



TERENCE
O'ROURKE

David Easton
Strategic Development Team Leader
Arun District Council
Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

13 July 2022

Our Reference: 174103B

Dear David

Planning application reference: AL/107/21/PL

Woodgate Centre, Oak Tree Lane, Woodgate, PO20 3GU

I write to you on behalf of my client, Pye Homes, in reference to their above referenced planning application.

Naturally we're disappointed with the decision of Members to defer the determination of the planning application at the Planning Committee of 27 April 2022, particularly as the proposals had the full support of officers.

We appreciate you agreeing to meet with us on 4 May and for your advice on how best to take matters forwards.

We provide you with a letter and the enclosed Technical Note to address the highway, drainage, and education reasons given by Members for the deferral of the planning application at the last Planning Committee. I provide a summary below. As you know, we are in active discussions with Southern Consortium about the comments raised by them at Planning Committee. These are progressing in a positive manner and we hope to provide you with an update shortly.

Highways Matters

A robust parking survey of cars along Woodgate Road was undertaken in December 2020. This was submitted as part of the technical documentation to support the planning application and assessed by WSCC Highways. The level of on-street car parking and proximity of spaces close to the junction with Lidsey Road is not considered to be unusually high for a residential road and will not cause a highway safety issue.

LONDON
23 Heddon Street
London
W1B 4BG

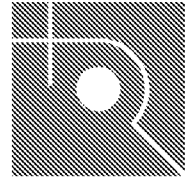
BIRMINGHAM
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A full topographical survey for Woodgate Road confirms that the carriageway width ranges between 4.80 metres and 4.84 metres. Highway design guidance (Manual for Streets) requires a minimum road width of 4.1m to enable two cars to pass each other and 4.8m to allow a large heavy goods vehicle/refuse vehicle and a car to pass each other. Notwithstanding, the use of Woodgate Road will not alter in operational terms with refuse vehicles already passing the on-street parking safely.

The proposed shared cycle/footway on Woodgate Road has a width of 2.5 metres, which is an improvement on the existing variable width pavement. It is also in-line with current national and local guidelines for the minimum width allowable for a shared cycleway/footway.

It is acknowledged that there may be potential for slight queuing on Woodgate Road when the level-crossing barriers are down. However, it is considered that Woodgate Road would remain operational during these temporary periods and that traffic will be able to quickly disperse once the level-crossing is reopened. The level of additional traffic generated by the development will not have a severe impact on the operation on the junction with Lidsey Road during these times.

Sustainable Access & Transport

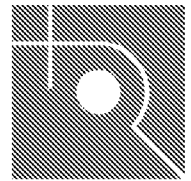
The planning application also proposes the following measures to encourage a modal shift away from the use of the private motor car:

- New shared cycleway/footway along the northern side of Woodgate Road, continuing north along Lidsey Road to the level crossing.
- Bus improvement contributions for improvements to existing bus stops
- Car parking spaces are being made available for potential car-share club
- A Community Travel Plan to encourage residents to use other forms of travel other than the private car.
- Financial contributions towards the provision of a new pedestrian/cycle bridge across the Lidsey Rife to provide sustainable access to new community facilities which will serve the wider BEW masterplan area.

National Highways Response

It was reported at the Planning Committee that National Highways (NH) did not raise objection to the application, subject to an appropriate contribution towards the A27 mitigation scheme. The appropriate level of the financial contribution and the basis on which it should be calculated were not agreed in time for the planning committee meeting.

Following discussions with ADC and NH on how best to address this issue, my client agrees to the “higher” figure of £53,700, based upon the Local Plan figure of 3,000 dwellings instead of the BEW Masterplan figure of 4,300 dwellings. The financial contribution will be secured by Section 106 Agreement.



Drainage Matters

The Environment Agency requested that a planning condition be imposed on any forthcoming approval to ensure that the proposed scheme should avoid the use of ground water infiltration techniques unless with written consent from the Council.

We can confirm that the proposed drainage scheme will not include ground water infiltration techniques to deal with surface water from the development. The geotechnical investigation report submitted as part of the application found that the subsoil is not conducive to infiltration techniques.

It is proposed instead that the surface water management train would be undertaken via porous paving within private driveways with pipes and swales interconnecting into a balancing pond within the open space in the northwest corner of the site.

It has also been agreed that the details of the outfall to the Lidsey Rife can be reserved by planning condition so that they can be considered at the same time as details of the landscaping scheme (also reserved by planning condition).

This approach is supported by the Local Lead Flooding Authority (WSCC) and Arun District Council's own drainage engineers.

Education Matters

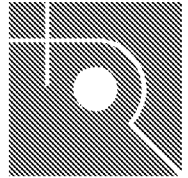
My client has agreed to make financial contributions towards the delivery of education (Early Years, Primary, Secondary, Sixth Form and SEND) amounting to circa £2.4 million. This is the figure that WSCC sought originally in their consultation response in September 2021.

The purpose of the financial contribution is to enable the County Council (as the Local Education Authority) to deliver the necessary school capacity generated by the proposed development once fully occupied.

The proposed scheme of just 180 new homes does not in itself generate a need for a new primary and/or secondary school. It is therefore unreasonable for WSCC to object to my client's application on this basis.

We trust that the enclosed Technical Note and the summary set out above address the highways, drainage and education reasons given by Members for deferring the determination of the planning application at Planning Committee on 27th April.

We look forward to confirmation from you that these matters have been satisfactorily addressed.



Yours sincerely,



Nigel Pugsley MRTPI
Technical Director

Cc. Mark Utting, Planning Manager, Pye Homes
Karl Roberts, Director of Place, Arun District Council

Enc. Technical Note (June 2022)



Technical Note

Land at Woodgate Centre, Woodgate

20-061-019 Rev C

Response to Committee Deferment Clarifications

June 2022

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Issue	GAC	SW	GAC	GC	12/05/2022
A	Final	GAC	SW	GAC	GC	13/05/2022
B	Final for Submission	GAC	SW	GAC	GC	01/06/2022
C	Final following Comment	GAC	SW	GAC	GC	19/06/2022

1 Introduction

This Technical Note (TN) has been prepared by Charles & Associates Consulting Engineers Ltd (C&A), on behalf of PYE Homes Ltd. The purpose of this note is to address the concerns raised at planning committee, on the 27th of April 2022, which ultimately led to a deferment of the decision for a detailed planning application for up to 180 dwellings on 'Land at Woodgate Road' in the village of Woodgate, West Sussex.

This note covers matters related to highways and surface water drainage raised at the committee meeting.

It is understood that the following areas of clarification are required, that are addressed within section 2 of this note:

A. Highways

- 1) The number of existing parked cars on Woodgate Road and the ability for development traffic to pass along it;
- 2) Proximity of parked vehicles to the junction of Lidsay Road and Woodgate Rd;
- 3) Vehicles from the north turning into Woodgate Rd being blocked by parked vehicles
- 4) Width of proposed cycle/footway;

- 5) Additional congestion when the level crossing barriers are down;
- 6) The width of Woodgate Road to accommodate refuse vehicles and cars passing, while cars are also parked on the carriageway. Which they have measured to be 4.75 m and footpaths 2.4m and 2.1m to the north and south respectively, via a tape measure;
- 7) Additional delays at the Lidsay/Woodgate Rd junction due to the increase in traffic.
- 8) National Highways have expressed concern related to the Section 106 contribution for mitigation works to the A27 junctions being based on 4,300 dwellings instead of the 3,000 dwellings within the current Local Plan.

B. Surface Water Drainage

- 1) The use of infiltration for surface water disposal was unacceptable;
- 2) The out fall for the proposed attenuation pond does not go to a defined ditch.

2 Highways & Surface Water Drainage Response

Highway Items

In recognition of the on-street parking, an independent, existing on street carparking assessment for Woodgate Road was undertaken. This was prepared and submitted to West Sussex County Council Highways Department (WSCCH) as part of the suite of Highways documentation to support the application. This assessment was underpinned by a parking survey undertaken from Tuesday the 8th to Wednesday the 9th of December 2020 inclusive.

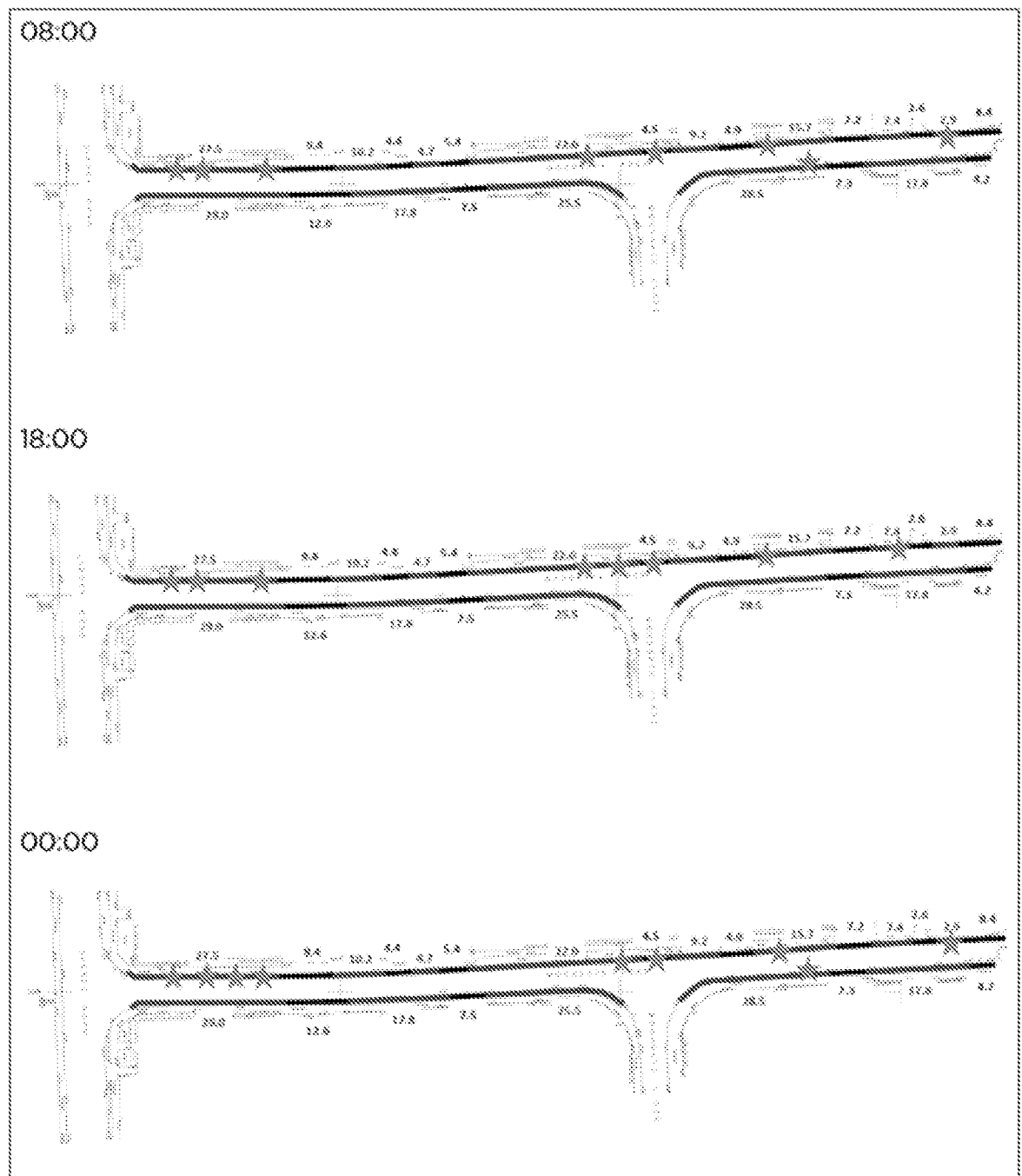
This survey confirmed that there are 23 bungalows who gain direct access from Woodgate Road and although the majority of these have driveway provision, there are four bungalows who do not have driveway provision.

These bungalows are situated directly opposite to the junction with Woodgate Close and it is apparent that the cars belonging to these are parked on street as can be surmised from the parking inventory plans provided below.

It is also identified that some on the dwellings towards the end of Woodgate Road did not use their driveway at the time of the survey and parked their cars on street. It is therefore reasonable to consider the surveyed parking is the worst-case scenario.

Figures 2.1 and 2.2 below illustrate the availability of unrestricted parking (blue), dropped kerb (black) and vehicles parked (red) at 08:00, 18:00 and 00:00 along the full length of Woodgate Road on the 8th and 9th December 2020, respectively.

Figure 2.1: Street Inventory Tuesday 8th Dec 20



 Charles & Associates
ARUN DISTRICT COUNCIL AL/107/21/PL

Table 2.1 below summarises the parking utilisation on both survey days. On-street parking can be observed in approximately 25% of the overall length of Woodgate Road.

Table 2.1: Parking Utilisation Summary

Beat Time	Roadside	Total Spaces	Unrestricted Parking		Dropped Kerb	Single Yellow	Double Yellow	Total Parked	% Of Spaces Used
			Spaces	Used					
Tuesday 08 th Dec 2020									
08:00	NORTH	16	16	6	1	-	-	7	38%
	SOUTH	16	16	1	-	-	-	1	6%
18:00	NORTH	16	16	7	1	-	-	8	44%
	SOUTH	16	16		-	-	-	0	0%
00:00 (Midnight)	NORTH	16	16	7	1	-	-	8	44%
	SOUTH	16	16	1	-	-	-	1	6%
Wednesday 09 th Dec 2020									
08:00	NORTH	16	16	7	-	-	-	7	44%
	SOUTH	16	16	1	-	-	-	1	6%
18:00	NORTH	16	16	7	1	-	-	8	44%
	SOUTH	16	16	1	-	-	-	1	6%
00:00 (Midnight)	NORTH	16	16	6	1	-	-	7	38%
	SOUTH	16	16	1	-	-	-	1	6%

It can be seen from the location of the on-street parking that while vehicles may need to give way to on coming vehicles due to the on-street parking there is sufficient carriageway that is not parked on to enable such a manoeuvre safely. Indeed, national guidance in the form of 'Manual for Streets' paragraph para 7.4.4, confirms that on-street parking provides a form of proxy traffic calming to slow vehicles down. Refer extract bullet point 6 below:

Psychology and perception – street features and human activity can have an influence on the speed at which people choose to drive. Research¹⁴ suggests that features likely to be effective include the following:

- edge markings that visually narrow the road – speed reduction is likely to be greatest where the edging is textured to appear unsuitable for driving on;
- the close proximity of buildings to the road;
- reduced carriageway width;
- obstructions in the carriageway (Fig. 7.15);
- features associated with potential activity in, or close to, the carriageway, such as pedestrian refuges;
- on-street parking, particularly when the vehicles are parked in echelon formation or perpendicular to the carriageway;
- the types of land use associated with greater numbers of people, for example shops; and
- pedestrian activity.

It is also noted that during the committee meeting the width of the carriageway for Woodgate Road was challenged in terms of its dimension and ability to allow a refuse vehicle standard lorry and car to pass. A full topographic survey has been undertaken by an independent land survey that confirmed that the width varied from 4.8 to 4.84 m along its length. With the southern footpath 1.64 to 2.15 m excluding verges and northern 1.2 to 2.7 m excluding verges but including verges 2.5 to 2.76.

The design guidance, Manual for Streets (MfS) Figure 7.1, reproduced below, illustrates that a 4.1m road width along a straight road is sufficient for two cars to pass each other, whereas 4.8m road width can facilitate a large heavy good vehicle and a car to pass each other.

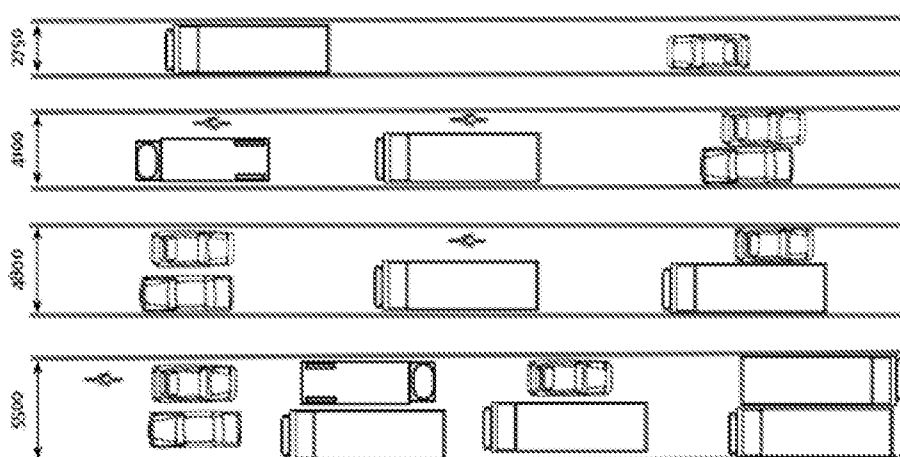


Figure 7.1 illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Due to the residential nature of the development and Woodgate Road, most of the trips associated will be car based. It is also recognised that there will be occasional need for large vehicles such as refuse and delivery vehicles to access the site, and to negotiate the road with passing cars which can be accommodated by the road width of 4.8m. However, it is considered unlikely that two large vehicles will come across each other considering the nature of the development.

As the use of Woodgate Road will not alter in operational terms with respect to refuse vehicles already passing the on-street parking safely this will remain unchanged and as such is not considered to be any worse by the development.

It is not in dispute that there is some existing on street parking close to the junction with Lidsey Road, which will have some implications on the efficient operation of this junction due to interactions with parked vehicles if the demand is sufficiently high. Particularly when the railway crossing barriers are operational.

Assessment based on TRICS analysis suggests, that the development will add a maximum of 90 two-way flows during peak hours. This is equivalent to less than 2 vehicular trips per minute during the peak hour. This level of extra traffic is unlikely to have severe impact on the operation of the junction.

A worst-case (i.e., when the railway barriers were operational, and queues formed on Lidsey Road) capacity assessment exercise was undertaken and approved by WSCCH's that demonstrated that the junction operated satisfactorily.

Based upon the above it was estimated that during the periods when the level crossing gates are down and vehicles are prevented from exiting Woodgate Road, an average of 2 vehicles would be added onto Woodgate Road from the development. Acknowledging that trip departure profiles from residential developments are rarely uniform it is considered that, as an absolute worst case, a maximum of 5 vehicles might be added onto Woodgate Road during these periods. Although the likelihood of this is negligible. And if this does occur it would mean the queuing on the A29 would extend so far back past the Woodgate Road junction that it would not be possible to undertake the right turn manoeuvre in any case.

An indication of how Woodgate Road might operate in these circumstances in terms of interaction with opposing and parked vehicles is shown on **Drawing No. 20-061/040**, contained in **Appendix A**. It should be noted that the bell mouth radii for the junction have been increased to assist with vehicle movements in and out of the junction.

It is therefore anticipated that a slight increase in queuing on Woodgate Road may occur due to the inability of vehicles to exit the road to the north during periods when the level crossing is closed. It is considered that Woodgate Road would still maintain an operational state during these period. However, it is also highlighted that these are temporary conditions and queueing vehicles would disperse relatively quickly once the level crossing is re-opened.

It is noted that Rule 243 of the Highway Code states you must not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. It is therefore anticipated that any parking in this location would naturally be avoided. That said, Rule 243 is not a law, as such if parking did occur here, it would be possible to introduce double yellow lines that would ensure this distance for none parking, became law and as such attract the appropriate fixed penalty.

The width of the proposed shared cycle/footway was queried with respect to its suitability for pedestrians (with push chairs) and cyclists passing on Woodgate Road. The provision of the 2.5m pavement is a considerable improvement to the existing variable width pavement.

Its width is in line with current national and local guidance for the minimum width allowable for a shared cycleway/footway. Due to the highway corridor available it is not possible to make it wider, without impinging on the 4.8m carriageway which would not be appropriate.

Sustainable Access & Transport

Physical Sustainable highways infrastructure is being provided from the development that will also assist the local community. This will take the form of a new shared cycleway footway along the northern side of Woodgate Road replacing the existing sub-standard footpath. This will continue north along Lidsey Road to the level crossing, giving improved walking and cycling access to the local facilities.

Car parking space are being made available for a potential car share club within the development itself.

A Community Travel Plan has been prepared, and will be implemented by a Travel Plan Co Ordinator, that encourages residents to use other forms of travel to that of the private motor car. This will be via such measures as discounted public transport fares and/or vouchers to assist in purchasing bicycles.

Contributions will be toward a new pedestrian/cycle bridge across the Lidsey Rife to gain sustainable access to the new local facilities being constructed for the remainder of the BEW. This will also provide a more direct shorter route to the Barham Railway Station. Further contributions are being made to assist in improving the existing/proposed public transport service.

All of the above will assist in achieving a modal shift away from the private motor vehicle.

National Highways

As stated above National Highways have expressed reservations with respect to the contribution being provided via the section 106 agreement being based on 4,300 dwellings when the current Local Plan is set at 3,000 dwellings. Although there is negligible impact occurring to the A27 junction by virtue of the location and size of Woodgate Road, it is acknowledged that it does form part of the overall allocation which currently stands at 3,000 dwellings for this Local Plan period. As such the section 106 contribution will now be based on a prorated amount utilising 3,000 dwellings instead of 4,300 dwellings which now equates to £53,700.

Surface Water Drainage Items

It appears that the planning committee has not been made fully aware of the surface water regime to be implemented on site. A full flood risk assessment incorporating sustainable urban drainage techniques has been submitted to and approved by West Sussex County Council as the Lead Local Flood Authority. In addition, Arun's drainage engineers have been consulted and neither have objected.

A geotechnical investigation was undertaken, and it was found that the subsoil was NOT conducive to infiltration techniques to fully deal with the surface water generated by the development.

It was therefore concluded that for the surface water management train, control at source would be undertaken via porous paving within private driveways with pipes and swales interconnecting to a balancing pond within the open space in the northeast corner of the site.

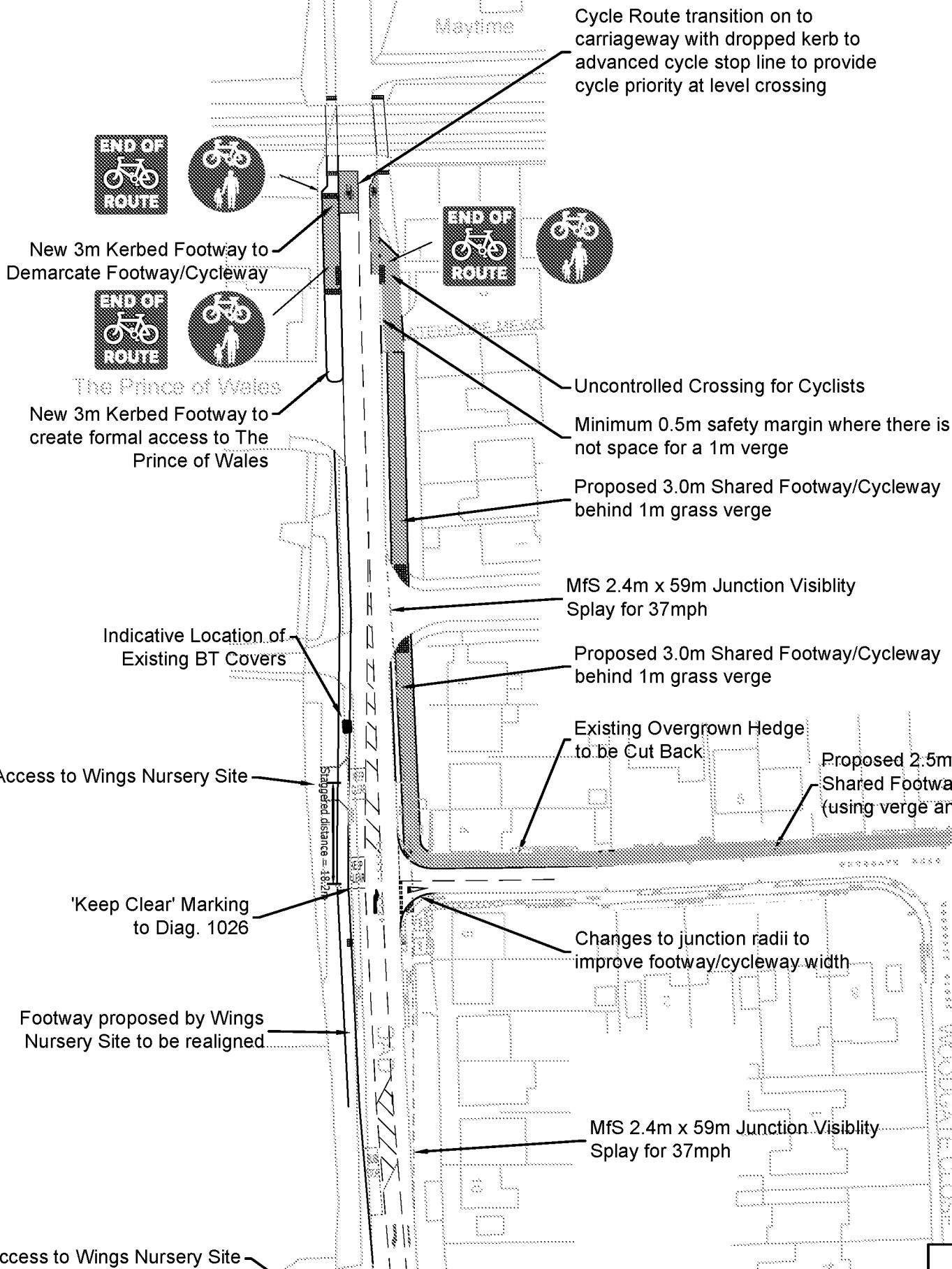
This then discharged to the Lidsay Rife controlled to less than greenfield runoff known as Qbar. With all storm events up to 1 in 100 plus climate change attenuated via the pond and porous paving system further upstream. This not only will prevent flooding on the site and downstream but will also ensure water quality to the Rife.

The outfall from the attenuation pond will be via a defined ditch to the Rife as illustrated on the appended drawing 20-061-007 Rev M. It can be seen that infiltration will not be used on the site for surface water control. As such the proposed SuDs scheme does not utilise infiltration as suggested at the committee to control surface water runoff from the development. Nor does it increase flooding on or off the site.

Appendix A Drawings



KEY
Wings Nursery Site Proposals



J	Northern extent of cycleway updated	GW	GAC	GAC	Nov 21
H	Cycleway colour added	GW	GAC	GAC	Oct 21
G	Topographical surey inserted	GW	GAC	GAC	Oct 21
F	Cycle crossing point moved off site	GW	PL	GAC	Sept 21
E	Updated Layout added	LW	PL	GAC	Aug 2021
D	Amended a a result of RSA1	LW	PL	GAC	May 2021
C	Tactile amended	LW	PL	GAC	Apr 2021
B	Accesses to Wings Nursery site added	LW	PL	GAC	Mar 2021
A	Updated Layout (2021-02-05) added	LW	PL	GAC	Feb 2021
Rev	Amendments	Drm	Chk	App	Date



Charles & Associates

Job Title

Land East of Woodgate Lane

Scale

1:1000

Date

Jan 21

Designed

LEW

Drawing Title

Proposed Site Access and Cycle Connection

Drawn

LEW

Checked

PL

Approved

GAC

Client

Pye Homes

Job No

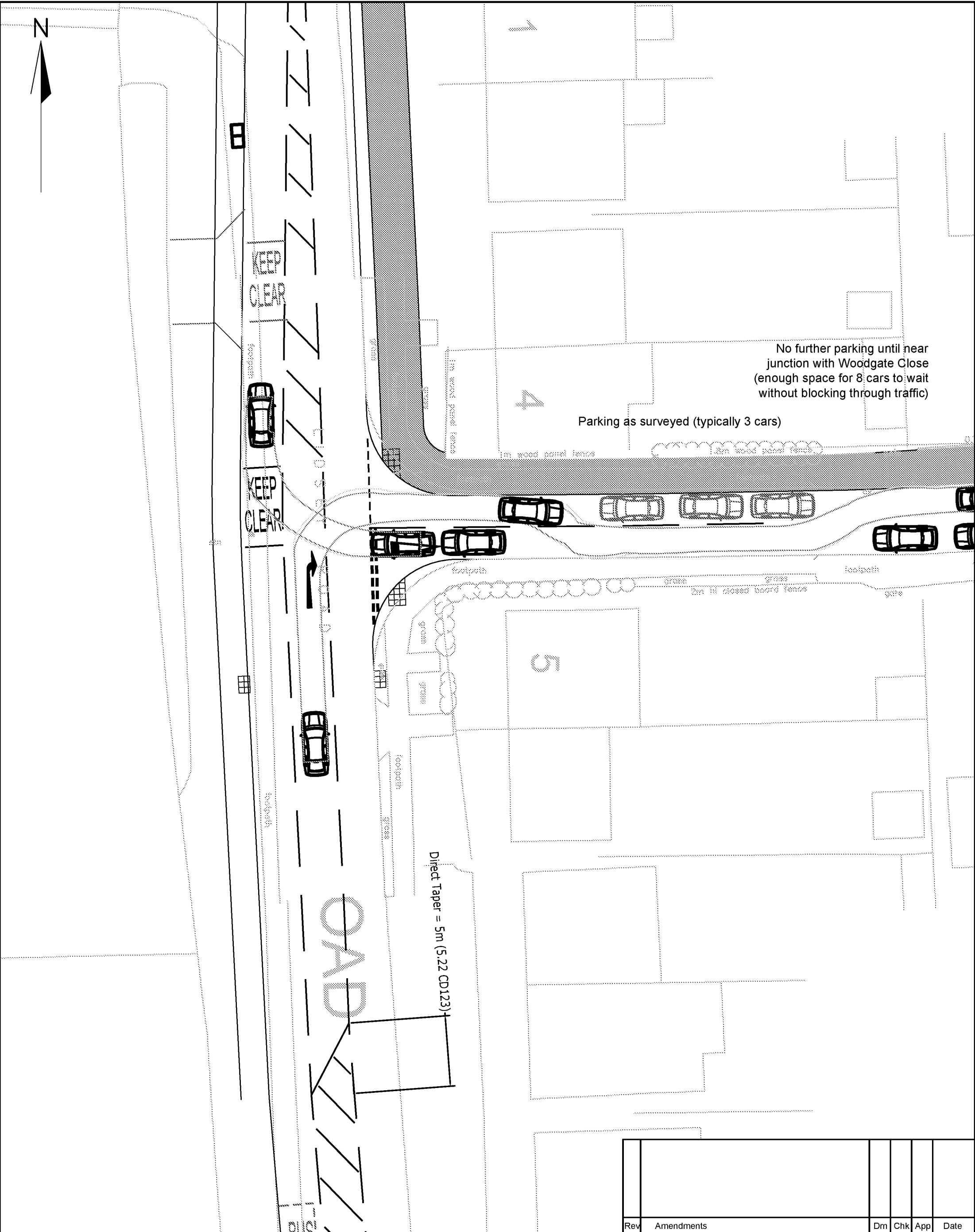
20-061

Drawing No

20-061-014

Rev

J



No further parking until near junction with Woodgate Close (enough space for 8 cars to wait without blocking through traffic)

Parking as surveyed (typically 3 cars)

Direct Taper = 5m (5.22 CD123)

Rev	Amendments	Drm	Chk	App



Charles & Associates

Job Title

Land East of Woodgate Lane

Scale

1:250

Date

Nov 21

Designed

GPW

Drawing Title

Plan showing tracking during barrier closures

Drawn

GPW

Checked

SW

Approved

GAC

Client

Pye Homes

Job No

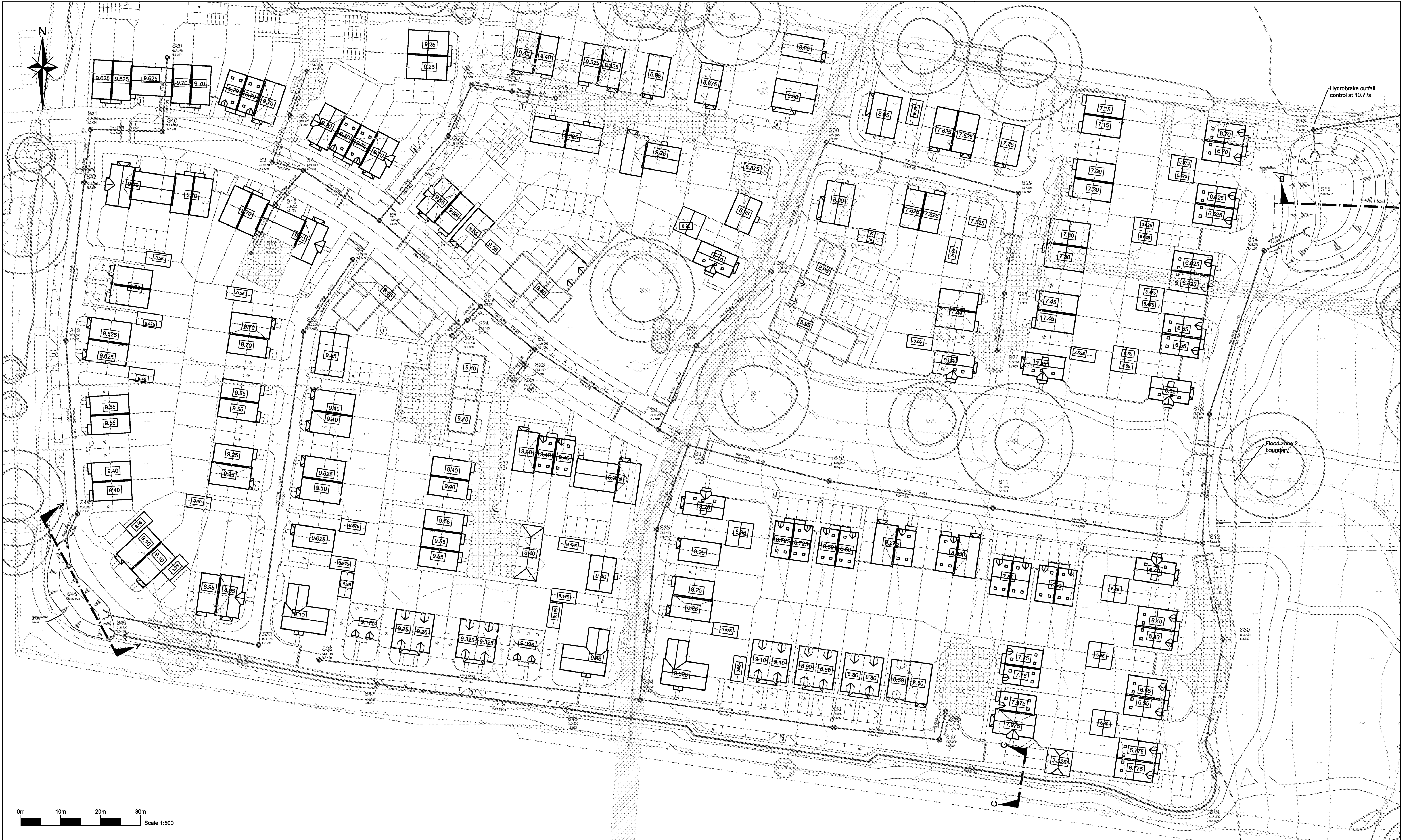
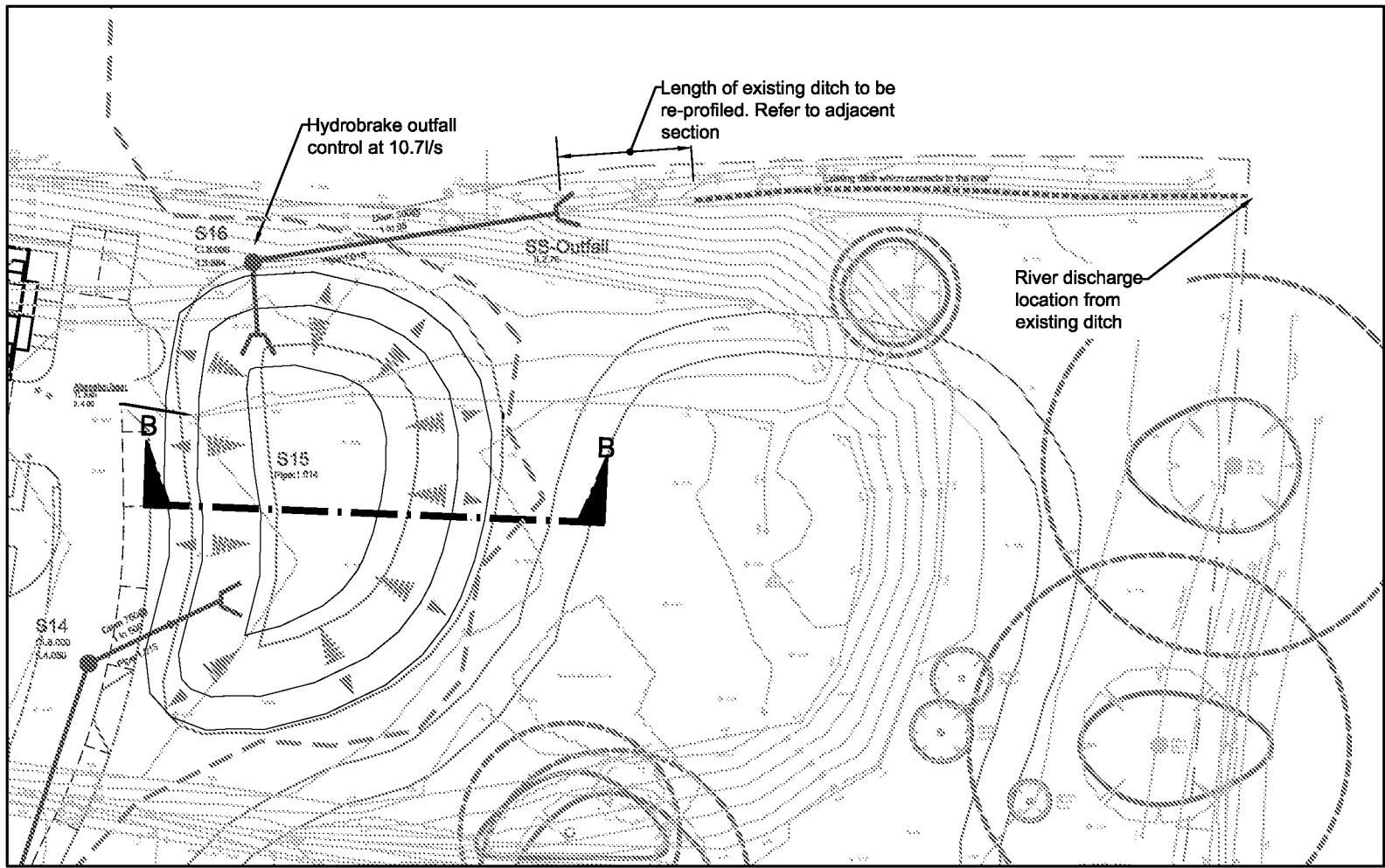
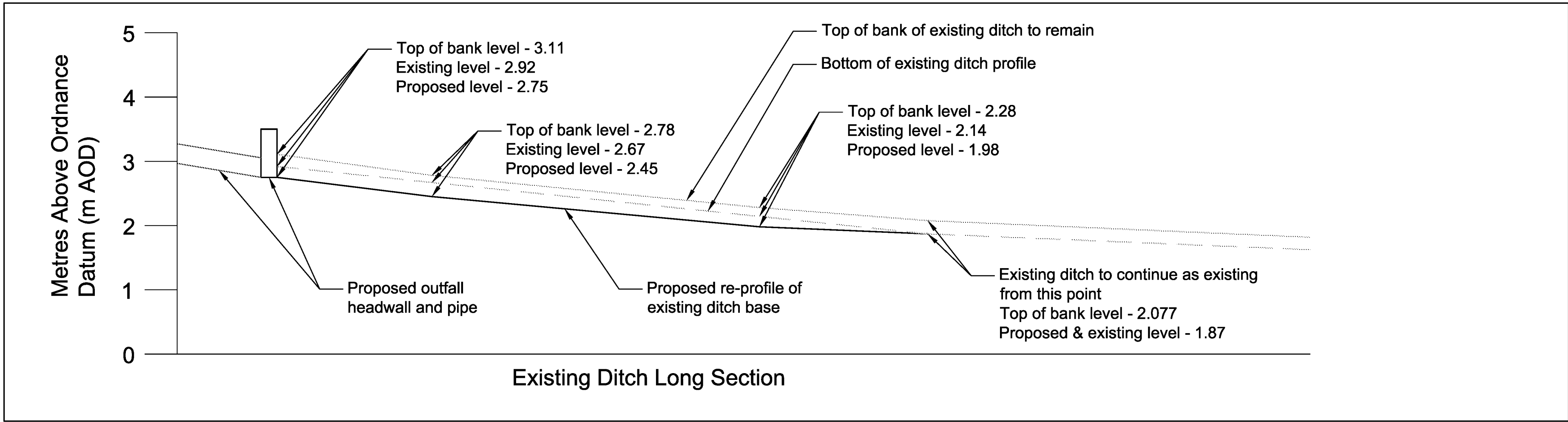
20-061

Drawing No

20-061-040

Rev

-



NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH 20-061-017 AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE SHOWN.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS. DRAWING BASED ON TOPOGRAPHICAL SURVEY PROVIDED BY OTHERS; C&A ARE NOT RESPONSIBLE FOR ANY INACCURACIES.
- SECTIONS CAN BE FOUND ON DRAWING 20-061-017

LEGEND:

- Surface Water Drainage
- Flood zone 2 boundary
- Existing 450 Ø potable water main W/ 3m Easement
- SuDS Storage Structure (See Drawing 20-061-017)
- Conveyance Swale
- Headwall
- Lined permeable paving
- Lined permeable paving with cellular storage

M	Existing ditch reprofiled, outfall level dropped to suit	TSH	SAC	GAC	Feb 2022
L	Layout Updates	SC	SAC	GAC	Feb 2022
K	Drainage Updates	SC	SAC	GAC	Jan 2022
J	Drainage Updates	SC	SAC	GAC	Jan 2022
I	Drainage Updates	SC	SAC	GAC	Nov 2021
H	Drainage Updates	SC	SAC	GAC	Aug 2021
G	Layout Updates	SC	SAC	GAC	Jul 2021
F	Discharge swale shown connecting to existing ditch	GW	SAC	GAC	Jul 2021
E	FFL's added & discharge swale updated	GW	SAC	GAC	Jul 2021
D	Drainage updated to suit, updated Layout	SC	SAC	GAC	Jul 2021
C	Drainage updated to suit, updated Layout	SC	SAC	GAC	Apr 2021
B	Drainage updated to suit, updated Layout (02L)	JT	MR	GAC	Feb 2021
A	Drg renamed, updated Layout (02K)	JT	MR	GAC	Jan 2021
Rev	Amendments	Drm	CHK	App	Date

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01300 448100

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www.c-a.co.uk

Job Title

Land East of Woodgate Lane

Drawing Title

Preliminary Drainage Strategy

Client

Pye Homes

Scale	1:500@A1	Date	Jan 21	Designed	JT
Drawn	JT	Checked	TSH	Approved	GAC
Job No	20-061	Drawing No	20-061-007	Rev	M