

DMF

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 14 August 2015

**FROM: Dominic Smith TO: Arun District Council
FAO: Dan McEwan**

SUBJECT: A/23/15/OUT – Hybrid application – Full Planning Permission for a retail unit (Class A1) comprising 1,487sqm (1022sqm ground floor and 465sqm mezzanine) with associated access, car parking, servicing, landscaping & associated works. Outline Planning Permission for a public house (Class A4) comprising 581sqm at ground floor level – This is a Departure from the Development Plan

Land south of New Road (A259) and East of Brook Lane, Angmering

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

This is the second WSCC Local Highway Authority response to the above application, following our initial comments of 16th June 2015. Further information was received in July including a Supplementary Transport Report, updated site layout and revised S1 Road Safety Audit/Designer's Response. This has subsequently been partly amended by information attached to a letter dated 4th August 2015. In summary, more information is required.

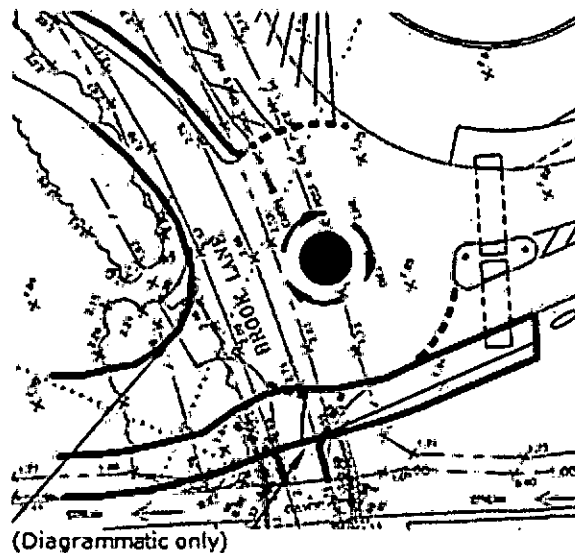
Vehicular Access

Two Departure from Standard (DfS) applications were submitted in July, in relation to the entry corner radius and the length of the acceleration lane as previously requested. Although these have now both been approved as per the attached documentation, a revision to the design means that the acceleration lane length now meets the required standard. In order to achieve this, the nose ahead of the merging taper that was previously 40m has been reduced to 35m. DMRB TD 42/95 explains that a nose of 40m may precede the merge and it is considered that 35m is therefore acceptable.

In relation to the deceleration lane and diverge DfS, this has been signed off on the basis that a 43m increase in the deceleration lane length is provided to allow a comfortable additional deceleration down before the 20m diverge radii. The need for this extension has been calculated on the basis of the recorded 85th percentile vehicle speeds.

The following comments have been made on the access design which will need to be incorporated at this stage:

- The merge lane alongside the splitter island needs to increase to 6.5m width with hatching by reducing the splitter island slightly to ensure maintenance is possible without closure, and allowed continued operation in the event of a breakdown.
- Please show the forward visibility splay alongside the splitter island on the merge
- It is felt that Brook Lane arm of the mini-roundabout could be better served as a crossover. This would then mean the roundabout would become three arm with the future development site to the west (see below suggestion). If the design does change, the swept path analysis will need to be updated.
- Speed reduction measures should also be considered along the private car park access.



In addition, the Senior Implementation Engineer has made the following comments for consideration at detailed design stage:

- Consider the need for VRS alongside the development and in the central reservation, including where appropriate a RRRAP.
- Street lighting will need to be provided to achieve a continuously lit road covering the merge manoeuvre and the A259 east of this point to tie in to the existing system.
- The roundabout slow down warning sign needs something to show it relates to the side road – e.g. supplementary plate to Diag 573.
- Please show hard strips and edge of road markings on the A259, and adjust the design to tie in, and consider whether to adjust the set-back to the triangular island to aid buildability (working widths, safety zones, maintenance without a road closure).
- Please show the limit of adoption for the access – ideally this will either be immediately south of the triangular splitter island, or should include the mini-roundabout, the pedestrian refuge to the south east and a short

distance of the stub into the future development land (to be agreed at S38 stage). The totem sign on the splitter island needs to be outside the area of adoptable highway.

Pedestrian & Cycle Access

It has now been confirmed that the proposed footway/cycleway extension will measure 3m in width (widening to 3.5m on the bend), and will be located 1.5m from the edge of the A259 in compliance with DMRB TA 90/05 para 7.22. This is shown in drawing no. REDW-3167-111-RevA. Please re-issue this drawing with the highway boundary shown to ensure that it is achievable. In addition, please show the implications for level differences/earthworks and retaining structures, as well as any effect on third party land – this may impact upon the extent of the red line boundary.

Suitable forward visibility of 10m for the design speed of 10kph has been illustrated around the bends adjacent to the service yard in accordance with TA 90/05. Although the design speed should generally be 30kph it is acceptable to have a design speed for 10kph over short distances where cyclists would be expected to slow (i.e. through a bend) with the use of 'SLOW' markings.

Please design the short stub of path to the south of the mini-roundabout to cycleway standards for future connection into the adjacent site.

The current design will encourage trespass along Brook Lane between the mini roundabout and the level crossing, and therefore has crime and disorder implications. The developer should therefore enter into negotiations with the landowner with a view to securing a right of way or permissive use route to the railway crossing. This will need to be suitably conditioned.

Road Safety Audit

The Stage 1 RSA & Designer's Response has been updated to include the proposed footway/cycleway extension as well as the proposed access. Third party representations have also been received in relation to the original S1 RSA and these have been taken into account during the preparation of this response.

Although not necessarily an issue, it is noted that the Audit team were not made aware of either of the departures from standard identified. The safety implications of these departures from standard appear to have been raised by the auditor regardless. The RSA incorporates the Designer's Response and this is a common practice.

The applicant intends to implement the entire footway/cycleway link to Mill Lane should the adjacent development not come forward prior to construction of the proposed development. This addresses problem A.1.2 of the updated RSA.

Problem A.2.1 pertains to the tight entry corner radius and the auditor recommends provision of chevron and warning signs, which the designer has accepted.

Problem A.2.2 concerns restricted visibility around the exit corner radius and the designer has committed to vegetation clearance and offering the area for adoption as Public Highway.

Similarly, problem A.3.1 covers restricted forward visibility to the proposed roundabout due to the location of the pub/restaurant boundary wall. The designer accepts the auditor's recommendation of providing warning signs (Diag. 510 & 511) and road markings. In addition, the updated site layout (Add Architects drawing no. 1117-P-11) shows the boundary wall of the garden has been moved further away from the carriageway, improving forward visibility splays.

Problem A.4.2 pertains to the new footway/cycleway link and recommends a section of guard railing to prevent non-motorised users entering the A259 carriageway. This is accepted by the designer and will be included at the detailed design stage.

It should be clarified whether the slight realignment of Brook Lane onto the mini-roundabout has been included within the RSA. Matters relating to pedestrian safety over the railway line will be dealt with by Network Rail.

Cycle Parking

Previous comments highlighted the need to increase cycle parking. The report now states that 30 cycle spaces have been provided next to the proposed buildings. The site layout actually shows 10 staff cycle parking spaces in the pub yard, 16 visitor cycle spaces adjacent to the pub and 28 visitor cycle spaces adjacent to the proposed store. WSCC are now content with the level of cycle parking proposed, although its use should be monitored through the Travel Plan and increased if necessary.

Emergency Vehicle Access

Fire tender tracking was requested through the proposed car park, and this has now been provided for a 7.7m Long Wheelbase vehicle. This shows that the vehicle would be able to safely manoeuvre through the site and access both of the proposed units.

Traffic Impact

Information was requested with regards to revised trip rates, a ten year future assessment, clarification on TEMPRO growth factors and diagrams showing junction geometries.

The proposed trip rate for the food retail store has now been revised using TRICS, as opposed to re-using the food/non-food retail trip rate previously agreed in relation to the Mill Lane development. Although WSCC would query some of the selection criteria, the resultant trip rates are close enough to those that would be expected that the discrepancy makes no material difference.

A ten year future assessment has been carried out, applying TEMPRO growth factors to take the baseline traffic flows up to 2025. Whilst there are some outstanding queries over the method used to derive these growth rates, they are very close to those that would be expected and thus the effect on trip generation is minimal.

Diagrams showing the junction geometries for inputs to the modelling have been provided. These have been checked and compared to the geometries within the modelling outputs. The measurements should have been shown on a dimensioned plan, however the plans have been checked against the tables provided. Although some of the measurements are not quite correct, the effect on the modelling results would be minimal.

The capacity analysis shows that the site access will operate well within capacity even in 2025 in both the Friday PM and Saturday lunchtime peaks.

The Mill Lane roundabout will operate within capacity in 2016, with the proposed development increasing RFCs by a maximum of 0.03 and minimal increases in queuing. In 2020, the A259 east arm of the junction has an RFC value of 0.85 in the PM peak. With the addition of the proposed development this increases to 0.87, with all other arms operating within capacity.

By 2025 the junction operates over capacity in the Saturday lunchtime peak and is approaching capacity in the Friday PM peak, even without the proposed development. The development increases the RFC for A259 East in the PM peak by 0.03 and Saturday lunchtime by 0.1 on Golfers Lane. The latter results in an increase to queues of 2.4 vehicles, although these measurements become unreliable once the junction is over capacity.

The analysis shows that the Body Shop roundabout will work within capacity in 2016. With the addition of the proposed development traffic, there are minimal increases to RFC, and a slight improvement in the operation of A259 Worthing Road due to diverted trips. This is reflected in 2020 and 2025, by which time the highest RFC is on A259 Worthing Road of 0.98 in the Friday PM peak (including the proposed development).

The above results do not take into account any of the planned improvement works on the A259, which include measures to increase capacity at the Body Shop roundabout.

The primary cause of the worsening operation of the local road network is the increase in baseline traffic and the proposed development would only result in

marginal increases in delay and queuing. Given that the vast majority of traffic generated by the site will already be on the network (pass by/diverted/transferred trips) it is not considered appropriate to request a contribution towards the A259 improvement works on this occasion.

Summary

More information is required as follows:

- Adjustment to deceleration lane length
- Revision to Merge Lane width
- Forward Visibility Splay alongside splitter island
- Consideration of redesign of mini-roundabout & speed reduction measures
- Ped/Cycle route extension with highway boundary overlain, and implications for earthworks/retaining structures shown
- Agreements in relation to pedestrians along Brook Lane