



11 June 2015

Mr N Crowther
Arun District Council
Arun Civic Centre
1 Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Our Ref RG/SPRUSTINGTON6.1
Your Ref A/23/15/OUT

Dear Mr Crowther

Mixed-Use Development on Land south of A259 New Road and East of Brook Lane, Angmering, West Sussex

We write, on behalf of our client Store Property Investments Ltd to comment on the proposed development at the above site. Specifically, our comments below are in relations to the Road Safety Audit Report (RSA1) undertaken by Fenley Partnership on the 6th April 2015 and uploaded onto the Arun District Council planning portal on the 4th June 2015.

Having reviewed the RSA1 for the Brook Lane site we would make the following comments:

General

- The RSA1 report includes the Designer's Response, is this acceptable by West Sussex County Council as it is not the typical approach?

Introduction

- Para 1.3 states that that the audit covers only the access improvement and roundabout, no consideration is given to the re-alignment of the Brook Lane access which we have previously highlighted as being detrimental particularly to large vehicles trying to access the narrow lane via the roundabout;
- Para 1.13 states that the proposed improvements are 'to facilitate access to/from the proposed development', again no consideration is given to existing users of Brook Lane;
- Table 1.3 states that no departures from standard have been notified at this stage, the inside corner radius of the access is well below the standard required for the design speed and this departure should have highlighted.

Items Raised

- A.2.1 Tight entry corner radius – states that vehicles could be travelling at speeds in excess of that required to safely negotiate the 20m radius, suggests chevrons and warning signs that the designer agrees to and provides drawing illustrating this. We would suggest that it is questionable whether this is sufficient mitigation to justify the departure from standards;
- A.3.1 Forward visibility to the roundabout is restricted – states that visibility from the deceleration lane is restricted to c50m by the building line of the pub and could be further restricted should a fence be erected around the associated grounds, suggests warning signs and that the pub be restricted from erecting a fence but whilst the designer agrees to the signs they state that pub will have a boundary wall around the garden. I would suggest that this lack of visibility combined with the insufficient corner radius could present a safety issue for shunt type accidents;

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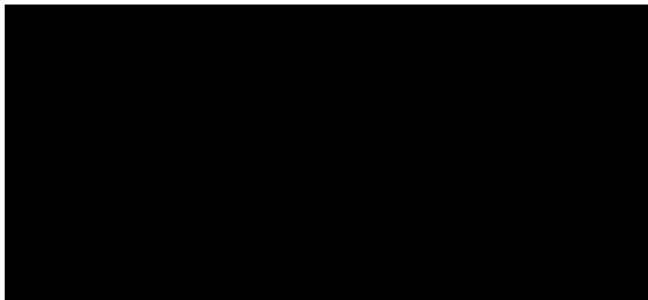
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- A.4 Non-motorised user provision – refers to the provision for pedestrians between Brook Lane and the proposed development allowing 'safe' access to the south of the railway line via the associated underpass. Firstly, there is no underpass it is a crossing point and this suggests that the auditors did not actually visit this part of Brook Lane. Secondly, far from providing the 'safe' access referred to in the RSA1, Network Rail have raised an objection to the proposals due to the railway crossing being unsafe and unsuitable for use by an increased number of users. The RSA1 has failed to identify this problem.

We trust that these comments are helpful and will be considered in determining the planning application.

Yours sincerely



Richard Gregory
Principal Consultant

