

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	12 October 2020
LOCATION:	Land at Ford Airfield Ford, West Sussex
SUBJECT:	F/4/20/OUT Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application falls within CIL Zone 1 - Zero Rated.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	TBC

Background

The proposed development comprises an outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding at Land at Ford Airfield, Ford.

This response is the 2nd from the Local Highway Authority and responds to the additional information submitted within Technical Notes refs Sustainable Accessibility and Safety and network impact.

- Additional Policy Consideration

The applicant acknowledges the Arun Parking SPD and confirms the relevant SPD documents and parking policy will be incorporated as part of any reserved matter applications.

Since the revised technical information has been provided, LTN 1/20 has been released and as such the offsite cycle provision should be considered in relation to the guidance provided within the document.

- Rollaston Park east to Yapton Village Hall

An improvement scheme has been prepared and shows an on road cycle route with on carriageway demarcations and surfacing across junctions. The route would extend to the village hall to the west and south from the Bilsham Road/B2233 mini roundabout to Mill View Road in order to provide a connection to the Yapton strategic developments of Y/91/17 and Y/92/17OUT.

- Yapton Road Pedestrian Provision

The applicant details that a north south corridor would be formed within the site to allow improved connectivity along a direct desire line and would be happy for details to be secured via planning condition.

- Church Lane Cycle Route

Should CM/1/17 not be implemented an improvement scheme has been proposed to provide a cycle lane between the A259 and Horsemere Green Lane. In the event of CM/1/17 coming forward then pedestrians and cyclists would be able to utilise the infrastructure associated with this development. The route would be predominantly 3m wide with localised sections of 2.5m provision where there are constraints.

- Horsemere Green Lane

The application proposes to complete the pedestrian provision along Horsemere Green Lane and provide dropped kerbs and tactiles.

- Ford Lane

Clarification on the extent of footway provision has been provided and justify the level of provision.

- Ford Road

It is recognised that any improvement scheme would be within the confines of the highway boundary and as such a route fully compliant with guidance could not be provided. Following further consideration, the applicant has identified further improvements to the proposed scheme to allow additional widening to the route to maintain an effective width of 3m and a minimum of 2.5m effective width where vertical obstructions are present at the boundary edge.

It is understood that Highways England have produced a feasibility study on cycle routes within the area however as yet there is no committed scheme and as such the development should progress and provide the link.

- Connection to Footpath 206

An improvement scheme has been identified on land under the control of the applicant to provide a link from Ford Road to the Footpath. A 3m shared use facility would be provided with localised widening of Ford Road to enable a pedestrian crossing and refuge to be provided. It is noted on 'Key Plan – Route 4' The link is described as a footway.

- NMU audits and Equestrian Provision.

The applicant has identified that it is amenable to consider the treatment and the enhancement of the internal rights of way which could provide additional local facilities for equestrians and improve cycle routes across the site.

Comment from the WSCC rights of way team are to be provided relating to the existing PROW within and adjacent the site.

- Bus Services

It is noted that letter of support is to be provided and its impacts will be considered once received.

Depending on the phasing of a bus service through the site, local bus stops may require upgrading.

- Ford Railway Station

A contribution of £37,500 has been offered towards the improvement of cycle facilities of the station. Dialogue with network rail/ southern should be provided to establish what provision could be provided.

- Travel Plan

Comments on the updated travel plan will be provided separately.

Highway Safety and Network Capacity

- Yapton Road Roundabout

The applicant has provided additional information and confirmed that the whilst modelling has been undertaken on a 28m ICD roundabout it is a 40m ICD roundabout to be provided. The 4th arm serving an agricultural field has been considered as a simple crossover however following input from the landowner and a requirement to open/close a field gate clear of the highway this option has not been taken forward.

- Ford Road Access

A 2031 scenario has been provided for the Ford Road junction that includes trips associated with F/5/20. The modelling shows that the junction would operate close to capacity in a 2031 scenario however, the vehicle flows associated with F/5/20 provide a very robust scenario and existing flows associated with the market have not been discounted from the base year flows as such the development would not result in a severe impact at the Ford Road Access.

- Updated Personal Injury Accident Data

Additional information has been provided to detail the latest available information. 25 additional accidents were recorded in the study area between 1/11/18 and 30/4/20. A number of mitigation schemes are proposed for junctions where accidents have been recorded and strategic transport study interventions have been identified at Oystercatcher and Comet Corner.

- Waste Facility

The applicant has confirmed that trip rates included within planning application ref WSCC/027/18/F and accompanying TA have been included within the transport modelling, additionally no amendments to the baseline traffic surveys had been undertaken.

- Ford Lane / Ford Road

The modelling parameters have been provided and are acceptable, the junction modelling indicates the junction would continue to operate within capacity in a 2031 scenario.

- North End Road / B2233

A 2031 assessment has now been provided and shows that subject to the mitigation scheme proposed would operate within capacity in a 2031 with development scenario, the pedestrian improvements secured as part of Y/92/17 have been incorporated into the scheme design.

- Bilsham Road / Burndell Road

A 2031 assessment has now been provided and shows that subject to the mitigation scheme proposed would operate within capacity in a 2031 with development scenario.

- A259/Church Lane 2031

Junction Modelling has been provided for a 2031 scenario for the mitigation scheme secured via CM/1/17. The junction modelling shows that the A259 East arm would be approaching capacity with a RFC of 0.91 however the increase in queue of 5 vehicles to 9 and delays of 13 seconds to 22 seconds in the PM peak would not be considered severe.

- Horsemere Green Lane Sensitivity Test

A sensitivity test has been undertaken to establish route choice between future development traffic utilising Church Lane or the Oystercatcher junction to access the A259. Given the potential for the Church Lane Rbt to be improved before the Oystercatcher due to the consent CM/1/17 securing improvements. A test of 70% Oystercatcher and 30% Church Lane has been provided and shows that both junctions at either end of Horsemere Green Lane would operate within capacity.

*note Table 4.8 appears to incorrectly label Church Lane as Yapton Road.

Further to this additional test have been provided with a 50/50 split showing the Church Lane junction approaching an RFC of 0.85, queues of 6 vehicles and delays of 1min 18 seconds in the AM peak. (an increase of 49seconds on the base scenario) which would not be considered severe. A higher % of vehicles using Horsemere Green Lane would increase delays however this would then result in Oystercatcher becoming a more attractive route choice.

- Level Crossing

The applicants calculations highlight the queues associated with the level crossing are predicted to be a maximum of 426m south of the level crossing, where as the junction of Maypole Lane/ Ford Lane / North End Road is 435m south of the level crossing. The applicant has included the provision of keep clear markings into the junction improvement scheme.

- Railway Bridge

Supporting information has been provided which details whilst the development does not require the provision of a bridge over the railway line or intend to make contributions towards the provision it does not prejudice or preclude the future provision should it be required.

Conclusion

Additional information is required in order to assess the application.

In summary the following is required:

- Consideration of cycle route provision in line with LTN 1/02;
- Discussions with WSCC PRoW;
- Stage 1 Road Safety Audits for all schemes/improvements;
- Public Transport Details; and
- Contributions / Delivery of works / phasing of works

Stephen Gee

West Sussex County Council – Planning Services