

Technical Note

Project No: ITB14224
Project Title: Nursery Fields, Bersted
Title: Transport Statement of Common Ground
Ref: ITB14224-019A TSoCG
Date: 14 May 2021

SECTION 1 INTRODUCTION

1.1 Background and Scope of Statement

1.1.1 This Transport Statement of Common Ground (TSoCG) has been agreed between West Sussex County Council (WSCC) and i-Transport on the behalf of Landform Bersted (the Appellant). This TSoCG is provided to assist the forthcoming appeal in relation to the refusal of outline planning consent (planning ref: BE/148/20) by Arun District Council for the following development (the 'Appeal Scheme'):

"Development of up to 225 residential units with associated infrastructure, open space and vehicular and pedestrian access"

1.1.2 The Appeal Scheme, including the access, is located within the Arun District of which WSCC are the Highway Authority and relevant statutory consultee for transport and highways matters.

1.1.3 This Transport Statement of Common Ground (TSoCG) has been structured in accordance with the three key transport tests set out in paragraph 108 of the National Planning Policy Framework (NPPF); namely whether:

- Section 2 - Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;
- Section 3 - Safe and suitable access to the site can be achieved for all users;
- Section 4 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree; and
- Section 5 – summarises and concludes the TSoCG with signatures of the relevant parties.

- 1.1.4 It is agreed by all parties that the application of the transport tests set out in the NPPF para 108 are relevant to the appeal scheme, and that paragraph 109 of the NPPF sets out the appropriate test to judge highway and transport aspects of the scheme:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.2 Summary of Relevant Documentation

- 1.2.1 The transport documentation and correspondence relevant to the TSoCG is identified as follows:

- Transport Assessment (ref: ITB14224-009A Transport Assessment – 11th November 2021)
- Travel Plan (ref: ITB14224-013 Travel Plan- 11th November 2021)
- Addendum Information (ref: ITB14224-015 PROW and LHA Response – 25th February 2021)
- Officers Report to application BE/148/20/OUT dated 1st April 2021
- Officers PPA advice dated 4th August, 19th September and 8th October 2020
- Consultation response from Highways England dated 14 January 2021;
- Consultation responses from WSCC Highways dated:
 - 13 January 2021
 - 28 January 2021
 - 23 February 2021
- Consultation response from WSCC PROW dated 7 January 2021.

1.3 Summary of Common Ground

- 1.3.1 It is agreed that the development, subject to agreed schemes of infrastructure improvements and financial contributions, represents sustainable development in accordance with the requirements of NPPF para 108.
- 1.3.2 It is agreed that that safe and suitable access to the site for all users can be provided in accordance with the requirements of NPPF para 108.

- 1.3.3 It is agreed that the cumulative traffic impacts of the Appeal Scheme have been assessed robustly and in keeping with the requirements of the National Planning Practice Guidance and the WSCC 'Transport Assessment Methodology'. It is agreed that the Appeal Scheme does not have a '*severe residual cumulative impact*' per NPPF 109, subject to financial contributions towards mitigation identified in the Apportionment Study (June 2020) secured through Section 106 Agreement identified below.

SECTION 2 SUSTAINABILITY AND ACCESSIBILITY

2.1 Overview

2.1.1 It is agreed that, subject to appropriately worded conditions and obligations, that the appeal site represents sustainable development and therefore satisfies the requirements of the NPPF in this regard and that the Appeal Scheme will provide for the following sustainable transport improvements:

- A proportional financial contribution to a scheme of cycle improvements between Bersted and Bognor Regis Town Centre. The value of the contribution is to be agreed as part of the Section 106 Agreement;
- The enhancement of Public Right of Way 136 through the Appeal Site to enable use by pedestrians and cyclists. Where physical constraints (e.g. tree root protection areas) exist, the existing PROW will be retained as is, returned to grass or sympathetically enhanced where feasible, and an alternative cycle route alignment provided;
- An internal cycle connection between the upgrade Footpath 136 and the existing advisory cycle route located on the Bersted Parish Council access road as identified in the Parameter Plan 01304_PP_01_Rev_P4;
- A 3.2m wide footway adjacent to the site access road as shown in drawing ITB14224-GA-009 Rev B);
- Comprehensive pedestrian and cycle connections to the wider SD3 allocation as identified in the Parameter Plan 01304_PP_01_Rev_P4;
- Land for a possible cross boundary link safeguarded, and Chalcraft Lane junction and site access road designed to allow for all modes vehicular access;
- A full Travel Plan is to be secured via condition based on the Framework Travel Plan accompanying the application.

2.2 Public Transport

2.2.1 It is agreed that despite walking distances being in excess of a typical 400m catchment, the existing high quality and high frequency bus services available at the stops (most notably the '700 Coastliner' service) ensures that the services are a realistic alternative to the use of the private car.

- 2.2.2 Bus stops are located on the B2259 opposite/adjacent to New Barn Lane as well as to the west of The Royal Oak public house. There are 3 walking routes available to residents of the proposed development via either Chalcraft Lane; Tara Perry Close (as it is referred to on Google Maps) and Winston Crescent; or via Public Right of Way 134 and New Barn Lane.
- 2.2.3 The route via PROW 134 and New Barn provides for the shortest walking route for the majority of the proposed development, depending on the location within the site, and provision is made for a connection from the Appeal Scheme onto this route. There is a distance of circa 420m between the proposed connection onto FP134 from the Appeal Site and the B2259 bus stops. Beyond the pedestrian connections, distances within the site are such that circa 80-85% of the development would be located within a walking distance of 800m.
- 2.2.4 Footpath 134 requires improvement to accommodate regular walking and cycling journeys, and the County Council is in receipt of a £50,000 S106 contribution from development (ref: *BE/142/15*) to deliver enhancement of this route.
- 2.2.5 It is agreed that an 'all modes 2-way vehicular link' between the Appeal Scheme and the wider SD3 allocation is not required to make the development sustainable. However, land has been reserved for an all-modes vehicular link to be formed if it is deemed to be desirable in the future.

2.3 **Walking and Cycling**

- 2.3.1 It is agreed that 800m does not represent an 'upper limit' for walking journeys and that the National Travel Survey identifies that walking accounts for 80% of all journeys up to 1,600m (1 mile).
- 2.3.2 There will be a wide range of existing everyday services and facilities available to residents of the Appeal Scheme including employment, leisure, retail, education and health and that the site is within a reasonable walking and / or cycling distance of these services and facilities, making such modes a viable alternative to the use of private car. The existing highway network includes appropriate infrastructure to accommodate the potential increase in walking trips. The Accessibility Plan (Figure 2A), appended to this TSoCG, is agreed as being an accurate representation of the site's accessibility to services and facilities required to support everyday living.
- 2.3.3 A range of services are within reasonable cycling distance of the site. While existing cycling infrastructure is limited, a signed advisory route runs between the existing Bersted Parish Council

access road and Bognor Town Centre, including a Toucan crossing of Chalcraft Lane. In addition, it is agreed that a financial contribution is to be provided by the development towards the improvement of cycle infrastructure between the site and Bognor Town Centre.

- 2.3.4 In accordance with LTN01/20, lightly trafficked lower order roads (e.g. residential roads) are conducive to on-carriageway cycling. The contributions provided by the development towards strategic cycle infrastructure complement a comprehensive network of residential roads located to the south east of the development site, which provide alternative cycling routes for residents of the proposed development to everyday services and facilities and on towards Bognor Regis Town Centre.

SECTION 3 ACCESS AND SAFETY

3.1 Overview

- 3.1.1 It is agreed that safe and suitable access to the site can be achieved for all users and therefore the appeal scheme satisfies the requirements of the NPPF in this regard.
- 3.1.2 Access to the site is to be provided in accordance with site access drawing ITB14224-GA-009 Rev B. The access will be constructed and brought into use prior to first occupation of the development and delivered under S278/S38 Agreement.

3.2 Site Access

- 3.2.1 It is agreed that site access drawing ITB14224-GA-009 Rev B presents an arrangement that will provide safe and suitable access to the appeal scheme. The junction is to be provided in the form of a simple priority junction of the site access road and Chalcraft Lane.
- 3.2.2 The junction will provide visibility splays of 2.4m x 50m in accordance with the recorded road speed and Manual for Streets parameters. The access arrangements have been subject to a Road Safety Audit: Stage 1; all matters raised by the Auditor have been addressed in accordance with the Auditor recommendations.
- 3.2.3 The operational capacity of the junction has been robustly and appropriately assessed, taking into account the cumulative impact of other development in accordance with the requirements of National Planning Practice Guidance.
- 3.2.4 The provision of cycle infrastructure and a Toucan crossing was incorporated into the access drawing submitted as part of the initial submission (drawing ref: ITB14224-GA-009 Rev A). Upon review of the proposed arrangements, WSCC have determined that this infrastructure is not necessary and requested that the proposed infrastructure be removed from the access arrangements. The Appellant has complied with this request and removed the proposed infrastructure in Revision B of drawing ITB14224-GA-009.

3.3 PIA Data

- 3.3.1 A review of personal injury accidents in the vicinity of the appeal scheme was provided as part of the Transport Assessment. It is agreed that there are no existing road safety issues identified through this assessment that may be exacerbated by the appeal scheme.

SECTION 4 TRAFFIC IMPACT AND CAPACITY

4.1 Overview

- 4.1.1 It is agreed that the Appeal Scheme has been accompanied by a Transport Assessment that has been informed through pre-application engagement with WSCC and is in keeping with National Planning Practice Guidance. The TA has also been prepared with reference to the WSCC Transport Assessment Methodology.
- 4.1.2 It is agreed that the TA provides a robust assessment of the traffic impacts of the proposed development, including an appropriate assessment of the 'residual cumulative impacts' of the Appeal Scheme. The assessment is proportional and in keeping with the scale of the development, and consistent with the methodology used for the assessment of cumulative impacts undertaken on previously released parcels of the SD3 allocation found to be acceptable by Arun District Council and by and the Secretary of State.
- 4.1.3 There is no evidence that the Appeal Scheme would be likely to cause a severe residual cumulative impact, nor that any further assessment of cumulative impact, beyond that submitted as part of the TA, is required.
- 4.1.4 It is agreed that the Appeal Scheme is required to pay proportional financial contributions towards the delivery of infrastructure improvements as set out in the Apportionment Study (June 2020) and summarised in Table 4.1:

Table 4.1: Nursery Fields Apportionment Study Contribution Schedule

Scheme	225 Units – Proportional Requirement (£)
A27 Whyke Roundabout and A27 Bognor Road Roundabout	£102,131 (combined contribution)
A29/A259 Rowan Way	£55,800
A259 Felpham Relief Road	£57,420
A259 Oystercatcher	£90,000
A29 Realignment	£144,000
A259 Corridor Improvements Bognor to Littlehampton	£18,000

Source: Apportionment Study and Consultants' calculations

4.2 Trip Generation and Distribution

- 4.2.1 The trip rates used to inform the TA are agreed. The Appeal Scheme is forecast to generate peak hour traffic movements as summarised in Table 4.2:

Table 4.2: Forecast Vehicle Trips (225 dwellings)

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	In	Out	Total	In	Out	Total
Number of Trips	26	71	97	67	25	92

Source: Consultants Calculations

- 4.2.2 It is agreed that the trip distribution and assignment assessment presented in the TA is fit for purpose and provides a realistic representation of the distribution and assignment of vehicular trips generated by the appeal scheme.

4.3 Scope of the Transport Assessment

- 4.3.1 The Arun Transport Study Stage 3 supporting the adopted Arun District Council Local Plan assesses the cumulative impact of all planned growth within the plan period and identifies appropriate mitigation to address any severe impacts that arise from this growth, inclusive of the SD3 West of Bersted allocation. The Apportionment Study (June 2020) identifies the proportional contributions required from allocated development in order to deliver the identified schemes. The Appeal Scheme is required to pay a proportional financial contribution in accordance with the requirements of the Apportionment Study.
- 4.3.2 To support planning applications of the West of Bersted site, further transport assessments are required to address the impact of development on the local road network. In accordance with the requirements of the NPPG, the individual TA's will need to reflect the scale of the development proposed. There is no policy requirement, at either a national or local level, that requires the SD3 allocation to come forward as a single application accompanied by a single site-wide TA.
- 4.3.3 The scope of the TA accompanying the Appeal Scheme has been prepared in accordance with the requirements of the NPPG and the WSCC Transport Assessment Methodology (TAM). It includes the assessment of residual cumulative impact that takes into account committed or allocated development that are expected to proceed within the next 3 years, as per NPPG (ref:

para 14 Reference ID: 42-014-20140306) and assesses the impact at junctions where the development is expected to give rise to an increase of 30 or more entry movements during the course of any hour, as per the WSCC TAM.

4.4 **Assessment Scenarios and Outputs**

4.4.1 The TA provides for an assessment of the following scenarios:

- 2023 – assumed opening year at submission
- 2025 – 5 years' post application; and
- 2031 – end of local plan.

4.4.2 The Appeal Scheme is programmed to be first occupied in 2024. In assessing the development proposals, WSCC has drawn its conclusions on the 2025 assessment year included within the TA. It is agreed that 2025 reflects a robust testing scenario for the assessment of the cumulative impacts of the Appeal Scheme.

4.4.3 The traffic impact of the Appeal Scheme has been considered on its merits and the submitted TA adequately and appropriately addresses the potential impacts of the dwellings proposed. Consistent with the requirements of paragraph 109 of the NPPF, there is no evidence that the development:

- Gives rise to a severe cumulative residual impact upon the operation of the highway network;
- Results in an unacceptable impact on highway safety; or
- Requires further assessment of the cumulative impact beyond that provided as part of the planning application.

4.4.4 No further capacity or highway safety mitigation, beyond the contributions identified as part of the Apportionment Study, is required to make the development acceptable in accordance with paragraphs 108 and 109 of the NPPF. In addition, an 'all modes 2-way vehicular link' between the Appeal Scheme and the wider SD3 West of Bersted allocation is not necessary to mitigate the traffic impacts of the Appeal Scheme, however, land has been reserved within the Appeal Scheme to facilitate such a link, if necessary.

4.4.5 The draft Section 106 Agreement submitted with the Appeal includes an obligation on the developer to transfer the reserved land to the County Council for £1 on receipt of a notice from

the County Council, subject to appropriate consents and adoption agreements being in place for the adjoining SD3 land.

SECTION 5 SUMMARY AND CONCLUSIONS

- 5.1.1 It is agreed that the development, subject to agreed schemes of infrastructure improvements and financial contributions, represents sustainable development in accordance with the requirements of NPPF para 108.
- 5.1.2 It is agreed that that safe and suitable access to the site for all users can be provided in accordance with the requirements of NPPF para 108, and that the proposed development would not result in an unacceptable impact on highway safety;
- 5.1.3 It is agreed that the cumulative traffic impacts of the Appeal Scheme have been assessed robustly and consistent with the requirements of the National Planning Practice Guidance and the WSCC 'Transport Assessment Methodology'. It is agreed that the Appeal Scheme does not have a '*severe residual cumulative impact*', in accordance with NPPF para 109, subject to financial contributions towards mitigation identified in the Apportionment Study (June 2020) secured through Section 106 Agreement.
- 5.1.4 West Sussex County Council, as Highway Authority and statutory consultee for matters relating to the Primary and Local Road network raises no objection to the Appeal Scheme and does not concur with nor support Reason for Refusal 1 of the BE/148/20 Decision Notice.

Signed:



Dated: 26th May 2021

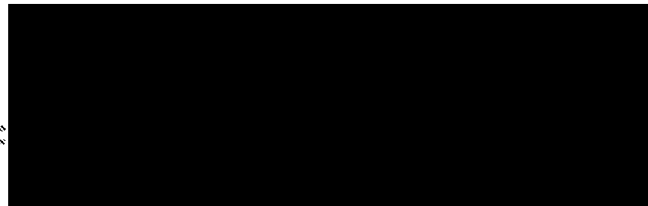
Dominic Smith

Associate Partner

i-Transport LLP

(on behalf of Landform Bersted)

Signed:



Dated: 26th May 2021

Ian Gledhill

Principal Planner

West Sussex County Council

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