

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Stephen Gee Highways, WSCC
DATE:	31/07/18
LOCATION:	Land Off, Arundel Road, Angmering, BN16 4ET
SUBJECT:	A/36/18/OUT Outline planning application with some matters reserved for the erection of up to 200 dwellings with access, public open space, landscaping and sustainable drainage system (SuDS) with vehicular access point from Arundel Road, one full-sized adult football pitch and the demolition of industrial units and one residential dwelling. Departure from the Development Plan. An amendment received.
DATE OF SITE VISIT:	05/04/2018
RECOMMENDATION:	☐ Advice ☒ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The application is for upto 200 dwellings at Land off Arundel Road, Angmering. The site compromises the former Angmering Auto Services and recycled parts centre and undeveloped land.

Free Written Advice was provided to the applicant on the applicability of the site access junction raising a number of queries. No further information was provided to or commented upon by the Highway Authority.

Following a number of issues being raised within my original response a substitute transport assessment has been prepared and submitted.

Access

Access is to be taken from Arundel Road via a new priority controlled junction. The applicant proposes the installation of a 3m right hand turn lane. A second priority access is also proposed to the sites southernmost boundary with Arundel Road. Visibility splays are provided in line with recorded speeds.

A safety audit have been provided for both accesses and designers response incorporated. It should be noted that a designer's signature and date should be provided within each designer's response.

It is noted that on each access the issue of vehicle encroachment into adjoining lanes may result in vehicle collisions is raised this refers to the refuse vehicle encroaching into

the adjoining lanes when accessing/egressing the site. The audit recognises the movements are likely to be minimal and as such an exception report should be prepared.

Sustainable Transport

The site is located within 600m of bus stops serving the hourly service no 9 which provides onward connections to destinations such as Angmering Railway station, Worthing and Littlehampton.

The TA identifies the potential for a cycle route along the length of Arundel Road however is silent in regard into how the development could deliver such a route, the applicant should provide information on how this could be delivered.

Trip Generation / Distribution / Assignment

The trip rates and trip generation of the site are accepted. The distribution is based upon census travel to work data and is accepted. The substitute TA has amended the distribution to remove the U turning movement at Poling on the A27 with the resultant flows utilising Water Lane/A280 to reach the A27/A280 junctions to travel west.

The site is anticipated to generate 111 two way trips in the AM peak and 114 trips in the PM peak. It is noted that no allowance has been provided for the existing use of the site.

Modelling

In order to provide a robust assessment, an end of local plan future year of 2031 has been used and traffic flows uplifted utilising TEMPRO.

Site Access

The modelling provided shows the site access (with all vehicles loaded on a single access) would operate within capacity.

Arundel Road/Water Lane/Station Road/High Street

The modelling highlights that the junctions would remain under capacity in a 2031 future year scenario.

A280/Water Lane

Clarification is required on the 2031 flows (Potential Roundabout Layout) at it appears to show that the junction performance would improve with the development traffic being loaded on. Clarification is required to the results.

The modelling highlights that the development would have a severe impact on the junction in a future year scenario of 2031. Improvement schemes are currently under consideration (to include either a signalisation arrangement or roundabout) Modelling has been provided that should the preferred roundabout option be implemented then the developments impacts could be accommodated.

A259 Junctions

The modelling provided shows that without mitigation the development would have an impact on the A259 junctions (Station Road Rbt and A259/A280 Rbt) in a 2031 scenario.

The junctions are currently being improved by WSCC and the principal of a contribution towards the junction has been identified.

A280/A27 South

The Water Lane development schemes (A/99/17 and A/40/18) propose two improvements to the Water Lane approach (interim and final), I am unclear to which has been modelled within the Transport Assessment, this should be clarified with a drawing reference number. Once this is clarified I am likely to have further queries.

A280 Long Furlong / A27

The existing and improved modelling tables 6.12 and 6.13 within the document are the same. Revised information/clarification should be provided.

A27/Arundel Road

The modelling provide shows an increase of queues on Arundel Road in a 2031 scenario from 12.9 PCUS to 19 PCUs whilst Arundel Road has some capacity to accommodate the queueing vehicles concerns are raised about the impact of queueing vehicles in the vicinity of the crest of the hill. The delay anticipated to increase by 75 seconds from (3mins 22s to 4mins 35s)

Travel Plan

The following comments have been received from the county travel plan officer

This one is mostly fine now although ...

- There are a couple of references to the proposed cycle route (scheme ID= 39) being 'pursued' as part of the WSCC Walking & Cycling Strategy, which suggests that there are firm plans in place. The suggested schemes listed within the strategy are aspirational routes that may be delivered by WSCC or, wherever possible, secured through new development opportunities. These references should therefore be amended to clarify this (e.g. 4.3.4).
- Enforcement: 6.8.1 should be revised to clarify the developer's commitment to issuing a second round of £150 travel vouchers should the 5-year target not be achieved. For example 'A second round of £150 travel vouchers will be offered to each dwelling in the event that the 10% trip rate reduction target is not achieved by year 5.'

Once these points have been addressed I shall be able to approve the TP.

Further Information /Way forward

A number of the points above seek further clarification from the applicant to understand the impacts of the development.

The following list identifies the issues yet to be resolved.

- Response to a number of questions on the modelling approach and results;
- Designers Response signed and dated and exception report required;
- Proposals to deliver a cycleway;
- Further information / mitigation to the A27/Arundel Road junction; and

- Agreement to a suitable level of contribution (discussed below).

Contributions

From the applicants modelling it has been identified that the development would have a severe impact on a number of local junctions, Many of these junctions have pre identified schemes within the local plan for improvement or have had schemes drawn up by alternative developments or by WSCC. As such subject to clarifications on the modelling above WSCC are open to a contribution to be put towards improvement schemes at the junctions on which the development has an impact.

Conclusion

In conclusion an objection is raised to the proposals as:

- Insufficient information has been provided to enable an assessment of the ability of the highway network to accommodate the development without adding to the hazards of highway users to an unacceptable degree

Stephen Gee
West Sussex County Council – Planning Services