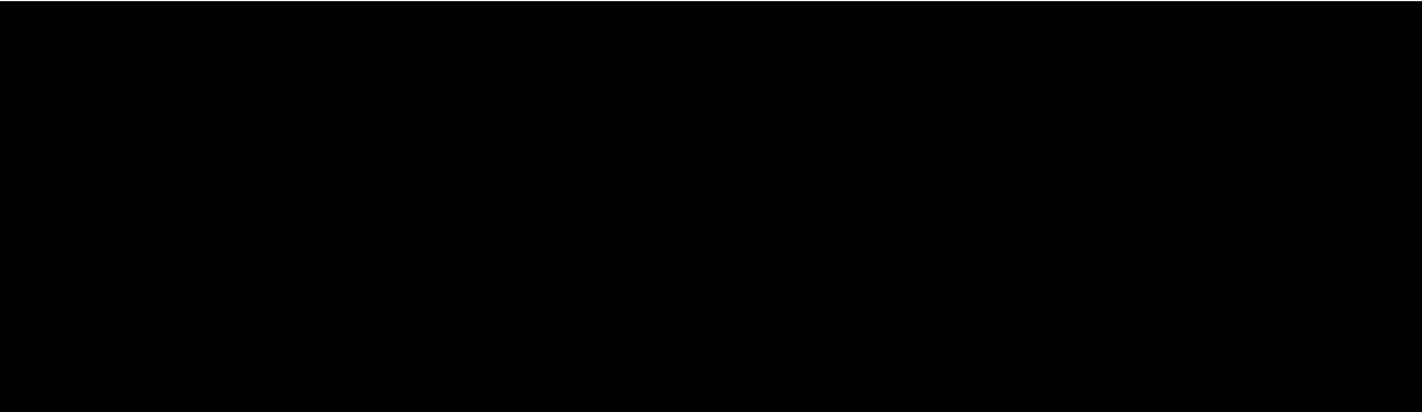




From: Michael Eastham
Sent: 17 April 2019 13:38
To: Planning.Responses
Cc: Nicola Spencer; 'Steven Shaw'; 'Jamie Brown'
Subject: AL/129/18/OUT - Land East of Orchard Gardens, Woodgate

Please upload the attached document onto Ocella. The attached document is the Local Highway Authority's revised consultation response to AL/129/18/OUT - Land East of Orchard Gardens, Woodgate.

Kind regards,

Michael

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC
DATE:	17/01/2019
LOCATION:	Land East of, Orchard Gardens, Woodgate, Chichester
SUBJECT:	AL/129/18/OUT Outline application with some matters reserved for the development of 55 No. units with public open space & affordable housing (resubmission following AL/111/16/OUT).
DATE OF SITE VISIT:	Previously in 2016 as part of AL/111/16
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
INFRASTRUCTURE DELIVERY PLAN CONTRIBUTION TOTAL:	£392,150

Summary of this Application

WSCC in its role of Local Highway Authority (LHA) has been consulted for highway safety, capacity and accessibility on the above proposals. The application is for 55 dwellings with all matters reserved other than access. This application is a resubmission of AL/111/16. There are some minor differences however, for this application with a reduction of 2 dwellings allowing for reptile and wildlife mitigation. In principle the LHA's comments would remain as previously advised in 2017. The applicants Transport Statement (TS) remains as previously submitted as part of AL/111/16. For ease of reference we have included our comments in this response, with some minor updates. As the proposals will see a small reduction in the overall number of units the number of overall trips will be reduced slightly over the original application from 2016.

Background to the Sites History

An initial response was made by the LHA in November 2016 where due to the lack of information relating to a proposed Right Turn Lane (RTL) an objection to the proposals was raised. Since this time the LHA has held discussions with the applicants Transport Consultant on the design of the RTL and the requirements and modifications needed. In summary following the assessment of the further information, the LHA are satisfied that the proposals and raise no objection to this application.

Access and Right Turn Lane (RTL)

The proposals will access Westergate Street (A29) via the existing junction from Orchard Gardens. As part of the proposals reviewed within the TS the applicant is proposing a RTL in an attempt to alleviate queuing into the junction of Orchard Gardens. A nearby scheme approved as part of a 2013 application in Hook Lane under AL/39/13 also proposed an RTL. At the time of writing, work is progressing towards implementation post planning consent for the improvements outlined above. Therefore, the schemes are considered to be of a 'committed' status. In relation to the Hook Lane RTL improvement, given the proximity to the development site access, it will be necessary for the Applicant

to consider this RTL and how it interacts with the Hook Lane RTL if the proposal were to obtain planning consent. The Hook Lane application proposed highway improvements to the A29, in summary these were:

- A signalised pedestrian crossing to the north of the site
- The introduction of a RTL at the Hook Lane/Westergate Street junction, and subsequent realignment of the eastern footway, loss of bus lay-by and the re-location of the existing wooden bus shelter further north
- Improvements to Footpaths 296, 299 and 300 to improve connectivity to Barnham

The LHA has held discussions with the applicants Transport Consultant on the areas forming part of the objections to the application consultation from November 2016, namely the integration with the Hook Lane RTL and the technical details of the proposed RTL. Following this the LHA are now satisfied with the proposed RTL based on the changes that have been made in accordance with drawing number 5919/100 Rev D, this includes:

- **Pedestrian Links**-Where the pedestrian crossing is located, the drawing has been modified to demonstrate the access points of the adjacent properties on the road to the east to ensure that there is no conflict.
- **Swept Path Diagrams and RTL**-The RTL has been widened to circa 3.5 metres and the accompanying swept path has been modified to show that it does not overhang onto the A29.
- **Alignment of RTL** - The southbound carriageway taper has been adjusted to allow for a 1 in 20 tapers.
- **Bus Shelter**-The existing bus shelter has been positioned accordingly to ensure it does not infringe on visibility immediately to the south. The shelter is of a cantilever design and we are satisfied with a cantilever wooden shelter. It is advised that the applicant liaises with the applicant for the Hook lane RTL on its re-location.
- **Visibility Splays at Junction with Orchard Gardens**-We have assessed the proposals against TD42/95 'Geometric Design of Major/Minor Priority Junctions'. The 2.4 by 43 metre splay proposed at the junction of Orchard Gardens is a departure from standards. MfS states that full visibility is not required in low speed urban environments, this proposal is not considered to meet this criteria. In difficult circumstances, the 'x' distance may be taken as a relaxation from 9.0m to 4.5m for lightly trafficked simple junctions, and in exceptionally difficult circumstances, to 2.4m back from the nearer edge of the major road running carriageway. In this instance we would be satisfied with a 3.0 metre 'X' distance by 43 metre visibility splay as a compromise. This has been agreed, but not demonstrated on this particular plan. We would request that the plan is modified to show the previously agreed 3.0 by 43 metre 'X' distance. The land in question for the splay would appear to be within publicly maintainable highway.
- **Stage 1 RSA**-The Auditor (EC Road Safety) has made no adverse comments on the revised plans, this is confirmed by the letter dated 8th February 2017. This is displayed on the LPA's planning portal.

RSA

As part of the original TS an RSA was undertaken on the access arrangements. As stated earlier in the report the proposed RSA identifies no problems with the proposed access and RTL arrangements. Following our correspondence with the applicant the LHA acknowledges that the RSA has been revised and re-considered to incorporate the RTL and incorporates the proposed Hook Lane application and that the Auditor has made no adverse comments.

Layout

The access road into the site will essentially be an extension of the Orchard Gardens arrangement with footways serving the development. Although the layout is indicative it has not been indicated if the applicant intends to adopt the new estate road under a Section 38 Agreement. The footways should be 2.0 metres in width in accordance with MfS guidance; we would require this to be demonstrated. Swept path diagrams will also need to be provided for refuse collection vehicles.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Westergate Street. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Westergate Street in light of the carriageway width and presence of other vulnerable road users.

Capacity

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. The proposed RTL will reduce the amount of waiting traffic seeking to turn right into Orchard Gardens; this will help to mitigate the additional vehicular movements turning right from the A29 into Orchard Gardens. In 2016 the TS predicted trip generation via the Trip Rate Information Computer System (TRICS) of 26 two way movements in the morning and 28 in the afternoon peak hours. As part of the latest proposals for 55 dwellings the number of movements is likely to see a reduction in approximately 10% during the morning and evening peak hours. As previously advised the LHA would not have any concerns with the proposals from a capacity perspective.

It is recognised that this proposal would give rise to a more intensive use of the A29/Orchard Gardens junction; however, this proposal does include the RTL to assist in traffic and flow and as a consequence is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Sustainability and Accessibility

The LHA acknowledge that whilst there is a limited range of services and facilities within the immediate vicinity; other services that are available are within reasonable walking and cycling distance of the development when assessed against current guidance for the provision of journeys on foot. Opportunities to travel by passenger transport are limited.

Outside of the site the LHA accept that traffic conditions within the local area are conducive for walking and cycling. There is however a very limited range of services and facilities within the local area that could be reached by these modes. Notably, the only facility that could be used to meet some day to day needs is the Aldingbourne store/post office on the A29 at the junction with Hook Lane. This would not though meet all needs and travel to a larger retail store would be necessary. There are otherwise no notable employment, retail or health provisions within the village or the surrounds that could reasonably be reached on foot.

There is no dedicated cycle infrastructure or off road cycle routes located along this section of the A29 in Aldingbourne. The light traffic conditions may facilitate cycle movements along Hook Lane to the south; this would bypass part of the A29 and links to Oving Road. However the narrow carriageways and potential of vehicle/cyclist conflict may make some routes unattractive. Journeys to wider services and employment centres of Bognor Regis and Barnham would be mainly along the A29 and B2233 and are not conducive to safe cycling due to higher speed limits, traffic volumes and road layout.

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In this respect, the site is located within a reasonable walking distance of the village store and passenger transport infrastructure. Paragraph 29 of the NPPF also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Whilst paragraph 29 goes on to say that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas, residents of the proposed development would inevitably still be reliant upon the use of the private car for the significant majority of daily trips, however it is recognised that this is a small scale development intended to be provide for local housing needs.

Since the previous consultation the preceding 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists within along Orchard Gardens or within the vicinity of the Westergate Street junction. There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

The Planning Authority should give suitable consideration to and consider on balance the matters of sustainable access along with other associated matters in deciding this proposal.

A29 Realignment

The Arun Local Plan includes within it the Barnham Eastergate Westergate (BEW) Strategic Location for 2,300 homes, and as part of this strategic allocation the proposed A29 realignment. This application site forms part of the SD5 strategic allocation. Therefore in looking at the proposal, the LHA considers that the site should contribute an appropriate amount towards the infrastructure costs associated with this strategic allocation and as identified within the Infrastructure Delivery Plan. As such, the LHA seeks to secure a financial contribution of £392,150 (£7,130 per-dwelling) from the applicant, in accordance with Local Plan Policy H SP2 c. This will be used to support the strategic infrastructure required to deliver development in-and-around the BEW Strategic Location

Conclusion

Having considered the above and on the basis that the drawing is updated to include the 3.0 metre 'X' distance the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following 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.

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.

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 3.0 metres by 43 metres have been provided at the existing site junction onto Westergate Street in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. 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.

INFORMATIVE

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.

Jamie Brown
West Sussex County Council – Planning Services