

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	1 October 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:	No Objection / 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.

This is the 2nd response as is provided following consideration of TN ref ITB14224-011 title Response to WSCC and HE representations.

LTN 01/20

The applicant has provided a justification as to why a shared use path maybe acceptable to provide access to housing estate, however the document also promotes that:

“Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling. Routes should be planned holistically as part of a network. Isolated stretches of provision, even if it is good are of little value”

The provision of the isolated section of shared use route would therefore be of little value in considering this application.

In discussions with the applicants transport consultant the preference has been raised to remove the shared use function but retain the width so that should further development come forward then the 3.2m wide footway could be converted to a shared use route as part of a comprehensively planned network. This would require either the access to be offered for adoption (which it is understood to be the intention) or a suitably worded condition.

Onward connection

Due to the above the site would not be required to make a physical cycle connection to the south, however a contribution should be secured to do so in the future.

It is recognised that the application parcel forms only a small part of the allocated development Arun Local Plan Policy SD3 requires a number of pedestrian and cycle improvements to be identified and delivered, this application does not identify any possible improvement schemes and provide proportional costs.

HGV Trips

The applicant has provided a TRICS assessment for the employment space that indicates that development would generate 14 HGV two-way trips. (and as such as shown by the vehicle tracking over run the centre lane when utilising the site access). Given the level of development to be served by this application then no concern is raised.

Contributions

The applicant has identified schemes from the Arun Transport Study 2017 update and identified a proportional cost however full consideration should be given to the schemes included within the 2020 apportionment study and the following transport requirements of the Arun Local Plan:

Arun Local Plan policy SD3

e. provide a road/pedestrian/cycle link between the A259 and Chalcraft Lane including facilitating the cycle route to Pagham and enhancing the A259 cycle route, f. improvements to the A259 between Bersted and Drayton i. where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre

Ghost Right Hand Turn Lane

Consideration has been provided for the provision of a Ghost Right Hand Turn Lane, It should be noted that the AADT of Chalcraft Lane is in excess of 16,000 vehicles and the AADT of the site access would be excess of 300 vehicles the level where one should be considered (and not 500 as suggested by the applicant).

Given the forward visibility presented and junction modelling the site access proposals as shown in drawing ref ITB14224-GA-001 rev E would be acceptable to the highway authority to serve this application, further information and agreement would be required to ascertain if a ghost right hand turn lane is required for any wider allocation to be served via this access.

Travel Plan

The travel plan should accord with the WSCC residential travel plan guidance, given the potential for the wider allocation to also be served by the site access it should be considered how the application site would be incorporated into any wider travel plan.

Wider allocation

As identified above and within the application documents, it is proposed that additional development c.230 units forming part of the West of Bersted allocation would also be served by the proposed access. Further technical work would be required to identify the appropriate site access and sustainable transport provision however it would be noted the current proposals would not preclude amendments to the junction in the future. Arun District Council should also consider if the application site conforms with Local Plan policy H SP2.

Conclusion

No objection is raised to the application subject to proportional S106 contributions towards the total package of infrastructure required from the West of Bersted Strategic Allocation. Further discussions are required to confirm the scheme proposals and amounts.

And the following conditions:

Access (Access to be provided prior to first occupation)

No part of the residential development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled site access arrangement and numbered ITB14224-GA-001 Rev E.

Reason: In the interests of road safety.

Access closure (Access Closure)

No part of the residential development shall be first occupied until such time as the existing vehicular access onto Chalcroft Lane has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Car parking space (details required)

No part of the residential development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

EVC Parking Spaces

No part of the residential development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies

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.

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 Statement (to be approved)

No part of the residential development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVES

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] 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.

Temporary directional signs to housing developments (Major apps only 10 units +)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Stephen Gee
West Sussex County Council – Planning Services