

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 3rd April 2014

**FROM: Dominic Smith TO: Arun District Council
FAO: Peter Cleveland**

SUBJECT: A/82/12

**Residential development comprising 139 x dwellings including 30% affordable with access, landscaping, open space & associated works (this application is a Departure from the Development Plan).
REDUCTION IN NO. OF DWELLINGS FROM 150 TO 139 AND RECEIPT OF REVISED PLANS & STATEMENTS.**

Land East Of, Roundstone Lane, Angmering, West Sussex, BN16 4AL

RECOMMENDATION:

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

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been reconsulted on the proposed residential development on land east of Roundstone Lane. The site forms part of a larger parcel of land for up to 600 residential dwellings which has been subject to a master planning exercise. The LHA have previously offered comment in October and December 2012 which highlighted a number of issues to be addressed. In the intervening period the number of dwellings proposed has been reduced from 150 to 139.

In principle, no objection is raised subject to conditions and Section 106 obligations. However, some matters raised in the previous response to this application relating to the internal layout remain outstanding. The matters to be addressed are set out in greater detail in the following report.

Site Access

A priority junction is proposed as the main vehicular site access into the site. The location of the proposed site access would result in the loss of the existing build out traffic calming feature. The existing speed cushions either side of the site access would remain, as shown in the access drawings, however a scheme of traffic calming measures set out later in the report would supersede their provision. The retention of a build out on the opposite side of the carriageway was considered but it was determined to introduce a safety concern by allowing vehicles to avoid the width restriction by passing within the bell mouth of the access increasing the risk of collision with vehicles entering and exiting the site.

The applicant has reviewed the options available, including a 'do-minimum' scenario where no replacement traffic calming is provided and a 'do-something' scenario where a replacement raised table feature is introduced. While option 1 is the minimum required to safely allow for the introduction of the access, option 2 retains the traffic calming function and provides a visual gateway to the development site. The existing build out feature results in an imbalance of traffic speeds, where recorded speeds are higher for vehicles retaining priority while only having a noticeable impact on average vehicle speed where the flow does not have priority. A speed table will provide a consistent environment for all drivers and assist in balancing speeds in both

directions. The LHA therefore requires that option 2 is taken forward as it will provide an improvement to conditions for non-motorised users of Roundstone Lane.

There are no specific speed table design standards within the Design Manual for Roads and Bridges but guidance is available within Local Transport Note 1/07 (LTN1/07). Paragraph 2.5.3 of LTN 1/07 recommends that 75mm table heights and on/off ramp gradients of 1:15 are used where there may be a presence of passenger transport; both of these dimensions are incorporated into the design. Paragraph 2.5.4 of LTN 1/07 identifies a gradient of 1:15 as the most appropriate in terms of journey comfort and speed reduction gains. This is further supported in the DfT Traffic Advisory Leaflet 2/96 (TAL 2/96). The raised table will also incorporate pedestrian crossings to both the north and south of the site access; this will provide visually and mobility impaired users an enhanced kerb to kerb crossing facility without a change in levels.

In accordance with chapter 8 of the 'WSCC Developers Guidance Note' the applicant has undertaken informal consultation regarding the proposal to introduce a speed table. Clarification was sought as to whether the replacement measure may lead to an increase in vehicular speeds. At present the build out feature offers minimal calming to vehicles travelling southbound as there is no impediment to the journey, whereas the traffic calming is only effective on northbound vehicles where resistance is met. This is reflected in the surveyed speeds which demonstrate that southbound speeds are in excess of the posted speed limit. Evidence set out in TAL 2/96 indicates that the mean crossing speed for a 75mm flat top hump with a gradient of 1:10-1:15 is 12.8mph.

Visibility splays at the site excess are in accordance with MfS guidance and extend 43m from a setback of 2.4m. A Road Safety Audit and Designer Response have been submitted; all problems raised have been addressed in accordance with the Auditor recommendations. The LHA are satisfied that safe and suitable vehicular access to the site can be achieved in accordance with paragraph 32 of the National Planning Policy Framework.

The applicant would be expected to meet all reasonable costs associated with the promotion, advertisement and implementation of any traffic orders required to introduce the proposed access arrangements. Informal consultation has been undertaken to which objections were resolved and provides some assurance that the traffic calming associated with the site access can be delivered. In the event that the formal consultation exercise is unsuccessful the applicant will be required to consider an alternative scheme of traffic calming measures, to be agreed in consultation with the LHA, prior to commencement of development. This should again be secured via the Section 106 Agreement.

Site Layout

The proposed layout has been revised to accommodate a reduced number of dwellings. The applicant has submitted a proposed adoptable layout plan which has been reviewed by the WSCC S38 Senior Engineer. The following comment is offered;

There are a number of issues outstanding from the original comments that appear not to have been addressed. Comment is sought from the applicant on the following matters;

- 1. First private access points within the estate layout adjacent to the junction with Roundstone Lane should be moved away from the junction area. As shown, they are too close and there is the risk that collisions may take place. Clarification sought as to whether this has been revised in accordance with MfS guidance*
- 2. Driveways for plot's 4 and 148 come in on the ends of the 'ramps' for the block paved areas. These should be moved so they join on the 'flat'. (This comment may not be relevant if block paved areas are proposed to be flush) – while this point has been addressed, a similar scenario is occurring at plot 24*
- 3. Manual for Streets (MfS) splays to be shown at main access junctions throughout the development.*

4. *The first Public Open Space area – will drivers be able to see across this when driving to and from the 'divide' in the road?*
5. *Disabled visitor parking provision to be shown in accordance with MfS guidance (bays of 2.4 x 4.8m)*
6. *It is understood that cycle will be provided in sheds in rear garden; will be secured via condition.*
7. *Further details of access to plot 79 required – whilst resolved, parking should be relocated closer to property*

In addition, further comment is offered as follows;

- *Parking at eastern extent of 'road 4' (labelling as per adoptable layout plan – middle road located on east of site) should be relocated away from junction*
- *Tracking of a refuse vehicle indicates that it will over run the footway adjacent to property 28 as well as a visitor parking bay; turning head should be increased to incorporate manoeuvre*
- *Tracking of a refuse vehicle indicates that it will over run footway in vicinity of property 132; turning head should be increased to incorporate manoeuvre*

Parking

The provision of parking has been set in accordance with the WSCC Parking Demand Calculator, with 2 spaces allocated for dwellings of up to 3 beds and 3 spaces allocated for dwellings of 4-5 beds. The calculator identifies the need for an additional 36 spaces of unallocated provision to serve as visitor spaces. The applicant has provided 38 spaces outside of the dwelling curtilages in order to confirm with the requirement. Comment regarding the location of some of the proposed spaces is contained within the 'Site Layout' section of this report (above).

Trip Generation, Capacity and Mitigation

The applicant has undertaken a review of the anticipated traffic impact of the development, which provides an indication of how the proposed development of 139 dwellings would affect the operation of the network. However, given the wider development proposals in Angmering a study into the cumulative impact of development was undertaken by Paul Basham Associates (PBA) and it is this assessment that has been considered when reviewing network impact.

Trip rates have been based on data derived from TRICS with car ownership levels of 1.5 per dwelling; census data from 2011 indicates an average car ownership of 1.4 in Angmering. A TRICS sensitivity assessment undertaken by the LHA indicates that the figures used by PBA are robust. Through the study it was established that the development would have a detrimental impact on the operation of the junction and that intervention was required. Requirement for mitigation was identified at the following junctions;

- A259/Station Road
- A259/Roundstone Lane
- A259/A280/Old Worthing Road
- A259 Titnore Lane
- A280/Water Lane

Costed works have been identified at all junctions. Those located on the A259 have schemes identified through the A259 Study while the PBA study proposes a scheme of part time signalisation at the A280/Water Lane junction. The developments forming the Angmering development area are required to make a proportionate contribution towards the identified works as set out below.

The PBA study indicates that the developments at Roundstone Lane would impact junctions J10-11 and J11-14 links, J9, J10 and J11 and the cost associated with these works totals £8,884,287. Of this, £3,340,493 has been identified to deliver the improvements at the junctions where the development is considered to have an unacceptable impact. The improvement to network capacity is considered essential to enable the development to progress. A contribution is sought using the following formula;

$$(3340493/\text{total number of proposed dwellings in master plan area}) \times 139$$

On the assumption that the number of dwellings proposed in the master plan area is still 600 this would represent a contribution of £5567.48 per dwelling, totalling **£773880**. Should the total number of dwellings proposed alter then the formula would need to be adjusted accordingly.

The PBA study proposes the introduction of part time signalisation at the A280/Water Lane junction to offset the impact of right turning vehicles queuing in excess of the 14 space right hand turn lane, and the subsequent obstruction to through flow of traffic. The scheme of works has been costed at £111,000. In addition, the 'Community Led Highway Improvements Projects: Improvements to Vehicular Access' paper identified a scheme of improvements on the Water Lane arm of the junction, which included the realignment of existing road markings to enhance the angle of visibility alongside the introduction of a Trief kerb island to replace the existing 120mm upstand kerb arrangement to improve safety at the junction. The cost of the works is expected to be £13,000, bringing the total cost of works at the junction to £124,000. The WSCC Traffic Signal Team is currently reviewing the technical detail of the junction proposal; however, the principle of signalisation at this junction is accepted. Initial feedback is that part-time signalisation may not be acceptable from a safety perspective and that full-time signalisation would be sought, in addition to signal heads on the Water Lane arm of the junction and the introduction of an ahead only light on the A280 northbound arm. Detailed comment will be provided to the LPA once received. Notwithstanding the above, a mechanism will need to be incorporated into the Section 106 Agreement that obligates the first development implementing permission to submit for approval a detailed specification of the works, including safety audits, and to undertake the construction of the works prior to a specified trigger. Contributions sought from this development and subsequent development in the Angmering development area should then be adjusted accordingly to maintain a proportional split of the associated cost.

In addition to the A280/Water Lane junction, PBA identified that mitigation may be required at the Station Road/Arundel Road junction as the theoretical capacity is expected to deteriorate by 2023, a condition exacerbated by the proposed development. The impact on this junction could be managed by discouraging 'rat-running' movements through the village. Schemes of works have been identified along Station Road, North Drive, Water Lane, Cumberland Lane and the junction of Water Lane/Weavers Lane to introduce traffic calming measures. It is anticipated that the cost, identified through the 'Community Led Highway Improvement Projects: Traffic Management in the Village' paper, would be in the order of £150,000. The development is required to make a proportional contribution towards some form of traffic calming using the following formula.

$$(150000/\text{total number of proposed dwellings in master plan area}) \times 139$$

On the assumption that the total number dwelling is still 600 this would represent a contribution of £156.66 per dwelling, totalling **£34,750**.

A scheme of traffic calming measures along Roundstone Lane has been identified to improve conditions for non-motorised users at a total cost of £277,000. These works include the raised table access proposed as part of this development. It is essential for these works to be introduced prior to first occupation and would need to be completed under a Section 278 Agreement. The works would provide benefit to residents of all of the proposed developments so it would be inappropriate for the cost of the works to fall solely on one application site. A mechanism will need

to be incorporated into the Section 106 Agreement that obligates the first development to implement permission to undertake the required works with the contributions adjusted accordingly across all development to maintain a proportional split of the associated cost.

A280 Link & Weavers Hill

Angmering Parish Council has indicated that a link from the development directly onto the A280 would be desirable but a scheme of works does not form part of the planning application. Such a link would take the form of a left in, left out junction. In reviewing the trip generation and distribution of the site it is anticipated that the link would serve approximately 11% of the traffic generated by the site, equating to 60-70 vehicle movements. Some of the land required for the link lies within third party land; there are no grounds for compulsory purchase as the link is not deemed to be of strategic importance. There would be significant cost associated to a junction of this nature, particularly given the requirement to purchase 3rd party land, and would reduce the contribution available to progress works on the A259. The LHA would instead recommend that the contribution towards the A259 improvements are maximised, given that improvements would result in average journey time savings for the 1900-3500 vehicles that utilise the road during the peak hours at the various locations between junctions 9 and 14.

The Parish Council also expressed concern that, in the event that a link onto the A280 did not progress, that the development would result in additional traffic along Weavers Hill and that there was some discrepancies in the number of vehicles using the road in the PBA assessment. The theoretical capacity assessments undertaken on Weavers Hill indicate a 2023 including development scenario of 0.639. A threshold of 0.85 is considered to be the level at which a junction is operating at maximum capacity. Whilst discrepancy in the number of movements is noted their inclusion would not significantly alter the output of the assessment given that the junction is operating significantly under capacity and would continue to do so even with increased traffic flows. Traffic calming, as set out earlier in this report and to which a contribution is sought, is proposed at the junction of Weavers Hill in addition to intervention along Cumberland Avenue. Costed schemes are available for those works but the wording of the S106 should allow flexibility in the location that these funds can be spent in the event that the 'Community Led Highway Improvements' project determines that calming measures along Weavers Hill are necessary.

Accessibility

The applicant proposes connecting into the existing footway network on the western side of the carriageway via an uncontrolled tactile paved crossing to the north and south of the raised table junction. In addition, a footway that is to be offered for adoption extends south to the adjacent site set back behind the vegetation line to provide permeability into neighbouring development. A further footway connection runs north, adjacent to the carriageway, providing a connection through the proposed Manor Nursery site to the ped/cycle/equestrian bridge.

The previous response of the LHA indicated that pedestrian facilities along Weavers Hill should be considered. However, it is evident that this is not on a pedestrian desire line from the development and it is not anticipated that the development would result in a demand that would justify the introduction of dedicated facilities along Weavers Hill.

A review of access to local facilities and services indicates that there would be benefit in improving Footpath 2146 along Honey Lane to bring it up to a similar standard to that seen through the Bramley Green estate. However, this route would represent a diversion from the most direct route from this site and it is unlikely to be regularly used by residents of this development, as they are presented with adequate facilities extending north from the site along Roundstone Lane and connecting into the High Street via Weavers Ring. The upgrade of Honey Lane would be required from developments located south of the application site. However, there are inadequate crossing facilities from the end of the footway at Weavers Ring to the High Street which would restrict journeys by mobility impaired users although with pushchairs. The applicant should explore the provision of a suitable crossing arrangement.

Enhancement of Cow Lane, a 'By-Way Open to All Traffic' (BOAT), that runs adjacent to the A280 is sought. This would provide an improved facility for pedestrians and cyclists wishing to access south towards the A259. A contribution would be sought from all developers in the master plan area as it would be of benefit to all residents. It is anticipated that the cost of works required to enhance the BOAT will be £250,000. The development is required to make a proportional contribution towards some form of traffic calming using the following formula.

$$(250000/\text{total number of proposed dwellings in master plan area}) \times 139$$

On the assumption that the total number of proposed dwellings is still 600 this would represent a cost of £416.66 per dwelling, a total cost of **£57916** to the development. Funding is available from the recently permitted Haskins development to enhance crossing facilities at the A259/A280 junction and should be used in conjunction to provide a cycle connection south of the A259.

Angmering Railway Station is located outside of what is considered to be a reasonable walking distance. However, it is well within the distance to be considered a reasonable cycle journey. The demand for cycle parking at the station will increase as a result of a 600 dwelling development in the catchment area and additional cycle parking will be required to meet the demand. The development is required to make a proportional contribution towards the £15,000 cost associated with the additional provision, using the following formula.

$$(15000/\text{total number of proposed dwellings in master plan area}) \times 139$$

On the assumption that the total number of proposed dwellings is still 600 this would represent a cost of £25 per dwelling, a total cost of **£3475** to the development.

For a development of this scale a Travel Plan would be required to encourage the uptake and use of sustainable modes of transport. This should accord with both national and WSCC guidance, and a condition requiring the submission and approval of a TP document should be sought.

Site-Specific Highway Works

The LHA indicated that consideration should be given to pedestrian access to the existing bus service that operates along Roundstone Lane. The applicant has proposed a short length of footway that provides a direct connection to the bus stop, which is to be relocated, as well as the introduction of a bus shelter. To access the northbound services, uncontrolled tactile paved crossings are proposed north and south of the junction that connect into the existing footway facility on the western side of the carriageway. A new shelter is proposed at the northbound stop. As these improvements are located outside of the site boundary it would be appropriate for the provision to be secured as part of a Section 106 Agreement.

Conditions

Access

No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

Prevention of Surface Water Draining onto Public Highway

No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Roundstone Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Garages

The garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

S106

Contributions

- A259 for works at J10-11 and J11-14 links, J9, J10 and J11 as per A259 Study - £773,880
- Angmering Village traffic calming scheme - £34,750
- Enhancement of Cow Lane - £57,916
- Contribution to increase cycle parking capacity as Angmering Railway Station - £3,475

General Highway Works

- Scheme of highway works at Water Lane/A280 junction (cost - approx £125,000-175,000)
- Scheme of highway works to introduce traffic calming measures along Roundstone Lane (cost – approx. £277,000)

Site Specific Highway Works

- Relocation and enhancement of bus stop infrastructure, including associated pedestrian infrastructure, shown indicatively on the site access plan
- Scheme of highway works, to be agreed in consultation with the LHA, to provide suitable crossing facilities at Weavers Ring/Water Lane

The wording for securing contributions through the S106 will need to be considered. It may be appropriate for the contribution to be in the form of an 'infrastructure contribution' with the specific schemes that the funds will be used against set out in the S106 Agreement, as opposed to separate contributions being made to each individual scheme. This will enable infrastructure improvements to be progressed without the need to wait for the final development phase to complete the funding requirement.

In addition, the first development to implement permission will be required to deliver the schemes set out in the 'General Highway Works' heading. As these works are necessary for all developments to be considered acceptable in planning terms, the level of contribution sought from the development undertaking the work should be reduced accordingly and distributed amongst the remaining developments in order to retain a proportional split. The same mechanism should not be used for schemes identified under 'Site Specific Highway Works' as this would be a cost attributed to the development directly.

The applicant is advised that if any of the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and casual parking are properly constructed, surfaced and drained, and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

Informatives

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is

advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Dominic Smith
Strategic Planning