

**FROM: Ian Gledhill TO: Arun District Council
FAO: David Easton**

SUBJECT: P/134/16/OUT (Land North of Sefter Road), P/140/16/OUT (South Pagham), and P/6/17/OUT (Land at Hook Lane) – Cumulative Transport Assessments

West Sussex County Council, in its role as Local Highway Authority, has previously issued comments in connection with the cumulative impacts of the above developments. These comments are dated the 27th September 2017. Several matters were raised that required clarification. Further discussion has now been had along with additional information presented. For clarity, the following comments are made in connection with,

- Technical Note for the Pagham Road/Sefter Road Junction (TN/03/A), dated October 2017
- Common Statement of Cumulative Development , dated 6th March 2018

A number of matters related to the methodology applied to Cumulative Transport Assessment have already been agreed. These are detailed within the comments dated 27th September 2017. These matters are unchanged and no further response is made in association with these at this time.

Taking those outstanding matters, a technical note has been provided that further reviews the operation of the Pagham Road/Sefter Road junction. This has been provided in light of the concerns raised by the LHA due to the differences in the forecast queues and delays within the modelling provided by the developers.

A revised approach has been submitted whereby a single model of the junction has been provided. The geometry and traffic flows within this have all been agreed by the three developers. This model is taken as superseding the modelling work previously submitted. The junction modelling has been completed for the same scenarios as included in the original CTA. The tables below include the results of the modelling outputs.

2031 Base + Committed Development

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (Seconds)	RFC	Queue (Vehicles)	Delay (Seconds)
Sefter Rd (left turns)	0.00	0	0	0.02	0	9
Sefter Road (right turns)	0.98	13	108	0.36	1	14
Pagham Road	0.01	0	4	0.01	0	6

2031 Base + Committed Development + 3 Pagham Sites

Arm	AM Peak			PM Peak		
	RFC	Queue (Vehicles)	Delay (Seconds)	RFC	Queue (Vehicles)	Delay (Seconds)
Sefter Rd (left turns)	1.15	1	1674	0.02	0	11
Sefter Road (right turns)	1.13	34	255	0.45	1	18
Pagham Road	0.01	0	4	0.01	0	6

Two traffic profiles have been applied for to the traffic model; 'One Hour' and 'Flat'. The results above are based upon the 'One Hour' profile as opposed to 'Flat' profile. The 'One Hour' profile assumes that traffic steadily rises to a peak within the peak hour before decreasing. This effectively creates a peak within a peak. The 'Flat' profile assumes that there are no peaks with traffic arriving at the same rate through the modelled period. No evidence has been submitted to imply that this is or would be the case. The 'One Hour' profile is taken as a worst case for the purposes of modelling.

From the model results, it's apparent that the Sefter Road arm of the junction will start to operate close to theoretical capacity in the future year without taking account of the proposed development. Whilst the development takes the junction over capacity with resultant increases to queues and delays, the impact should be considered against the National Planning Policy Framework. Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe. In considering the above, the LHA acknowledge that drivers will be subjected to additional delays with the proposed development. This alone is not considered to constitute a severe impact.

At the request of the LHA, the developers have considered the operation of the existing junction to determine if there are any existing issues that will be exacerbated by the increased traffic. This review takes account of the physical layout of the junction (primarily the adequacies of visibility for emerging vehicles) and also the road safety record.

The submitted TN includes details of the north and south bound speeds of traffic on the Pagham Road on the approaches to the Sefter Road. Based on these speeds (48.2mph northbound and 48.3mph southbound), visibility at the junction has been considered against the Design Manual for Roads and Bridges. Using the recorded speeds, adequate visibility can be achieved to the DMRB standards. The LHA acknowledge that visibility from the junction can be impaired during Spring and Summer due to overgrowing vegetation. It is the responsibility of the LHA to undertake periodic cutting back of any growth at this junction at the regular times through the year.

The road safety record of the junction has been examined. Two personal injury accidents have been recorded in the 6 year period included. Neither of these is directly attributable to the junction layout.

Notwithstanding the above, consideration has been given as to whether any meaningful improvements could be undertaken here to improve capacity. In light of the limitations (restricted highway land availability and pre-existing conditions that the development cannot be required to resolve), it's not considered it would be reasonable or necessary to require a comprehensive improvement.

The only other outstanding matter is the trigger points for the delivery of the required highway works. It has already been agreed that the junction improvements will be shared amongst the Summer Lane, Hook Lane, and Sefter Road applications with the s106 for each securing that respective developments improvement scheme. The trigger point previously put forward and as still referred to within the Common Statement refers to these works being completed prior to the occupation of 200 dwellings on the respective site. An earlier trigger of prior to the occupation of 100 dwellings has though been agreed. The required mitigation will be picked up through the s106 agreements covering each respective site.

Finally, although more a matter for the Sefter Road and Hook Lane developments, there is need for accessibility between the sites to be agreed. Plans have been separately submitted to the LHA covering such matters. It's unclear if these form part of the respective submissions for the individual applications and more importantly if the developers have worked together to ensure the solution is comprehensive. Such matters can be secured by condition, but an in principle solution still should be presented as part of the respective planning applications.

In conclusion, the submitted cumulative assessments have tested the capacity impacts of a development of up to 980 dwellings as jointly proposed at applications at Sefter Road, Hook Lane, and Summer Lane. The assessments also incorporate additional background traffic from permitted developments in the local area along with that from other potential developments including that at Church Barton Farm and West of Bersted. Viewed against the information presented and the National Planning Policy Framework, the LHA are satisfied that the combined impacts of the development would not give rise to residual severe highway impact. There are certain matters that will need to be concluded as part of the individual planning applications and associated s106 agreements.

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