

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	17 September 2020
LOCATION:	Chalcroft Nursery, Chalcroft Lane, Bersted
SUBJECT:	BE/81/20/OUT Outline application with some matters reserved for the development of 20 residential dwellings, 2,240 sqm of commercial space (Use Class A1, B1(b) B1(c) and B8)
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Further Information
S106 CONTRIBUTION TOTAL:	TBC

The application is an Outline application with some matters reserved for the development of 20 residential dwellings, 2,240 sqm of commercial space (Use Class A1, B1(b) B1(c) and B8) at Chalcroft Nursery, Chalcroft Lane, Bersted. The site forms part of the West of Bersted strategic allocation of at least 2,500 dwellings within the Arun Local Plan.

The application is supported by a Transport Statement, Travel Plan and Technical Notes. Pre application discussions have taken place with the applicant regarding the adjoining land and access proposals.

Policy documents

The contributions work referenced within the application documents has been superseded and costs have now been developed for Comet Corner and Oystercatcher junctions. These are available at: <https://www.arun.gov.uk/transport-planning-policy/>

The contents of LTN 1/20 should be considered specifically with reference to the type of onsite cycle routes provided.

Access

A new junction would be provided to the south of the site with Chalcroft Lane. A 6.3m wide carriageway would be provided with 10m radii. A 3m wide footway cycleway is proposed to the north of the access road. Visibility splays of 2.4m x 50m are provided in keeping with the recorded 85th% speeds of 33mph. Swept path analysis for a refuse vehicle have been provided and indicate a refuse vehicle would over run the centre line of the site access. Further information on the tracking of a typical HGV serving the employment elements of the site and potential numbers should be provided.

The commercial element would be served by a priority junction on the access road with a 5m wide carriageway, 10m radii, visibility splays of 2.4m x 43 and 2m footways. The existing Nursery access would be stopped up prior to the first residential occupation.

The residential element would be served by a 5m wide carriageway, 6m radii, visibility splays of 2.4m x 43 and 3m footway/cycleways on both sides.

Dropped kerbs and tactile paving are to be provided to the north of the access road, No information has been provide as to how the cycle route would terminate, what offsite linkages would be provided (by this or the rest of the WoB allocation) and should be done so.

A stage 1 RSA has been provided directly by the applicant; the audit raises 9 issues all of which have been accepted by the designer.

It is stated the junction would provide an appropriate access for the wider Landform landholding which could accommodate circa 230 dwellings and junction modelling provided to show a simple priority junction would work within capacity.

CD 123 indicates that a Ghost Right Hand Turn Lane should be considered for the site access given the ATC provided indicates Chalcroft Lane carries approximately 16,400 daily and daily flows to the application site would be in excess of 700 daily movements.

Trip Generation

The TRICS database has been utilised to establish the existing trips generated by the nursery, aquatics centre and furniture outlet. And for commercial units for the proposed use.

Residential trip rates have been taken from the Arun Local Plan Transport Study.

The development would generate a total of 35 AM peak two-way trips and 32 PM peak two-way trips. The net change is 26 AM peak two-way trips and 20 PM peak two-way trips.

A supplementary note has been provided detailing trip rates utilised for assessing the impact of the wider element of the allocation that would be served by the access. Whilst the trip rates are acceptable for usage on the site access given the significant reserved capacity, concern is raised over their use across the wider network and any supporting work undertaken.

Trip assignment

Residential trips have been assigned according to census information and a gravity model, commercial trips according to the findings of the automated traffic counts.

Trip Distribution

The development would result in an additional 14 and 11 two-way vehicle trips heading north in the AM and PM peaks and 13 and 13 two-way vehicle trips heading south in the AM and PM peaks.

Junction Modelling

Modelling of the site access has been provided and includes a wide range of committed developments including strategic sites at Pagham. A 2031 scenario has been provided and shows the junction would operate well within capacity.

Parking

Whilst not a matter for consideration, the applicant has indicated that the residential element parking levels would be informed by the Arun Parking SPD and commercial element by a peak parking demand calculation indicating a total of 99 spaces.

Personal Injury Accidents

Information has been supplied over a wide study area showing 45 recorded accidents. Within the vicinity of the proposed access, two slight PIAs were recorded relating to shunt collisions.

Contributions

The applicant identifies the developments proportional impact on the local plan mitigation work carried out in 2017, as identified above the work has been superseded and also does not include a wide range of local and non-vehicular improvements that would be required to support the West of Bersted allocation. As such further discussions with the applicant and Arun District Council would be required to identify the proportional contribution required from this application to supporting the wider mitigation.

Travel Plan

Comments on the Travel Plan will be provided separately.

Conclusion

Further Information is requested to assess the application as detailed above, this includes:

- Additional Policy Consideration of LTN 1/20;
- Consideration of Ghost Right Hand Turn Lane;
- HGV vehicle tracking of site access and likely levels of HGV traffic;
- Cycle route ending at site access and onward connections; and
- Evidence of discussion and agreement to proportional contributions to be provided.

Stephen Gee
West Sussex County Council – Planning Services