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From: Amy Myer <Amy.Myer@arun.gov.uk>
Sent: 24 February 2021 14:23
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: BE-148-20 Chalcraft Nursery Fields Transport Assessment

Please can you add below email to the case file and label as 'WSCC Highways comments – Transport Assessment comments'

Thanks
Amy

From: Ian Gledhill [REDACTED]
Sent: 23 February 2021 10:17
To: Amy Myer <Amy.Myer@arun.gov.uk>
Subject: BE-148-20 Chalcraft Nursery Fields Transport Assessment

Amy, further to discussions between WSCC and ADC Officers, I write to confirm the WSCC Highways view in respects of the Transport Assessment (referred to as the Landform TA) submitted with BE/148/20.

At the outset, I consider it important to identify the overarching test regarding the highway acceptability of developments as set out within paragraph 109 of the National Planning Policy Framework. Paragraph 109 refers to development being prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Any TA would need to satisfy this test and demonstrate that a development proposal would not result in severe or unacceptable impacts.

In terms of assessing the transport implications of the West of Bersted allocation, these are assessed within the Arun Stage 3 Transport Study supporting the adopted Arun District

Council Local Plan. The Stage 3 TS assess the impact of all planned growth within the plan period and identifies appropriate mitigation to resolve any severe impacts to enable the planned growth to take place. The more recent Proportionment Study identifies the Local Plan mitigation and contributions required from each Local Plan allocation.

Taking account of the Arun Stage 3 TS and the Proportionment Study, assessments already exist of the transport impacts of the West of Bersted allocation. It is accepted that these studies are at a strategic level, and as such primarily identify improvements required on the primary road network. To support planning applications on the West of Bersted site, further Transport Assessments are therefore required. The extents and scope of the individual TA's will need to reflect the scale of the development proposed but will need to account for the over-arching policy requirements covering the allocation within the Local Plan.

In these respects, the Landform TA assesses the impact of the development proposed within BE/148/20, namely 225 dwellings, to determine if a severe or unacceptable highway impact would result. As also required by the National Planning Policy Guidance, the Landform TA also includes a number of committed developments in the future year scenarios that are expected to proceed within the next 3 years. Commitments are made within the Landform TA to ensure proportionate contributions are made towards that infrastructure identified within the Arun Stage 3 TS and the Proportionment Study.

Ideally, a single outline planning application would have been submitted covering the whole West of Bersted allocation. Through this, a single TA would have been provided that covers and considers the impact of the West of Bersted allocation. The need for a comprehensive TA could otherwise have been included as a policy requirement within the Local Plan. A TA of this nature would identify all transport mitigation required for the development as a whole and effectively be complimentary to the assessment undertaken within the Arun Stage 3 TS. Mechanisms would then need to be agreed between the respective land owners to ensure the necessary mitigation is delivered in a timely manner based on the phased build out of the development.

Unfortunately, separate planning applications have been submitted for small parcels within the West of Bersted site. TA's have been submitted considering the respective impacts of these parcels that demonstrate that these can come forward without resulting severe impacts.

I would stress that even with a site wide TA, BE/148/20 would still need only to provide proportionate contributions (whether these are through s106 agreements to enable WSCC to undertake improvements as identified within the Arun Stage 3 TS or in private agreement with other landowners) towards that infrastructure required to enable the development. The traffic impact of the scale of development proposed within BE/148/20 is limited to local junctions within the immediate vicinity of the site, and as the Landform TA demonstrates, trips thereafter disperse quickly across the highway network. The Landform TA already appropriately considers the impacts on these local junctions, and as such the potential traffic impacts are already known. Any further impacts on these junctions would stem from the remainder of the site.

Ultimately, it is the view of the WSCC highways that the implications of BE/148/20 should be considered on its merits with the submitted TA adequately assessing the potential traffic increases from the dwellings proposed. However as the determining authority, Arun District Council would need to be satisfied based on the evidence available that an unacceptable safety or otherwise severe impact as specified by the NPPF would not result.

As ever, happy to discuss further as needed.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) -



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