

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Stephen Gee Highways, WSCC
DATE:	6 th August 2018
LOCATION:	Land East of, Lidsey Road, Westergate, Chichester, PO20 3SU
SUBJECT:	AL/57/18/OUT Outline application with some matters reserved for the erection of 30 No. dwellings consisting of 4 No. 4-bed houses, 10 No. 3-bed houses, 4 No. 3- bed apartments, 8 No. 2-bed apartments & 4 No. 1-bed apartments, communal work hub with associated car parking & landscaping. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	3 rd August 2018
RECOMMENDATION:	☐ Advice ☒ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The site is located to the east of the A29 south of the Woodgate level crossing and is located to the west of the Willows Caravan Park.

The site is located to the west of the strategic allocation of 2,300 at Barnham, Eastergate, Westergate made within the Arun Local Plan.

A planning application ref AL/115/17/OUT is currently under consideration and is to the west of the site across the A29. This application of 55 dwellings has been subject to more detailed highway assessment that I have considered with this application.

Access

The site benefits from a dedicated right turn into the site from the A29. The applicant proposes to amend the existing field access from the caravan park access road into one providing priority to the application site. The access will be 6m wide with a footway on the northern side.

A road safety audit has been undertaken which identified one issue of pedestrian crossings to which the designer accepted the issue.

Trip Generation

The transport statement includes a TRICS assessment that predicts the site would generate 10 two way tips in the AM peak and 16 in the PM peak. The trip generation is thought to be on the low side when compared to other local applications however given

the scale of the development this would not have a significant impact on the overall generation of the site within the peak hours.

Impact on local highway network

Whilst I would dispute the applicants calculation of the down time of the Woodgate crossing of 3 minutes per hour based on onsite observation and those carried out by adjoining development sites which recorded a total down time of 24 minutes in the peak hour (40% of the time), subject to a contribution to mitigate the impacts of the development in providing a realigned A29 as part of the BEW proposals then I would see no reason for any additional technical work to be undertaken.

The Arun Local Plan includes within it the BEW Strategic Location for 2,300 homes, including A29 realignment. Although the application site is outside of this proposed allocation, it is very close to it. In looking at the proposal, the Highway Authority considers that the site should contribute to the Local Plan allocation. As such, the HA seeks to secure a financial contribution of £215,880 (£7,196 per-dwelling) from the applicant. This will be used to support the strategic infrastructure required to deliver development in-and-around the BEW Strategic Location.

Sustainable Transport

The transport statement provides information on the accessibility of the site in relation to local facilities many of which are north of the railway level crossing. Apart from the provision of a small section of footway to link into the existing provision north of the site the application is silent to the applicant providing any additional facilities.

As part of the proposed development across the A29 (Wings AL/115/17/OUT) a package of localised sustainable transport mitigation has been agreed, this includes:

- Widened footway on western side of the A29 from the main (southern) site access up-to the southern edge of the car park serving the Prince of Wales Public House;
- Footway on eastern side of road taken from junction of Willows Caravan Park access road to Lee's Yard;
- Bus stops, shelters and real-time passenger information contribution (and/or works)

The application site should develop proposals to deliver similar improvements should it come first or make proportionate contribution if developed later.

Internal Layout

The vehicle tracking plan (dwg ref 6530A/101 rev 8 dated July 2017) and masterplan (LLD1198-LAN-FIG-001 rev 2 dated 12.09.2017) provided do not match up. As layout is not a reserved matter a revised vehicle tracking exercise should be undertaken.

Adoption

Included within the site layout is an over runnable area of grasscrete (to create a full internal loop) for use by emergency vehicles. It should be noted that this surface is unlikely to be adopted by WSCC.

Parking

56 Car parking spaces are to be provided and cycle parking in line with the WSCC parking demand calculator

Cycle parking is to be provided in line with WSCC guidelines.

In conclusion

A objection is raised to the proposals for the following reasons

The proposal would be detrimental to highway safety in that it does not incorporate adequate facilities to enable vehicles to turn on the site and so enter and leave the highway in forward gear.

The proposal would not achieve safe and convenient access by a choice of means of travel nor encourage and enable and increase in environmentally sustainable means of travel such as walking, cycling and public transport and thereby minimise the impact of car journeys.

In order to address the above reasons for objection further information is requested:

- Revised vehicle tracking
- Provision of sustainable transport infrastructure that achieves the same impact as those currently being considered as part of the AL/115/17/OUT.
- The applicant should also confirm acceptance of the strategic infrastructure contribution.

Stephen Gee
West Sussex County Council – Planning Services