the existing cycle way along the A259 and amendments to the submitted travel plan.

With respects to the cycle way improvements, whilst the applicant's calculations and comments are noted regarding the potential cost of undertaking widening to the existing cycleway to the east, full reconstruction may not be necessary although full resurfacing inevitably would be. The cost quoted (of £500,000 per 1km of cycle route construction) is perhaps therefore at the very high end of what might actually be required and the resultant estimated scheme cost misleading. Nevertheless, it is accepted that the development would result in

relatively few additional cyclist movements. A scheme of cycleway improvements from the site eastwards to the existing Asda access may not be comply with the test of necessity.

The applicant is still committed to deliver an improvement to the length of cycleway running westwards from the proposed left in/left out through to the A259 Roundstone By-Pass Roundabout. The scheme of improvements shown on drawing number ITB16357-GA-003 Revision E should be secured via condition.

The one point raised by WSCC in respects of the travel plan has now been addressed.

Summary

As set out above, there are a number of outstanding issues in respects of the proposed access arrangements.

Ian Gledhill
West Sussex County Council – Planning Services