



25 August 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 relation to the Supplementary Transport Report and revised Road Safety Audit Report (RSA1) uploaded onto Arun District Council's planning portal on the 16th July 2015.

Having reviewed the additional information submitted we would highlight the following two issues related to the site access:

- In the Supplementary Transport Report, the applicant has applied for a departure from standards for a reduction in entry kerb radius from the standard 40m to 20m between the diverge lane and the access roundabout which they have justified using Figure 7/12 from TD42/95 of the 'Design Manual for Roads and Bridges'. Figure 7/12 is used as a basis for the argument that the radius is not related to vehicle speed as it illustrates a junction that features a diverge lane with a give way line at the end for vehicles turning right into the junction. This cannot be compared to the proposed access as vehicles cannot turn right into the proposed access from the A259 and therefore there are no give way lines. Because of this, it can be assumed that the speed of vehicles accessing the site from the A259 and not having to give way would be higher than at a junction similar to that shown in Figure 7/12 and that the proposed access would require the DMRB standard 40m radius.
- The proposed site layout drawing REDW-3167-110 rev B attached to the Supplementary Transport Report illustrates forward visibility splays from the diverge lane into the site. The forward visibility splays begin approximately half way along the diverge lane and are shown as 50m long which appears inadequate given the speed cars are likely to be traveling at. In accordance with Table 3 from TD9/93 of the 'Design Manual for Roads and Bridges', a desirable minimum stopping site distance of 70m is required for a vehicle speed of 30mph. Given that the A259 has a speed limit of 70mph, it is considered to be highly unlikely that the speed of cars accessing the site would have decreased down to 30mph by this point and that a stopping sight distance of at least 70m is therefore required. The achievable visibility is restricted by the fence around the garden of the public house.

In combination with the reduced entry radius, the restricted visibility is considered to present a safety risk - a view supported by the submitted safety audit.

In addition to the reports recently uploaded to the planning portal, we have also been made

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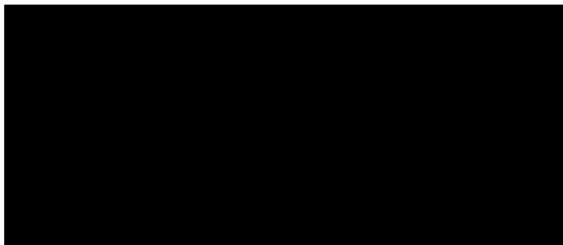
aware of a letter issued to Network Rail from The Redwood Partnership dated 29th April 2015. Network Rail have previously raised an objection to the proposals due to an increased number of users of the railway crossing at the southern end of Brook Lane adding risk to the safety of the rail network and its users.

The letter from The Redwood Partnership states that as the general public do not have a legal right of way over Brook Lane, it is their view that it is highly unlikely that the development would attract pedestrians across the railway line and that all pedestrian access will be from the east adjacent to the A259.

We cannot agree with this point of view. Penfold Lane forms part of Rustington Footpath 2159 and provides access from the large residential areas to the south across the railway where it continues west where it meets Brook Lane. Although Brook Lane is third party land and not part of the footpath, it seems entirely logical that pedestrians who use the footpath would use Brook Lane to access the development. Indeed, the latest proposed site plan (1117-P-11 Rev D) shows a short footway and crossing at the proposed redevelopment roundabout where it joins Brook Lane that would further assist with pedestrian access from the south. Based on this, we would argue that the proximity to Penfold Lane would result it being more convenient for pedestrians to access the proposed development from the south via the railway crossing than from the proposed route to the east via Mill Lane, and therefore Network Rail's concern regarding safety at the railway crossing should be considered to be relevant.

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

Yours sincerely

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Richard Gregory
Principal Consultant

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