

Application WA/73/17/OUT

Response to comments from West Sussex County Council (highways)

Written by : Gary Heard (Peter Brett Associates LLP)

22nd December 2017

The following note has been compiled in response to further comments made by West Sussex County Council (WSCC) Highway Officers dated 20th December 2017 in respect of planning application WA/73/17/OUT. This note replicates each WSCC comment (for ease of reference) and provides a response as appropriate. A numbering system has been adopted to assist future correspondence. This note is also informed by a telephone conversation with Stephen Gee at WSCC on 22nd December 2017.

West Sussex County Council

WSCC comment 1

A29/ Wandleys Lane

The applicant has not provided any additional information, however the reasons for the local plan modelling showing a serve impact have been explored further and as such no further information is required.

PBA response 1

Noted. No response required

WSCC comment 2

A27 Arundel Road / Arundel Road / A29 Fontwell Avenue

Additional comments will be provided following revised modelling in line with Highways England's comments of the 18th December 2017.

PBA response 2

Noted. Highways England have now clarified the scenarios they wish to see assessed and have provided their models to undertake this assessment. We will issue the results of this as a separate note.

WSCC comment 3

A27 Arundel Road / A29

Additional comments will be provided following revised modelling in line with Highways England's

comments of the 18th December 2017.

PBA response 3

Noted. Highways England have now clarified the scenarios they wish to see assessed and have provided their models to undertake this assessment. We will issue the results of this as a separate note.

WSCC comment 4

Wandleys Lane upgrade

A designer response has been provided however this has not been signed by the designer in line with WSCC policy.

PBA response 4

Noted. A signed copy will be provided.

WSCC comment 5

Public Transport / Sustainable Transport

The developer is willing to support a bus service through appropriate and proportionate contributions. It is proposed by the applicant that the details of this will be discussed during the s106 negotiations. The transport assessment notes that this could either be via a financial contribution to local bus operators, the provision of a separate shuttle service to the station, or coming to an agreement with the developer of the land west of Wandleys Lane.

The additional information should be provided detailing commitments to provide a service to key destinations and frequency. Without the information the accessibility of the site is reliant on unsecure and potentially non self-sustaining initiatives which will be reliant upon developer funding which could be withdrawn upon five years of first occupation. This is not indicative of a sustainable location and would justify a reason for refusal.

No mention of a public transport service to local schools has been mentioned within the TA or supplementary response. Whilst there are a number of local schools none of these are easily accessible by non-car modes of travel. The cycle isochrones provided within section 4.4.9 of the transport assessment do not take into account the suitability or safety or routes to the schools.

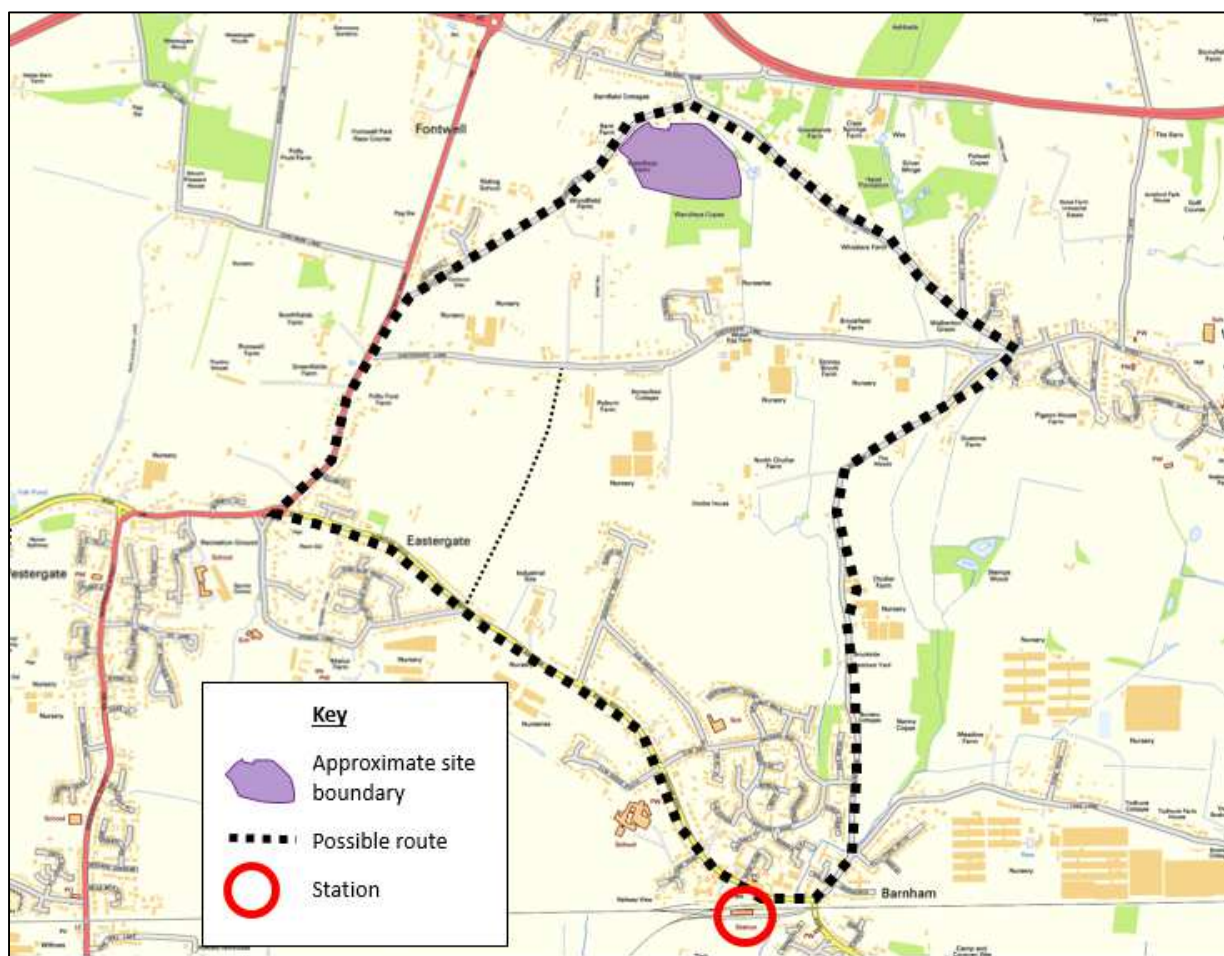
PBA response 5

As recognised by WSCC officers, the developer has committed to supporting a bus service. With respect to the details of this we would anticipate this to be confirmed through a s106 agreement. Nevertheless, we have considered two possibilities as follows :

1. Provision of stand alone bus service

The development would fund a bus service between the site and the local schools at Westergate, Eastergate, Barnham and potentially Walberton. This route could also include the rail station at

Barnham. Officers have advised that this route may also need to include the school at Slindon to the north. Although details of a suitable route would need to be agreed, the bus could operate on a circular route as suggested below for example.



The above route (black dashed line) is 4.7 miles in length and we would anticipate a single bus to be able to complete this circuit around every 20 – 25 minutes, dependent upon stopping times and traffic conditions. It is therefore realistic to expect at least a half hour frequency could be offered from the site. If an extension of this service to Slindon is required then this would require additional travel time and would need to be balanced against the likely demand for this.

In terms of hours of operation, the principal demand would be during the morning period (0630-0930) for school and employment / commuting trips and the afternoon / evening period (1530 – 1930) for returning school and employment / commuting trips. This is the proposed operating hours.

With respect to the cost of operating a bus service this would be the subject of discussions and confirmation with the local authority and local bus operator. However, we would typically expect a cost of around £100,000 to £150,000 per annum dependent upon bus type and hours of operation.

The period of time over which a bus would be supported by the developer would need to be the subject of negotiation with the local authorities. We propose a period of 3 years following the 50th occupation on site. This will ensure a suitable number of residents are already living on site to begin

generating fare revenue and would cover the period until full build out. This will therefore provide every resident on site with the option of using the bus to make local journeys as described above.

On this basis the developer proposes to provide a contribution to underwrite the cost of the bus service for a period of 3 years. This contribution would be provided to a bus operator to be drawn down as required to subsidise such a service. It is reasonably expected that the development would generate fare revenue that would allow the contribution to last longer than a 3 year period.

After the contribution has been used, the service would either continue as a commercially viable service, if sufficient patronage exists, or could be continued by the local authority if deemed a suitable use of their public transport resource.

2. Pooled resource with the Dandara bus service

An alternative to the stand alone bus service described above would be pooling the contribution with that required by the Dandara site to provide a combined bus service. The developer of Wandleys Lane is willing to explore this as an option and would suggest co-ordination of this should be via the local authorities. The benefit of a pooled resource service would be severalfold as follows :

- It would avoid two bus services, in effect, competing with each other.
- It would create a single service with a larger single catchment and hence present an increased likelihood of sustained commercial viability.
- The combined / pooled contributions would be expected to support a single bus service for a longer period of time than two individual services could.

The above would be dependent upon timetable for delivering the developments and respective triggers for providing a bus service by each. Nevertheless, there is likely to be a sensible way in which the contributions can be managed and optimised.

Discussions with officers at WSCC have confirmed that a half hourly service has been agreed with Dandara to serve schools and the Barnham rail station.

WSCC comment 6

The applicant has indicated that they are willing to provide a proportionate contribution to off-site walking and cycling facilities however have not provided any indication of improvements required to support any development.

PBA response 6

WSCC has confirmed (via telephone conversation) that on the basis of providing a bus service as described above, the need for additional walking and cycling contributions can be disregarded. Hence, no further response required to this.

WSCC comment 7

As such it has not been satisfactorily demonstrated that the opportunities to maximise sustainable transport have been explored, contrary to paragraph 29 of the National Planning Policy Framework.

PBA response 7

We believe that the Wandleys Lane upgrade, linkage with the Dandara site and bus service details provided above suitably address this concern.

WSCC comment 8

Parking

A total of 285 cycle parking spaces will be provided on the basis of 2 spaces per house and 1 per flat and stored in rear gardens or garages. Additional details would be required at a later stage to establish the type of provision in rear gardens and size of garage where also utilised as a car parking space.

PBA response 8

Noted. No response required

WSCC comment 9

Vehicle Tracking

A colour plan has been provided and has confirmed a HGV can serve the site.

PBA response 9

Noted. No response required