

Response to WSCC Strategic Planning Consultation Comments dated 30 November 2012

Proposed housing development at

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

On behalf of

Barratt David Wilson Southampton

12 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 30 November 2012. Comments relating to the onsite design are responded to separately by MJA Consulting.

The offsite and transportation issues are summarised below and will be discussed in turn with supporting information appended to the rear of this note:

- Traffic Impact
- TRICS Analysis
- Site Access Junction, Design Audit, Road Safety Audit
- Site Sustainability
- Travel Plan
- Construction Management Plan
- S106 Contributions
- Traffic Regulation Order

Where quoted the WSCC comments are highlighted in blue italic for clarity.

Traffic Impact

All input geometry has been rechecked and minor alteration made to the models where necessary. Drawings 22067/112 – 118 highlighting the input geometry used to analyse the Roundabouts and T junctions are attached in Appendix 1.

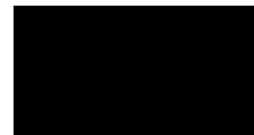
To further address comments about the accuracy of the base models and in order to allow for a clear audit trail the models have been split into am and pm models to allow for the differing peaks to be calibrated independently and more closely represent the tabulated observed queue lengths. This does not have any effect on the resulting traffic impact of the development which remains minimal.

Additions to average queue lengths are typically between 0 and 1 vehicle at the roundabouts. The maximum increase in delay at any one arm of the roundabouts is less than 5 seconds which is at the southern end of Roundstone Lane where the greatest increase in traffic occurs (although less than one vehicle per minute at peak times). All other arms would experience typically 2-3 seconds additional delay per vehicle due to development and all RFCs remain below 1.0 as do the T junctions.

The models are resubmitted together with the updated results sheet attached in Appendix 2.



The Civil Engineering Practice
11 Tungsten Building
George Street
Fishergate
Sussex BN41 1RA



To clarify any confusion about the observed queue lengths provided in Appendix 1 of our previous note dated 30 November the numbers shown in red on the schematic diagrams titled Observed Queue Lengths are the average recorded queue lengths shown on each arm taken from the recorded queue lengths provided by the traffic survey company. The raw data was supplied and appended with the schematic diagrams from which the corresponding numbers can be seen.

The Highway Authority has requested further capacity analysis of Roundstone Lane specifically the junctions with Nursery Road and Bramley Way. These junctions were omitted from the study area in our analysis provided as there are no capacity issues and the existing flows are comparatively low such that the traffic increase due to development was too small to be capable of significant traffic impact that would warrant analysis of these junctions.

The observed two way traffic flow at the southern end of Roundstone Lane was recorded as 508 vehicles am peak and 395 vehicles pm peak. The observed two way traffic flow on Roundstone Lane passing the site entrance was recorded as 361 vehicles am peak and 296 vehicles pm peak. The two way development traffic flows to the south of the site on Roundstone Lane are 74 vehicles am peak and 66 vehicles pm peak.

In the same way as the site access junction capacity analysis which was excluded from the TA but provided with our previous note dated 23 November 2012 it should be clear that these flows are too small to represent any capacity issues and the increases too small to create any significant worsening. It is not clear what benefit a detailed analysis demonstrating this would provide.

We do not have specific traffic survey for the junctions of Roundstone Lane with Nursery Road and Bramley Way and cannot provide detailed analysis in time for the intended determination of the Planning Application.

TRICS Analysis

The comment in the WSCC consultation response is: *'Further TRICS analysis should be undertaken by the applicant and provided to the Highway Authority to consider. Traffic distribution should also be shown.'*

The TRICS data selection was discussed as part of pre planning consultation.

We had reviewed the available multi modal TRICS survey data to seek a reliable representative site or group of sites to compare with the proposed development based on the following criteria;

- Survey within 8 years
- Ireland and Scotland not included
- Village environments only (neighbourhood centre, free standing)
- Similar accessibility to bus service and shops
- Access to rail services approx 1km distance

As set out in the Transport Assessment section 7.3 the sites available in rural settings were not comparable to the site at Angmering and instead the local modal share statistics were applied to an average of edge of town site which could be expected to have similar all person trip rates but differing modal shares.

In our view there is no better set of data for this comparison and the analysis provided represents a sufficiently robust trip generation. It is unclear what form of further analysis is required.

The gravity traffic distribution and development traffic schematic diagrams were included in Appendix 10 of the Transport Assessment with assumptions set out in section 8.1 in the text.

Site Access Junction, Design Audit, Road Safety Audit

A Design Statement for the proposed raised junction solution to form a T junction opposite the existing priority build out on Roundstone Lane and the Preliminary Design has undergone a further Stage 1 Road Safety Audit and the recommendation incorporated into the current access junction design.

The Design Statement, Stage 1 Road Safety Audit report and Designer's Response have been submitted to the Planning and Highway Authorities.

The speed survey was undertaken over a week which recorded 85%ile speeds of 29mph northbound and 32mph southbound over the entire survey period. The presence of the new access will reduce these passing speeds by virtue of the new minor arm, frontage and footway and more effectively the raised table. Sightlines on drawing 22067/104C are shown as 2.4x43m to the south and 2.4x45m northbound to reflect the speed survey and are achievable.

The proposed access arrangement is shown on drawing 22067/104C attached in Appendix 3.

The existing ground levels along the site frontage adjacent to the site access position will be reduced to remove the level difference between the site and Roundstone lane such that no retaining walls will be required and adequate forward stopping sight distance is afforded for the two driveways within the site closest to the bellmouth.

Site Sustainability

During the consultation process with Angmering Parish Council they expressed their keenness to seek improvements to Angmering Village. Therefore during pre application consultation with WSCC suggested contributions were specifically geared towards local improvements in Angmering Village.

Drawing 2b within the Transport Assessment highlights potential pedestrian routes from the proposed development to key destinations. Potential improvements along these routes together with bus stop improvements and a contribution towards WSCC's Goring to River Arun A259 Traffic Study were suggested and put forward to Angmering Parish Council and West Sussex County Council. No specific feedback was received from Angmering Parish Council but it was made clear by West Sussex County Council that the minor improvements were not wanted and the Applicant should instead contribute financially towards the approved measures in the local infrastructure plan, therefore proposals for small scale improvements were not progressed beyond sketch designs.

Drawing 22067/104C now indicates an extended footway along the site frontage where land ownership permits which provides for the southbound bus stop to be relocated onto the correct side of the street. Bus stops on both sides are shown to be equipped with shelters and seating.

It is not possible to extend the footway on the eastern side of the road to the north due to land ownership issues.

Travel Plan

The comment in the WSCC consultation response states: *'The applicant has been provided with advice in relation to Travel Plan requirements for the site. However, a detailed response to this (including costs allocated to the measures required and confirmation of the measures agreed) is still required.'*

An Interim Travel Plan was submitted with the Transport Assessment (Appendix 12) which incorporated WSCC Pre Application advice on the Travel Plan. No detailed comments have been provided on this submission to date other than costs should be allocated to measures. The travel voucher is costed at £150 per household therefore £22,500 for the development. The introductory travel pack is not yet costed but a budget of £5,000 for provision of that information to the residents appears reasonable.

The detail of the introductory travel pack content can be the subject of a Planning Condition or s.106 clause.

Internal Road Layout

WSCC consultation comments on the internal onsite layout include items 1-4 (WSCC numbering) which relate to the site access and are responded to below.

'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.'

The driveways in question are each side of the access road 7m and 10m respectively from the giveaway lines. The preliminary design for the entrance includes a speed reducing feature and 6m radii corners both of which would control vehicle speeds entering the site.

Forward visibility stopping sight distances corresponding to 20mph are shown and although this speed would be excessive around the entry radii it identifies the areas of land which should be kept clear of visual obstacle for the driveway entrances to be seen on approach.

The Road Safety Audit team finds no problem with this layout other than the sightlines should be kept clear of obstruction and the level difference should be considered in the detailed design.

These driveways each serve parking spaces for three dwellings and pedestrian access for two dwellings. In a slow speed situation within a residential street with adequate visibility the design organisation does not consider there is an undue risk of collision and the arrangement is in accordance with Manual for Streets (2007).

'2. Further detail of the bellmouth of the junction with Roundstone Lane should be shown. Width of access road (first 50 or so metres up to the 'divide in the internal layout) to be shown and full detail of footway. As shown at present, the detail is incomplete.'

This is shown on the Preliminary Design drawing 22067/104C attached.

'3. Sight line at junction of access road with Roundstone Lane to be shown following advice in MfS and based on recorded wet weather 85% tile speeds.'

Sightlines of 2.4x43m and 2.4x45m are shown on drawing 22067/104C attached and will be kept clear of visual obstruction.

'4. Flint walls adjacent to the back edge of footways to be maximum height of 0.6m to maintain pedestrian intervisibility. The other alternative would be for the walls to be lowered to 0.6m for 2.4 x 2m intervisibility splays either side of vehicular access points or the walls tapered back on an angle to provide the splays.'

There will not be a need for retaining walls and any entrance feature will be located behind both the junction and forward visibility splays.

Construction Management Plan

The comment in the WSCC consultation response comment is: *'Whilst 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.'*

Comments previously made in our note dated 23 November address this issue by making the following points:

'We envisage the key highway related components of a Construction Management Plan for this site would be:

- *The site entrance would be constructed prior to the onsite building works.*
- *Construction traffic and construction workers would park onsite so as not to affect the surrounding streets.*
- *Construction vehicles will approach the site from the A259 only and enter the site via Roundstone Lane not the byway accessed from High Street.*
- *Construction will be phased such that suitable onsite parking is available throughout the construction programme*
- *Construction traffic will be managed such that it does not arrive during peak hours or at antisocial times.'*

The Applicant would accept a Pre Commencement Planning Condition to draw up and agree a Construction Management Plan including the above as key aspects.

S106 Contributions

The comment in the WSCC consultation response comment is:

'Highways considerations put forward by the applicant are as follows:

- *Pedestrian crossing improvements in the form of tactile paving and dropped kerbs – Rectory Lane; Water Lane (2 No. locations); High Street; High Street and Weavers Ring.*
- *Possible footway, Weavers Hill.*
- *Bus stop improvements in the form of shelters (where possible); real-time passenger displays; seating.*
- *Financial contribution towards A259 Route Study.*

As documented above, it is not known what has informed the above. The applicant should respond to this and give details of where this information has come from and what design work has been undertaken to demonstrate that these can be achieved. Further highway requirements may emerge when replies to this Report are available.'

The potential physical improvements were suggested during pre application consultation and rejected by the Highway Authority at that time.

The drop kerb and tactile paving crossings at the locations quoted were identified by the potential pedestrian routes to key walkable destinations identified in the Transport Assessment. No further design work has been undertaken but all drop kerb crossings would constitute minor works within the adopted Public Highway and can be evidently achieved and secured under s.106 Agreement without the need for Preliminary Design.

Weavers Hill is currently a shared surface street with no segregated footways for pedestrian use. There is insufficient width to provide a 5.5m carriageway and 2m footway within the confines of the Public Highway and only a 5m carriageway and 1.5m footway could be provided on one side if a footway were to be incorporated.

The suggestion of a potential footway to Weavers Hill has not received any specific feedback from Angmering Parish Council or WSCC and would obviously affect the residents of that street. The proposal is not necessary to enable the development, would need a significant amount of design work and consultation and is not considered to have a high prospect of success at this late stage. The proposal is withdrawn.

Bus stop improvements are shown on drawing 22067/104C. The Stagecoach number 9 route buses are not equipped with GPS and the route does not use real time technology for any other bus stop signs.

A financial contribution towards the A259 Route Study and Angmering Village Traffic Management scheme was agreed to during Pre Application consultation. The appropriate level of contribution has yet to be proposed by WSCC but it would be appropriate if it were proportionate to the size of development and contributions received from other developments towards this objective.

Traffic Regulation Order

A TRO will be required for the alteration to the traffic calming feature on Roundstone Lane as a statutory process which has historically followed Planning Consent.

We have been advised that an informal consultation exercise will now need to be provided to allow WSCC to support this Application. This is in hand and will be undertaken as soon as possible and submitted in support of the Planning Application.