

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 25th April 2016

**FROM: Dominic Smith TO: Chichester District Council
FAO: Jo Bell**

SUBJECT: West of Chichester Strategic Development - Masterplan

Land On The West Side Of, Broyle Road, Chichester, West Sussex

RECOMMENDATION:

Advice	<input checked="" type="checkbox"/>	Modification	<input type="checkbox"/>	More Information	<input type="checkbox"/>
Objection	<input type="checkbox"/>	No Objection	<input type="checkbox"/>	Refusal	<input type="checkbox"/>

West Sussex County Council (WSCC), in its capacity as the local highway authority (LHA), has been consulted on the Phase 1 planning application for 750 dwellings under reference (CC)14/04301/OUT. Whilst specific comment on the master plan document has not been requested from the LHA, comment to the planning application has informed the highway content of the Chichester District Council (CDC) master plan committee report.

Given the number of concerns raised on the Masterplan to off-site highway considerations, and following discussion with local resident associations about the role of the Masterplan in the process, the following note has been produced to clarify the highway position in advance of the committee meeting.

Context

As part of the submitted Masterplan a number of highway mitigation proposals have been submitted as part of the appendices. Dialogue between the LHA and the Developer in respect of the required mitigation is on-going and it should be noted that the drawings shown in the appendix are not approved.

The understanding of the LHA is that the master planning exercise is to establish the broad principles of the development and that any highway mitigation would not be consented should the Masterplan be approved. The agreement of any off-site highway improvements would come through seeking planning permission for matters of 'access', which is currently being sought alongside the outline permission under reference (CC)14/04301/OUT. WSCC have requested formal clarification of this matter from CDC.

Background

As part of the strategic site allocation process associated with the development of the Chichester Local Plan: Key Policies 2014-2029 (CLP) document, trip rates for each strategic site were agreed by site promoters in consultation with WSCC and Highways England (HE – formerly the Highways Agency). The agreed trip rates were used as part of the transport study of strategic development sites commissioned by the working partnership of CDC, WSCC, HE and developers. This study informed the formation of transport policies and infrastructure required to support the development that is contained within the plan.

In considering the submission of 14/04301 access and highway matters are being assessed in the context of the adopted CLP. Section 12.32 and 12.33 establishes a two phased approach with 750 homes to be taken from the north of the site with an access onto Old Broyle Road during the first phase and the remainder to be taken from the south as part of the second phase.

The assessment undertaken by the Developer covers both the Phase 1 and Phase 2 elements of the development to ensure both the individual phase impact and the cumulative impact of the development is understood in order to ensure that any mitigation package is appropriate. To support the development a range of mitigation to the local highway network is required. The following sections set out the location the works and the current progress.

Old Broyle Road

Site access is proposed via a large 3-arm roundabout along Old Broyle Road. The LHA are largely satisfied with the proposed arrangement; it would subject to detailed design through Section 278 should planning permission be granted. In addition an emergency access/country park car park access and a gateway feature are proposed in the area of the roundabout; again, the LHA are satisfied with these provisions as shown in 110013/A/53.

Brandy Hole Lane

Given the proximity of Brandy Hole Lane to the proposed site access, and that it would present a viable alternative to the usage of Old Broyle Road/Northgate/A286 for journeys to the north, it is proposed that a contribution will be sought to enable WSCC to undertake a scheme of mitigation to calm or sever BHL as a viable link. The Brandy Hole Residents Association has put forward a potential scheme of works in the package of information dated 30th March 2016 but is not included within the Masterplan. Formal public consultation would be required prior to the implementation of any County-led works scheme.

Old Broyle Road/Sherborne Road junction

Capacity impact at this junction is anticipated to be temporary, and would be relieved by the introduction of the southern access. Comparison of post Phase 1 and Phase 2 traffic flows indicate an increase of 34% on the current base flow during phase 1, which decreases to an increase of 4% after the implementation of phase 2. It is proposed to monitor the operation of the junction, to a schedule to be agreed, to determine whether a right hand turn lane should be implemented as shown indicatively in plan 110013/A/49. It is not proposed to introduce this from the outset in order to discourage right hand turn movements at the junction.

St Paul Cycle Route

It has been established that an appropriate off-road or on-carriageway cycle route for less experienced cyclists cannot be provided along St Pauls due to width constraints and the presence of on-street parking. Cycle journeys along St Pauls and into the Northgate gyratory would only be suitable for experienced and confident cyclists. Pedestrian connectivity can be provided.

A contribution would be sought to facilitate any future County-led cycle schemes to enhance cycle connectivity along this corridor, however, there are no current plans in place.

Northgate Gyratory

Improvements at this junction are a County-led project that is to be funded by CIL contributions.

Sherborne Road

Traffic calming is required along Sherborne Road to discourage use as an alternative to the "A" road network and to reduce the speed of vehicles travelling along Sherborne Road. The approach to traffic calming along this road should be consistent with other calming along the Sherborne/Westgate corridor. It is envisaged that a scheme of 'horizontal carriageway deflection', such as chicanes and narrowing', based on guidance set out in LTN 01/07 will be used to achieve this requirement. Drawing 110013/A/51 would not be pursued further.

Sherborne Road Mini-Roundabout

It is envisaged that a two phase approach will be required to this junction. As part of Phase 1 the current form will be maintained as significant intensification of the western arm of the junction is

not anticipated, as southern access route would not occur until phase 2. Improvements to facilitate segregated pedestrian and cycle access will be required; this could take the form of a 'Tiger Crossing' across the raised area on the northern and western arms that are shown on 110013/A/38, which would also require motorists to keep this area clear for crossing whilst queuing at the junction. The spur to the south of the southern entry would not be incorporated into the Phase 1 design. Drawing 110013/SK/65 would not be pursued further.

As part of Phase 2, the intensification of the western arm associated with a southern access would result in a heavily trafficked 4-arm mini roundabout. The LHA would not support such an arrangement on safety grounds, and any Phase 2 submission would require the incorporation of proposals to segregate the southern access road from its connection with the Sherborne mini-roundabout. Access for buses, cyclists and pedestrians between the southern access and Westgate would need to be maintained. Such measures would require formal public consultation, and the LHA would recommend early informal consultation with affected parties prior to the submission of a Phase 2 application.

Widening of the southern arm in order to provide a 2 lane approach should be incorporated into phase 1 to provide additional entry and stacking capacity, as shown in indicatively on 110013/A/15.

Westgate

This would form the main section of the cycle and pedestrian link between the site and the City Centre. Given the number of accesses fronting Westgate, typically with walls or dense vegetation adjacent to the access restricting emerging vehicles and the narrowness of the eastern section of the road, it is considered appropriate for provision to be on-carriageway and this is consistent with advice in LTN02/08. It is considered necessary to ensure that the surface of the carriageway is smooth and that traffic calming provides suitable conditions for cyclists, such as appropriate cycle by-passes through chicanes. Traffic should replicate the provision required along Sherborne Road to provide a consistent approach. The top section of drawing of drawing 110013/A/50 provides an indication of the type of scheme, but further work is required to refine the design to ensure that it provides suitable traffic calming properties and that it can be traversed by larger vehicles such as buses and refuse freighters. Suitable transition from segregated provision across the junctions and onto the carriageway will need to be provided.

Westgate Roundabout

Given the volume of traffic associated with the A286 this junction forms a key component of the cycle route into the City Centre. It is considered essential for suitable and direct provision for both cyclists and pedestrians be provided. The submission of plans setting out the removal of the roundabout and the conversion to a traffic light controlled junction is required, and the design would need to incorporate pedestrian and cycle phasing on all arms. It is accepted that there may be deviations from current design guidance that these should be detailed by the Developer so that they can be considered in full by the LHA.

Timings of the phases could be altered in order to give priority to north/south traffic movements, and length of phases on Westgate and West Street reduced to support traffic calming measures, increasing journey time along these routes to encourage trips to be retained on the 'A' roads.

Suitable transition from segregated provision to carriageway would be necessary. The LHA considers that drawing 110013/SK/64 should not be pursued further.

Dominic Smith
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