

Peter Cleveland

From: Graham Beck <grahambeck@lukenbeck.com>
Sent: 18 December 2012 18:01
To: Peter Cleveland
Subject: Angmering
Attachments: 121218 CEP Response to WSCC Strategic Planning Consultation.pdf

Peter,

Please find attached the latest update from CEP in response to WSCC comments.

Please feel free to call me should you wish to discuss.

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Response to WSCC Strategic Planning Consultation Comments dated 11 December 2012

Proposed housing development at

**Roundstone Lane, Angmering
Arun Planning Application A/82/12**

On behalf of

Barratt David Wilson Southampton

18 December 2012

This note is prepared on behalf of the Applicant to respond to the offsite elements of the West Sussex County Council [WSCC] Strategic Planning Consultation response to Arun District Council dated 11 December 2012 specifically relating to the site access design and the need for Traffic Regulation Order.

There is currently an objection from the Highway Authority to the Planning Authority on the site access junction proposal on the basis that they require public and statutory consultation to be undertaken prior to Planning Committee to demonstrate the Traffic Regulation Order necessary to install a road hump would be successful subsequent to the granting of Planning Consent.

We assert that the granting of Planning Consent should not be based on the lack of this very specific detail of the proposed vertical deflection at the site entrance which could be omitted if not accepted by the Highway Authority.

Between the junctions with High Street and Nursery Road there are currently three pairs of 75 millimetre high tarmac speed cushions arranged in two sets of three pairs on either side of a priority give way feature which gives priority to southbound vehicles.

The existing cushions are spaced at approximately 30 metres from the junction with High Street and a similar distance from the junction with Nursery Road.

There is an 80 metre gap between the two sets of speed cushions in which a 10 metre long kerbed buildout (priority feature) 45 metres from the northern set of cushions and 25 metres from the southern set has been constructed. The spacing within the two sets between the cushions is approximately 50 metres.

The site access junction is located opposite the existing build out.

The Stage 1 Road Safety Audit dated 5 February 2012 and submitted as part of our Transport Assessment dated July 2012 included the following comment and recommendation:

'Location: New Access on Roundstone Lane - Location 3

Summary: Presence of build-out opposite proposed access could increase risk of the priority system being violated and potential collisions.

The proposed access at Location 3 on Roundstone Lane will be directly opposite a build-out which forms part of a priority system. Once the access is constructed there is a risk that drivers will attempt to use the bell-mouth



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to pass each other and ignore the priority system. This could lead to vehicles conflicting with those approaching the junction on the new access road.

Recommendation - Remove the build-out.'

The design solution to replace the build out with a raised junction was subject to a second Stage 1 Road Safety Audit dated 28 November 2012. All the recommendations within that audit have been incorporated into the design subject to detailed design.

The proposal to replace the build out with a raised junction was to retain and enhance the existing traffic calming on that street. However given the need for public consultation and due process to make a Traffic Regulation Order there is a possibility that the proposed TRO is not approved by the Highway Authority. Under these circumstances the vertical deflection need not be constructed.

The access junction constructed without the vertical deflection of a raised table would be identical in plan and the recommendations of both Road Safety Audits would still be met.

The removal of the buildout would leave a gap of 80m between the two sets of traffic calming speed cushions. This distance complies with current guidance on proximity of speed reducing features.

In discussing traffic calming on 30mph roads, DfT Local Transport Note 1/07 states in paragraph 3.3.7: *'The spacing of the traffic calming measures will influence the speed midway between the measures. Spacing in excess of 100 metres may increase speeds significantly (see Section 4.4). Spacing in excess of 150 metres, for any type of measure, is not recommended. For most measures, a spacing of 60 to 90 metres would be appropriate.'*

The presence of the new access junction, development frontage and new footway on the eastern side of Roundstone Lane would in themselves produce an increase in turning manoeuvres, pedestrian activity and enhancement of the place function of that stretch of road and which would influence driver behaviour and have a limiting effect on speed as discussed in Manual for Streets (2007).

In the event that the build out is totally removed or if it is replaced by a raised junction both solutions would accord with the recommendations of both Stage 1 Road Safety Audits and should be acceptable in highways safety terms.

Public consultation was undertaken by the Applicant as part of their process of Community Involvement prior to submission of the Planning Application. There is also consultation of Statutory Consultees together with Angmering Parish Council and the existing residents on Roundstone Lane as part of the determination process undertaken by the Planning Authority.

On this basis there is no reason to restrict the granting of Planning Consent for lack of consultation and the Traffic Regulation Order process can follow its normal path subsequent and separate to the processes under the Town and Country Planning Act 1990.