

**From:** Nicola Oktay on behalf of Planning.Responses  
**Sent:** 03 February 2025 09:57  
**To:** Planning Scanning  
**Subject:** FW: WSCC Consultation Response from County Highways - Planning Services - A/222/24/PL

**Importance:** High

WSCC Highways response

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**From:** Emma Avis <[REDACTED]>  
**Sent:** 30 January 2025 14:26  
**To:** Planning <[Planning@arun.gov.uk](mailto:Planning@arun.gov.uk)>  
**Cc:** Deborah Urquhart <[REDACTED]>  
**Subject:** WSCC Consultation Response from County Highways - Planning Services - A/222/24/PL  
**Importance:** High

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TO:	Arun District Council (ADC) - The Local Planning Authority (LPA) Planning officer: Mr S Davis
CC:	Cllr Deborah Urquhart
FROM:	West Sussex County Council (WSCC) – The Local Highway Authority (LHA) - Consultee to the LPA Planning officer: Emma Avis
LOCATION:	Sports Pavilion, Decoy Drive, Angmering, BN16 4DN
SUBJECT:	A/222/24/PL - 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. This application is a Departure from the Development Plan and is in CIL Zone 3 (Zero Rated) as other development.
DATE OF SITE VISIT:	Area known to officer
RECOMMENDATION:	More Information Required

1. Introduction & Background Information

- 1.1 The LHA has been consulted on the above application, to assess any highway safety or capacity impact. The application is to redevelop the recreation ground off of Decoy Drive. This will involve a new vehicular access from Arundel Road to serve the site, removing vehicular access to the site from Plamer Road/Decoy Drive. The redevelopment will consist of –
- Demolition of the existing pavilion and the erection of a new Sports/Community Hub building
  - Storage facility
  - New 3G football pitch

- Improved turf pitches for football
- Improved multi-use games area and equipped play area
- Car/ cycle parking and EV charging points
- A new access road, landscaping, associated works and infrastructure

- 1.2 The application 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 Statement under section 6.27 does however take account of the trips related to the northern pitches and parking requirements under this application.
- 1.3 The LHA were contacted in 2022 for pre application advice on this application. Two options for access to the site were offered for consideration. Access A was to take access via a development to the north via the commercial element and existing access onto Arundel Road for New Place Nursery. Option B was to take access via a new access opposite St Margarets C of E Primary school, by upgrading the pedestrian access already in situ.

The LHA's preference was for access via option A, which would provide access from an existing access off Arundel Road.

It appears that the site to the north has been refused and it is not clear if or when this site will come forward, or if it will provide access to the Sports Hub. Therefore this application is applying for a new access into the site from Arundel Road.

- 1.4 In terms of local secured improvements, as part of application A/122/19/OUT a signalised crossing was secured just south of the primary school. This is due to be delivered by the developer before the occupation of the 80<sup>th</sup> dwelling on the northern site. On checking progress of the northern site it is not expected that this will be until the end of 2026 presently; however as this is a secured item of infrastructure it needs to be considered alongside the access proposals.

It needs to be demonstrated that if either come before the other that both can operate together and be built to standards.

## **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. The access is already a pedestrian route through to the recreation ground.
- 2.2 A Stage 1 Road Safety Audit (RSA) has been carried out on the access design, this included a site visit to the site by the two safety auditors. One problem has been raised in the safety audit, this is about the access and it's visibility splays. The auditor has raised the matter of on street parking affecting visibility at the junction out onto Arundel Road. The auditors have recommend that a Traffic Regulation Order (TRO) is put in place to implement double yellow lines either side of the access to protect the junction from vehicles parking in the visibility splays.

The site access plan shows double yellow lines extending past the white H bar driveway markings on either side of the adjacent properties. It is likely that this will displace around 4 on street parking spaces, if the TRO is approved. The applicant must be aware that the TRO consultation/approval process is a completely separate application and process to a planning application via the WSCC TRO team.

In terms of the double yellow lines the LHA would expect them to follow the access and follow the curve round into the site access. We would also question the extent of them, do they need to extend further than the end of the adjacent dwellings white H bar driveway markings? Manual for Streets 2 (MfS2) highlights how some obstruction to visibility, especially in built up areas can actually be beneficial to reducing entry and exit speeds at junctions, while encouraging drivers to proceed with more caution. In some situations providing more visibility can actually increase road speeds, increasing the risk and severity of a collision. By reducing the double yellow lines on either side of the access it would mean the loss of only 2 on street parking spaces, while still providing protection for the junction.

- 2.3 The LHA would require a new site access plan provided that details the full extent of the double yellow lines and the secured signalised crossing, so we can assess the site access alongside the crossing. This plan also needs to be run past the RSA team, revised RSA comments are required and a complaint GG 119 RSA Response Report, then the LHA can review and complete the access review and RSA process.
- 2.4 A matter that needs to be considered is school drop off and pick up parking. Should this proposal gain approval and be built out, 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. The LHA would like to know how the applicant plans to manage the access road to the sports hub? To prevent the access and road becoming congested with parked/turning vehicles. Is the intention for parents to be able to use the sports hub parking spaces during drop off and pick up times?

## **3. Trip Generation and Highway Capacity**

- 3.1 The Transport Assessment (TA) 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 also 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 blue badge parking and electrical vehicle charging spaces. A parking accumulation exercise has been carried out 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. But it is not clear what form these will take. Covered would be best to promote use. The LHA note the cycle spaces are proposed at the front of the building, this is best near the entrance to make the cycle parking more visible to all using and working at the site to ensure better security of cycles.

## **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 £3,815.
- 5.2 Given the nature of the site for team sporting events the LHA would question why no mini bus space has been provided within the car park design, this would also 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. This can be conditioned.
- 6.2 The LHA note that the site plan in the TP indicates 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 residential area, via Plamer Road and Decoy Drive. The LHA would advise that the 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 will await the further information and documents as requested above before providing further comments on the application. Please send through a re-consultation as soon as these are available.

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

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