

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                      | Arun District Council<br>FAO:David Easton                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>FROM:</b>                    | WSCC - Highways Authority                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>DATE:</b>                    | 27 January 2022                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>LOCATION:</b>                | Land West of Pagham Road<br>Pagham                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>SUBJECT:</b>                 | P/178/21/OUT<br><br>Outline application with all matters reserved (except access) for the construction of up to 106 new homes, formation of access onto Pagham Road, new pedestrian and cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works and infrastructure. This application is a Departure from the Development Plan and may affect the setting of a Listed Building. |
| <b>DATE OF SITE VISIT:</b>      | As part of other applications nearby                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>RECOMMENDATION:</b>          | More Information                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>S106 CONTRIBUTION TOTAL:</b> | n/a                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

### Introduction

1. The application is supported by way of a Transport Assessment (TA), Stage One Road Safety Audit (Stage One RSA), and a Travel Plan (TP). WSCC Highways have issued pre application advice on the scope of the TA. This largely follows the TA submitted and agreed as part of P/30/19.
2. It's noted that the TA assesses the impact of 120 dwellings rather than the 106 dwellings for which planning permission is presently sought.

### Access

3. The site is proposed to be accessed via a new priority junction on Pagham Road. Although the access lies within the 30mph speed limit, this changes to the National Speed limit to the immediate north. Vehicles are therefore likely to be accelerating or decelerating as they exit or enter the 30mph limit. The applicant has consequently commissioned surveys to determine the actual speed vehicles are travelling on the approaches to the proposed access. In accordance with current practice, the recorded 85<sup>th</sup> percentile speeds have then been used as the design speeds for the purposes of the new access and the associated visibility splays.
4. The TA quotes 85<sup>th</sup> percentile speeds of 36.3mph (northbound) and 34mph (southbound). As the recorded speeds are below 40mph, the designer has

applied the guidance within Manual for Streets to determine the visibility splay requirements. WSCC Highways do not necessarily disagree with this approach although the more onerous standards within the Design Manual for Roads and Bridges was used for the new access permitted under P/30/19 and which is located approximately 70metres further north. As the designer has set out, significantly greater visibility splays can be achieved within the highway than would be required based on the recorded speeds. In principle, WSCC Highways therefore have no particular issue with the access and associated visibility splays.

5. Notwithstanding the above, the TA makes reference to the speed surveys being included within appendix 3. The only data within appendix 3 however relates to traffic counts with there being no speed data. Although it is very unlikely to influence the conclusions reached regarding the access, the applicant would need to provide the speed data. The designer should also confirm the location and weather conditions at the time the survey was undertaken to ensure no adjustments are required.
6. As required by current WSCC policy, the access has been the subject of a Stage One RSA. The audit raises only a single problem relating to the need to provide a suitable pedestrian crossing point. The scheme designer has accepted the problem and this is to be resolved as part of the detailed design. The designer should note that they are required to record their comments as per the format within GG119 (the overarching standard for road safety audits) and submit to WSCC Highways to allow further comments and agreed actions to be added. The road safety response form should be submitted and agreed directly with WSCC Highways.

#### Highway Capacity

##### 7. In summary,

- Vehicle trip generation is based on 120 dwellings and makes use of the same trip rates used within P/30/19.
- Vehicle trip rates are provided for the AM and PM network peak hours. These hours are recognised as those most sensitive to change.
- The site is estimated to generate 60 (17 arrivals, 43 departures) two way movements in AM peak hour and 57 (36 arrivals, 21 departures) two way movements in the PM peak.
- Trips are distributed using Census Journey to Work data for the local area. This is taken as a proxy for where residents of the new development will likely travel to.
- Vehicle trips have been assigned using the most direct route towards the identify destination. As route choices are known, this then identifies those junctions that will experience traffic increases.

- The impact at the identified junctions is considered for with and without development future year scenarios in both 2026 (5 years after the submission of the planning application) and 2031 (end of local plan).
  - For the 2026 future year, it's understood that the traffic generated by the consented developments P/134/16, P/140/16, and P/30/19 are included.
  - For the 2031 future year, the consented developments P/134/16, P/140/16, and P/30/19 are included along with P/25/17 and the traffic from an additional 150 dwellings forming part of the Pagham North and South Local Plan Allocation.
8. The matters within the above summary are taken as agreed. There is however an issue with the applicants approach applied for the 2031 future year. 2.33 of the submitted TA refers to the currently proposed development being included within the additional 150 dwellings forming part of the Pagham Local Plan allocation. Whilst the location of the 150 dwellings isn't identified, the current application falls outside the allocation. The proposed dwellings will therefore be in additional to the allocation.
  9. There's also no mention of the West of Bersted allocation either. The Local Plan assumes that this development will be complete by 2031, although its accepted that this is unlikely to be the case. A number of dwellings within the allocation will still be complete. This should be factored into the 2031 future year.
  10. Again with the 2031 future year, whilst the majority of traffic growth will be through the permitted developments, there will also be a level of background traffic growth. This is typically included using a growth rate derived from TEMPro, which itself uses the national traffic model to forecast potential changes in traffic flows. No reference is used to TEMPro being used to determine background traffic growth.
  11. The overall approach to determining the future year background traffic should be revisited and the TA updated accordingly.
  12. Notwithstanding the above, no development only distribution diagrams are included. As a result, whilst the trips, means of distribution, and route assignment are agreed, without the diagrams it's not immediately apparent what junctions will experience an increase in vehicle trips. The trip distribution diagrams would assist in identifying those junctions that would require further formal capacity assessments through the use of appropriate modelling software. Traffic distribution diagrams showing development only trips should be provided.

13. In principle, it's accepted that the development is unlikely to have a severe capacity impact. However, there are issues with the assessment provided. These issues would need to be addressed.

#### Access by Sustainable Modes

14. Access by walking, cycling, and passenger transport is reflective of that for the approved P/30/19. Relevant guidance in respects of travel by these modes remains unchanged to that used to assess P/30/19. As a result, there are no in principle issues. It's accepted that a number of services are within reasonable walking distance of the development and that suitable facilities exist to accommodate those trips expected to result from the proposed development.
15. For cycling, again, it's accepted that there are a range of services within a reasonable distance. It's acknowledged that there is no specific cycle infrastructure in the immediate area; cyclists will consequently have to share existing road space with other vehicular traffic. Other than routes towards Chichester, those roads leading towards Bognor Regis are subject to 30mph speed limits and are street lit. The majority of cyclists should be able to use these routes without any undue issues. For journeys towards Chichester, cyclists currently have to use Pagham Road and the B2166. It's recognised that conditions on these roads by virtue of speeds and traffic flows are not conducive to encouraging cycling, and that there is very limited ability to provide improved cycling facilities within the limits of the existing public highway. Even if improvements were possible, the scale of development currently proposed is not such that this would generate significant increases in cyclists to justify the delivery of a new cycle route all the way to Chichester.
16. It should also be noted that funding has been secured as part of P/134/16, and P/140/16, and P/30/19 to enable the provision of an off-road cycle route starting at Summer Lane and thereafter using existing public rights of way to connect through to South Mundham. From South Mundham, there are bridleways that can then be used to reach Chichester. It's accepted that the proposed route may not appeal to all cyclists but this would still provide an alternative to Pagham road and the B2166.
17. The development benefits from the 600 bus service stopping directly outside on Pagham Road. The 600 provides a 20 minute service frequency at peak times, dropping to 30 minute frequency at off-peak times towards Chichester and Bognor Regis. The service frequency and journey times would provide a feasible alternative to the private car. As part of the current development, it's recommended that further enhancements are secured towards current infrastructure (namely, real time information screens at the north and south

bound stops). These would further promote the use of the existing bus service.

18.The details within the travel plan are noted. WSCC Highways have recently issued comments on the travel plan submitted for P/30/19 (these are made under P/177/21). Given the similarities of the two sites in terms of accessibility, the travel plans for both should be identical. Whilst the submitted travel plan is noted, certain details within this are not acceptable. The travel plan should consequently be secured via s106 obligation. This would allow the document to be revised and the applicant to take note of those points made for P/177/21. As a further matter, although the current application and P/30/19 are separate, there would also be logic and mutual benefit to there being some aspects of the travel plan crossing over between the sites. A commitment should be included in the travel plan to investigate and where possible join up aspects of the travel plans.

19.The applicant should also note that WSCC charge an auditing fee for the travel plan. The auditing fee along with the travel plan should be secured via s106 agreement.

#### Layout

20.The application seeks permission for outline consent with only matters of access to be approved at this stage. The illustrative layout is consequently noted but has not been reviewed in detail at this stage. The only aspect raised would be the number of plugs, which results in quite a number of no through roads. As part of any detailed layout, the plugs should be removed to create through roads. Unless there's good reason, the plugs should be removed to provide a connected layout and avoid unnecessary reversing manoeuvres especially for servicing vehicles.

21.Matters of parking would also be assessed as part of any detailed planning submission.

#### Summary and Conclusions

22.Prior to WSCC Highway issuing a formal recommendation, the applicant is required to,

- Provide the speed survey data and confirm the positioning and weather conditions when this was undertaken
- Revise form of the Designers Response to the Road Safety Audit and submit this directly to WSCC for agreement
- Revise and provide further information in terms of the 2031 future year assessment, particularly in terms of the background traffic growth and committed developments

- Provide traffic distribution diagrams for the proposed development only to verify the extent of the capacity assessment
- Assess and commit to the provision of further bus stop infrastructure enhancements

**Ian Gledhill**  
**West Sussex County Council – Planning Services**