

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	24 February 2022
LOCATION:	Land West of Pagham Road Pagham
SUBJECT:	P/178/21/OUT 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.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	See below for breakdown.

WSCC Highways have previously reviewed and commented on this proposal. A number of points were raised that the applicant has now provided responses to. Taking each of these points and the applicants additional information, the following further comments would be offered.

The applicant has now submitted the speed survey data. The location of the survey is considered appropriate to determine the stopping sight distance requirements at the proposed access. Just as an observation, there are two survey days where the data collection is incomplete or where no data has been captured. The day when no data was captured has been excluded from the calculations, but the day with incomplete data is included. Ordinarily, the incomplete survey day should have been excluded. However including the incomplete day survey increases the stopping sight distance requirement. It's also noted that the achievable stopping sight distances are much greater than those required based on the recorded 85th percentile speeds.

The revised Designers Response to the Stage One Road Safety Audit is noted. This should still be submitted directly to WSCC to allow the Overseeing Organisation and Agreed Action boxes to be completed.

Further discussion has been undertaken with the applicant in connection with the future year assessment scenarios. It is recognised that this development is not allocated within any adopted planning policy. It would typically be appropriate to then demonstrate that the development can be accommodated alongside any planned/allocated sites without necessitating further infrastructure beyond that required for the planned growth.

In practice for a development like this, it would be expected to be built out quickly (2-3 years) and therefore be completed well in advance of 2031, which represents the end of Local Plan period. The level of background traffic growth included for 2031 would far outweigh the actual traffic arising from the proposed 106 dwellings. The traffic impact from 106 dwellings would also be relatively small with traffic dispersing quickly. It's accepted that 2026 would be a more suitable assessment year.

For 2026, the applicant has confirmed that the traffic from 980 committed dwellings are included in the without development scenario. It's considered very unlikely that all 980 dwellings would be realised by 2026, and as such this represents a robust assessment. Given the acceptance to 2026 and the amount of committed development included, no further modelling work is required.

Development only trip distribution diagrams are included. These clearly show that the vehicular trips would disperse quickly across the local network. It's apparent that the extent of the modelling area is more than adequate with some junctions modelled that wouldn't ordinarily be needed. The modelling itself indicates that the development would have a negligible impacts upon those junctions modelled. The development would add traffic to Pagham Road and the B2166 but again the increase in traffic will be minor compared with existing flows.

The applicant's response to the WSCC request for real time bus screens at the nearby bus stops is acknowledged. The suggested delivery of the real time screens is considered to meet the necessary planning tests in terms of being reasonable and proportionate, and thereby justify a specific obligation rather than being covered via CIL. A scheme of bus stop improvements, which includes real time screens, could be secured via condition.

In summary, there is an outstanding matter relating to the Designers Response for the Stage One Road Safety Audit. This can be dealt with separately to the current planning application. Based on the information presented, WSCC Highways are satisfied that the proposed development would not result in any unacceptable safety issues or any other impacts that may be considered severe.

If minded to permit, the following conditions and s106 obligations would be applicable.

Conditions

Access

No part of the development shall be first occupied until such time as the vehicular access and ancillary footway connections serving the development has been constructed in accordance with the details shown on the drawing titled 'Proposed Access Arrangement Pagham Road' and numbered JNY10700-01 Revision D.

Reason: In the interests of road safety.

Construction Management Plan

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.

Bus Stop Improvements

No part of the development shall be first occupied until a scheme of real time information screens at the north and southbound bus stops on Pagham Road in the immediate vicinity of the development along with a timetable for their installation have been submitted to and agreed in writing by the Local Planning Authority. Once approved the scheme shall thereafter be implemented in accordance with the approved timetable.

Reason: In the interests of encouraging increased use of sustainable modes of transport and reducing dependency on the private car.

Informatives

Works within the Highway – Highways Agreement 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 Highways Agreement Team Leader (01243 642105) 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.

S106 Obligation

Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by West Sussex Highways. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan 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.

An auditing fee of £3,500 should also be secured alongside the travel plan.

Ian Gledhill

West Sussex County Council – Planning Services