

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	3 September 2021
LOCATION:	Land South Of Littlehampton Road and East of Worthing Road Angmering BN12 6PN
SUBJECT:	A/169/21/PL Construction of a new access to serve existing agricultural use and proposed residential development. This site is in CIL Zone 5 and is Zero rated as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The current application is recognised as seeking planning permission for a new access onto the A259 to serve various existing, permitted uses. It's acknowledged that the access may also be used to serve a residential development of 76 dwellings. The residential development is the subject of a separate planning application (A/168/21) that is presently under consideration. The access arrangements forming part of the current application are also proposed as part of A/168/21. In assessing the current application, WSCC Highways recognise the residential development does not form part of the current application, is not permitted, and may be subsequently refused. Whilst the potential use by the residential dwellings is acknowledged, the access is being considered on its merits and effectively as a standalone proposal that can be delivered irrespective of the outcome of A/168/21.

The access is proposed as a left in, left out with a diverge lane for vehicles entering the access on the westbound A259 dual carriageway. In this location the A259 is subject to a 50mph speed limit. Visibility splays of 4.5 by 160metres are proposed, which are adequate for the posted speed limit based on the standards included within the Design Manual for Roads and Bridges.

In submitting the current access details, the applicant has identified three departures from standard. The applicant has sought formal approval for these departures as part of the current application. There is however no design audit submitted that identifies the design standards applied by the applicant. Prior to WSCC Highways formally considering the DfS's, a design audit would be required. This should identify all standards used in the design of the proposed access.

It is also noted that no Stage One Road Safety Audit has been submitted. The applicant has confirmed that a Stage One RSA will be undertaken once the departures have been agreed. Planning permission must not be granted prior to the departures being agreed and a Stage One RSA being submitted in accordance with current WSCC Policy with all problems resolved to the satisfaction of WSCC Highways. A Stage One RSA must not be conditioned given the potential for this to identify unresolvable problems.

Although the DfS's have not been formally considered by WSCC Highways, one of the DfS's is recognised as relating to the retention of an existing bus stop on the A259. The general starting point with DfS's is that these are designed out where possible. In this instance, WSCC Highways would request that the bus stop to be removed in light of there being suitable alternate provision being available within reasonable walking distance. Given the bus stop is within the live nearside lane of a 50mph dual carriageway, there is an overall safety benefit for the stop being removed.

The only other matter is in respects of the retention of the two existing accesses currently serving the land. The retention of the access directly onto the A259 Roundstone By-Pass Roundabout, which is to be downgraded to an exit only from the roundabout (i.e. allowing entry only into the existing development), would avoid the need for any lengthy detours for those vehicles approaching from the west given the site can be accessed only from the westbound A259. In practice, this access will be no more intensively used than it is at present by those existing uses. This may change if the residential use is permitted. However this is a matter that will be considered as part of A/168/21.

There is another access (a left in, left out) onto the westbound A259 located a short distance east of the proposed left in, left out. The current proposal is rendering this superfluous with there being a new internal access road connection leading to the various existing uses as indicated through notations on the submitted drawing. There is seemingly no reason for this access to be retained. The existing access onto the westbound A259 should consequently be permanently closed as part of the current proposal.

Prior to WSCC Highways providing a formal recommendation, the applicant should address the above points.

Ian Gledhill
West Sussex County Council – Planning Services