

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 07 April 2017 08:17
To: Planning Scanning
Subject: FW: A/44/17/OUT
Attachments: A4417.docx

Consultation response from WSCC

Sent: 07 April 2017 08:02
To: Planning.Responses
Cc: David Easton
Subject: A/44/17/OUT

Please find attached comments on application A/44/17/OUT

Regards

Stephen

Stephen Gee|Consultant (Senior Planner) County Highways (Development Management),
Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 5th April 2017

**FROM: Stephen Gee TO: Arun District Council
FAO: David Easton**

SUBJECT: A/44/17/OUT - Outline application (with all matters reserved) for demolition of existing buildings on site and the erection of a mixed use development comprising 90No. residential units and a care home (Use Class C2 and C3) & ancillary facilities, including railway crossing, together with associated access, car parking & landscaping.

Land west of, Brook Lane and South of A259, Angmering, BN16 3JL

RECOMMENDATION:

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

S106 contribution total : £

Background

The planning application is for the demolition of existing buildings on site and the erection of a mixed use development comprising of 90 residential units and a care home. The application is at an outline with all matters reserved.

Site Access

A new access onto the A259 has been proposed as part of planning application A/11/17/OUT on the adjoining plot, Drawing REDW-3167-131 indicates that Brook Lane is closed with a diverted route from the A259 into the development site via a new roundabout and proposed access and egress.

Junction Assessment

An error is present within the modelling provided for the A259/ B2187 Body Shop Roundabout. The approach road half width and effective flare length of Arm A (A259 East) are incorrect, the presence of a dual carriageway approach with two lane entry onto the roundabout would indicate the half road width would be higher and the effective flare length would be lower than the level included within the modelling.

Revised modelling of this junction should be provided especially given the 2022 base + development scenario shows the arm of the junction is approaching capacity with a max rfc of 0.94.

Non-Motorised Users

The development proposes the continuation of the existing 3m wide shared footway/cycleway adjacent the A259 at the Manor Retail Park to improve linkages to the east.

A new pedestrian and cycle bridge is proposed over the railway, this would provide a safer facility than the existing informal at grade crossing. The new bridge would be required at an early point in the development to help establish sustainable travel habits. The new bridge would need to accord to WSCC highway design standards.

As the proposals for the site develop further the applicant should develop proposals for the improvement of walking and cycling external to the site such as but not limited to:

PROW 2159 Penfold Lane south of the railway line;

PROW 2159 to the west of the site;

PROW 2158 between Penfold Lane and Brookside Avenue; and

PROW 2160 to the north of the site.

Emergency Access

The Indicative site masterplan highlights 4 turning heads within the development that would appear to provide satisfactory access.

Junction Assessment

An error is present within the modelling of provided for the A259/ B2187

The effective flare length of Arm A (A259 East) is incorrect, the presence of a dual carriageway approach with two lane entry onto the roundabout would indicate the effective flare length would be significantly lower than the level included within the modelling.

Revised modelling of this junction should be provided especially given the 2022 base + development scenario shows the arm of the junction is approaching capacity with a max rfc of 0.94.

Parking and Cycle Parking

Parking provision has been established in line with the WSCC residential parking demand calculator with 193 spaces being provided for the residential element, 27 spaces are provided for the care home element in line with a maximum standard of 28 within GEN12 of ADC's Local Plan 2003 (saved policies)

Whilst parking provision is to be determined as a reserved matter a question is raised about the location of a large number of visitor's parking spaces in the vicinity of dwellings 52 – 60 as shown on drawing no. 1709-13C.

The transport assessment states that cycle provision will be provided in accordance with WSCC guidance with all spaces sheltered and secured.

Travel Plan

A residential travel plan has been proposed and it is suggested that a condition is applied, should permission be granted, that requires a revised document to be submitted and approved prior to first occupation, and thereafter approved.

Conclusion

Additional information in the form of revised modelling of the A259/ B2187 Body Shop Roundabout is required before final comments on the proposal can be made.

Stephen Gee
Strategic Planning