

[REDACTED]

From: [REDACTED]
Sent: 11 March 2019 14:11
To: David Easton
Cc: Planning.Responses
Subject: **Warning Active Content** FW: AL/3/19/PL at Nyton Nurseries, Nyton Road, Westergate - Response to Highways Comments

David,

Please find attached revised comments following the provision of additional information below and in the attachment.

Regards

Stephen

Stephen Gee | Principal Planner County Highways (Development Management), Planning Services, [West Sussex County Council](#) | Location: Ground Floor, Northleigh, County Hall,

[REDACTED]

From: [REDACTED]
Sent: 01 March 2019 15:48
To: Stephen Gee
Cc: David Ramsay; Darren Kennett [REDACTED] Mark Smith
Subject: AL/3/19/PL at Nyton Nurseries, Nyton Road, Westergate - Response to Highways Comments

Afternoon Stephen,

Further to our conversation and your comments on application AL/3/19/PL at Nyton Nurseries, Nyton Road, Westergate please find attached the updated Travel Plan and information below on the site's impact on the A29 realignment. Also attached to this email is the excel document of the Travel Plan Action Plan for review.

As you will be aware, the wider site received outline consent in 2013 (application reference: AL/61/13) and Reserved Matters consent in 2018 (planning reference: AL/102/17/RES) for 208 residential dwellings and a 60 bedroom care home, of which there were 48 residential units in the northern parcel. The trips generated by the wider development have therefore already been taken into consideration in the development of the A29 realignment scheme. This application (AL/3/19/PL) seeks to increase the number of units within the northern parcel of the development by 25 units (same development area, reduction in the number of larger plots for smaller plots) and as such, only the impact of the trips generated by these additional units would need to be assessed.

The application site is located to the south of the new junction for the A29 realignment scheme and it would therefore be unlikely that residents would utilise this route when travelling to destinations to the south of the site, given that vehicles would be required to travel further and against their direction of travel (head north to go south). It is more likely that trips associated with the site would continue to use existing routes where more capacity would be available given that A29 realignment would be used by north/south new traffic and the wider BEW housing allocation of the site freeing capacity on existing routes. However as discussed, we have undertaken an impact assessment of the site on the A29 realignment using the information provided within the site's outline Transport Assessment (document reference: 22.1970/RW/RH/96819). This document confirmed the anticipated distributions of the consented scheme (208 residential dwellings + 60 bedroom care home) based on Census data. The sites agreed trip distributions are summarised in the table below.

Route	Percentage of Trips	Direction of Travel From the Site Access
A27 East via Fontwell	21%	Left (North)
A29 East via Fontwell Avenue	2%	Left (North)
A27 West via Fontwell Roundabout	24%	Left (North)
A27 West via Nyton Road	9%	Right (South)
A29 Westergate Street, South	22%	Right (South)
B2233 Barnham Road, South East	16%	Right (South)
Oving Road, West	6%	Right (South)

Whilst it is not considered that trips generated by the development would utilise the A29 realignment, to provide a robust assessment of the site's impact it has been anticipated that 50% of the trips travelling via A29 Westergate Street would utilise the A29 realignment scheme. It is considered to be impractical for trips travelling via Oving Street, B2233 Barnham Road or to the A27 West (via Nyton Road) to use the A29 realignment given that the site is within closer proximity to existing routes and that vehicles would be required to go against their direction of travel.

As a worst case, 11% of trips generated by the additional 25 units would use the A29 realignment scheme with the remaining 11% to travel via the War Memorial Junction to the south. As identified within our Transport Statement (document reference: 064.0007/TS/2) the additional 25 units are anticipated to generate 13 trips in the AM peak and 15 trips in the PM peak. On this basis this application would result in the addition of 1 trip in the AM peak and 2 trips in the PM peak using the A29 realignment and 14 trips over a 12 hour period. The site would therefore equate to the addition of one trip every 30-60 minutes on the A29 realignment across the peak hours, or the addition of one vehicle every hour on average over a 12 hour period.

The A29 realignment is a strategic scheme which is set to accommodate thousands of vehicle movements per day. Given that this application would result in the addition of one vehicle on this route every 30-60 minutes across the peak hours, it is considered that the application would have a negligible impact on the A29 realignment scheme.

I hope that the above addresses your comments and I look forward to receiving your revised response. As always please do not hesitate to get in contact if you wish to discuss.

Kind Regards

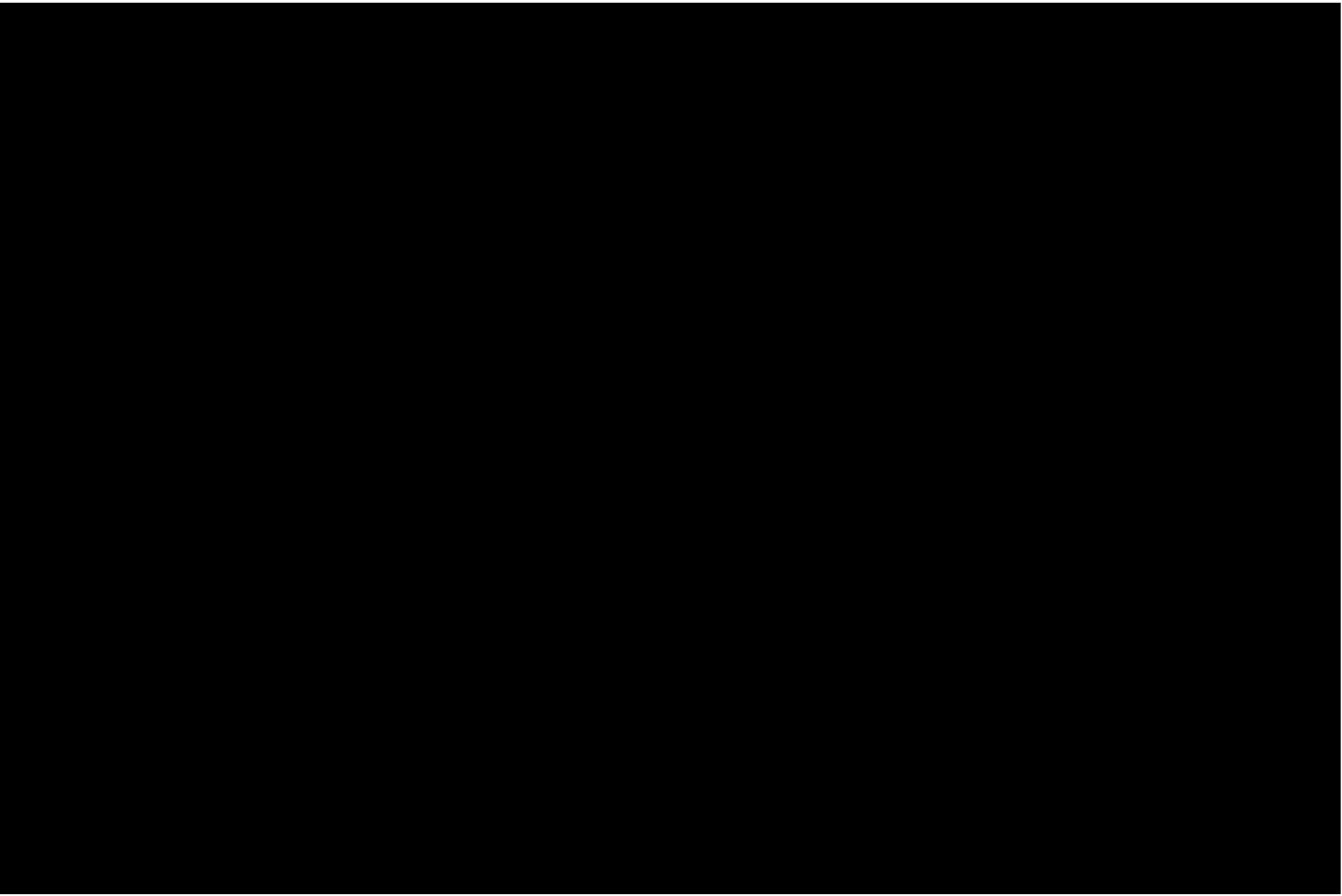
Shaan Novitzki

Transport Planner

BA Geography Hons



Fareham Office



WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Easton
FROM:	Stephen Gee Highways, WSCC
DATE:	11/3/2019
LOCATION:	Nyton Nursery, Nyton Road, Westergate, Chichester, PO20 3UQ
SUBJECT:	AL/3/19/PL Residential development of 70 No. dwellings (net increase of 25 over current consent AL/102/17/RES) including 30% affordable housing (8 units) with associated access, public open space & landscaping.
DATE OF SITE VISIT:	11/2/2019
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

The application is for a residential development of 70 No. dwellings (a net increase of 25 over current consent approved under AL/61/13 and AL/102/17/RES) at Nyton Nursery, Nyton Road, Westergate. AL/61/13 and AL/102/17/RES were approved for the demolition of existing buildings and residential development of 268 dwellings (incorporating 60 senior living units).

This response is my 2nd response following additional information submitted directly to me by email dated 01/03/19 from the applicants Highway Consultants.

Site Access

Access would be via the approved site access of AL/61/13 in the form of a priority junction with a ghost island right hand turn lane from the A29 Fontwell Avenue.

Trip Generation and Impact

The additional 25 units are predicted to generate an additional 13 trips in the AM peak and 15 in the PM peak and a total of 128 trips in a 12hour period. No updated junction modelling has been provided however upon viewing the provided original junction modelling associated with application AL/61/13 the site access would continue to operate satisfactorily. No wider junction modelling has been provided.

The applicants transport consultant has provided information that details predicts the additional impact would be 1 trip on the realigned A29 in the AM peak and " in the PM peak. Utilising the applicants calculations 8 AM peak trips and 9 PM peak two way trips would utilise the northbound tie in of the realigned A29 (most of which would travel northwards to the A27/A29 junction)

The realignment of the A29 would reduce existing vehicle flows at the War Memorial junction to the south of the site which was shown to be over capacity within the original modelling provided as part of the application AL/61/13.

West Sussex County Council and Arun District Council have been seeking S106 contributions from developments to contribute towards the proposed re-alignment of the A29 through the Barnham/Eastergate/Westergate strategic site allocation. A contribution has been secured from other developments in the locality at a rate of £7,130 per unit. Arun as Local Planning Authority should take a view on whether such a request from this site would be in accordance with regulation 122 of the Community Infrastructure Levy Regulations (2010).

Parking and Cycle Parking

The development is to provide a total of 201 parking spaces of which 23 are unallocated/for visitors in line with the outputs of the WSCC parking demand calculator.

A total of 122 cycle parking spaces would be provided in line with WSCC cycle parking standards and are to be provided within garages and cycle stores.

Vehicle tracking

Vehicle tracking for a refuse vehicle has been provided and is accepted.

Travel Plan

Amendments have been made to the travel plan (included within the attached email) and can be approved

Conclusion

No objection to the development is provided subject to the below conditions.

Arun as Local Planning Authority should take a view on whether such a request from this site providing a contribution towards the A29 realignment would be in accordance with regulation 122 of the Community Infrastructure Levy Regulations (2010).

Car parking space (details approved – for larger sites)

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking (for larger sites)

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport

Informative

Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Stephen Gee
West Sussex County Council – Planning Services