

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 6 September 2012

**FROM: Matthew Bartle TO: Arun District Council
FAO: Paul Stack**

SUBJECT: A/82/12 - Residential development comprising 150 x dwellings including 30% affordable with access, landscaping, open space & associated works (this application is a Departure from the Development Plan).

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

CONSULTATION DATE: 24 August 2012

RECOMMENDATION:

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

S106 contribution: £ to follow

The following points should be addressed by the applicant before the County Council is able to consider the highway and transport impacts of the application further:

Junction assessments: These do not appear to be consistent with observed traffic conditions on the A259 or at Water Lane/A283. The queue lengths in Appendix 11 appear to be lower than actual observed queue lengths during the morning and evening peak hours. Further detail should be provided on the junction assessments relating to the A259 to explain the relationship between observed congestion and the technical junction assessments. The A283 Angmering Bypass/Water Lane junction is also subject to congestion with traffic queuing (for example) from the traffic calming build-outs on Water Lane to the junction, causing the right-turn lane on the A283 to exceed capacity.

The junction of the A259 and Roundstone Lane appears to have a narrow exit arm from Roundstone Lane which reduces capacity on the arm. Further information should be provided on this aspect of the junction and whether alterations to the kerb line would be beneficial.

Site access junction: There is concern that the proposed configuration of the junction does not relate well to the existing traffic calming on Roundstone Lane. The safety auditor comments:

Despite traffic calming features on Roundstone Lane it was noted by the Audit Team that many vehicles were proceeding at inappropriate speeds for this class and type of road.

This implies that the existing traffic calming is not effective and the proposed raised table at the site access junction does not appear to introduce a feature which would reduce speeds on Roundstone Lane. Paragraph 5.7.5 in the transport assessment does not appear to be consistent with the auditor's comment. Further information should be provided justifying the choice of junction configuration and indicating how it relates to and improves the effectiveness of the existing traffic calming.

Evidence should be provided of existing vehicle speeds on Roundstone Lane at or near the site access and how the proposed configuration of the junction would contribute to their reduction. This

should form part of a signed design audit of the proposal, indicating which design standards have been used and justifying any departures from the standards used. The road safety auditor's opinion should be sought on the proposed design and whether it meets the concerns expressed in the road safety audit and takes account of the use of Roundstone Lane by buses. (Note that signatures are required for the road safety audit, designer's response and any further opinion from the road safety auditor.) The needs of pedestrians, cyclists and mobility-impaired people should be accounted for within the junction design.

No capacity modelling appears to have been carried out on the proposed site access junction and this should be addressed.

The proposed retaining structures at the junction will require Approval in Principle before they can be constructed as part of a Section 278 highway agreement. While this is not required for any planning consent, the applicant should ensure that it is feasible to construct the structures within existing or proposed highway land.

Site sustainability: There is a network of roads and paths to the west of the site and there are public rights of way along the east and south sides of the site. The only bus service adjacent to the site is the 9 between Lancing & Littlehampton which passes along Roundstone Lane. Local amenities are said to be within a "short walk" of the site, though this is not defined in distance or time. It is not clear whether the proposed travel plan would be effective in mitigating any deficiencies in access to services. Further information should be provided on access to facilities and public transport and how it is proposed to improve access to more frequent bus services that the 9 and to Angmering railway station. Proposals to improve bus stops adjacent to the site should be considered. It is not clear how the public rights of way adjacent to the site would be accessed and further details should be provided.

Internal road layout: It would be helpful if a more detailed plan could be provided showing how provision will be made within the site for pedestrians, cyclists and mobility-impaired people. It is not clear from the refuse tracking layout (plan 4528:P90) whether footways or shared surfaces will be provided, nor whether access for emergency vehicles has been considered. Evidence that the Fire & Rescue service has been consulted should be provided.

Construction Management Plan: While a detailed Plan is not required at this stage, further details of the traffic management aspects of construction, including vehicle routing and parking, should be provided.

Matthew Bartle
Strategic Planning