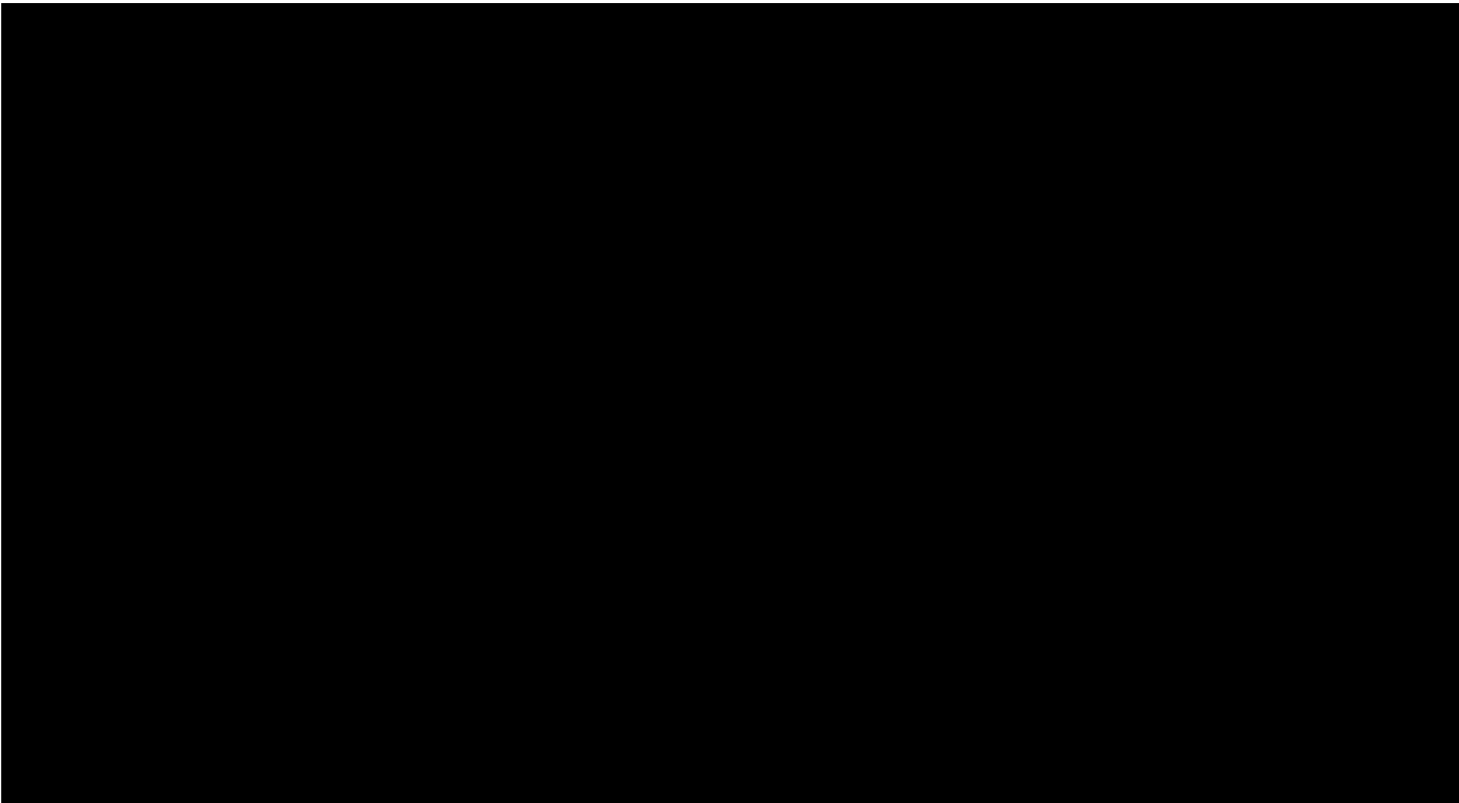




From: Nia Russell [REDACTED]
Sent: 12 October 2017 11:11
To: Michael Eastham
Subject: Re: Saltbox application (BE/102/17/OUT) and Highway / Transport comments

Micheal

I have not seen the latest response - is that the one dated 5th September, or has there been a further formal response issued to the details submitted yesterday?

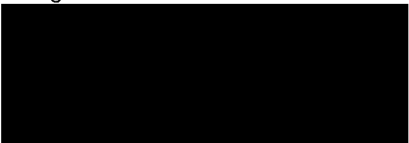
As far as I was aware all that they had asked for was submitted yesterday (attached)

If you could confirm what is outstanding I can chase this up urgently.

Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited
Number One Waterton Park
Bridgend CF31 3PH



On 12 Oct 2017, at 10:40, Michael Eastham <Michael.Eastham@arun.gov.uk> wrote:

Nia,

There has been an extension of time on the deadline for my committee report to **Friday 20th October**.

Please could you chase up your Highway Engineers regarding the additional information requested by the Local Highway Authority (WSCC), in their consultation representation.

Regards,

Michael

From: Michael Eastham
Sent: 09 October 2017 13:59
To: 'Nia Russell'
Subject: RE: FRA v4 for BE/102/17/OUT

Nia,

The deadline for my report is Friday 13th October, so I will add the condition into the document. There will be 4 weeks between the submission of my report and the DC Committee meeting on 18th November. In the interim 4 week' period, if any further information is required and is submitted by your Team I could present it in the update sheet to councillors at the committee meeting.

Regards,

Michael

From: Nia Russell [REDACTED]
Sent: 09 October 2017 13:46
To: Michael Eastham
Subject: Re: FRA v4 for BE/102/17/OUT

Michael

Thank you for your email. The information and updates to the FRA that Charlotte requested at the meeting last week have been provided to her, however as you will have seen from her email, she is maintaining that she doesn't have the time to review it due to commitments with the Local Plan Inquiry. I am advised that the technical surveys do not have an impact on the drainage scheme as is currently proposed and submitted for consideration, they are to test worst case scenarios in winter months. The condition I sent thorough yesterday is one that was used at Selsey and complied with by my clients, and was considered to provide a robust way of dealing with flooding and drainage. Given the timescale pressure here, and the fact that we do not know exactly what, if anything over and above the information already submitted, Charlotte wants us to provide, I am not sure what additional detail I can provide at this stage.

Our engineers are trying to speak to Charlotte to seek feedback.

Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited

Number One Waterton Park
Bridgend CF31 3PH

<image001.png>

On 9 Oct 2017, at 11:13, Michael Eastham <Michael.Eastham@arun.gov.uk> wrote:

Nia,

Karl Roberts, the Director of Place at Arun District Council (ADC) and Roger Spencer, the Engineering Services Manager at ADC would like to see as much information up-front in terms of flooding and drainage information with the planning application for Saltbox so that a balanced decision may be made. Both Karl and Roger would discourage the imposition of flooding and drainage conditions on the hybrid application.

Is there any chance we could have the requisite flooding and drainage information as a matter of urgency.

Regards,

Michael

From: Nia Russell [REDACTED]
Sent: 08 October 2017 17:47
To: Michael Eastham
Subject: Re: FRA v4 for BE/102/17/OUT

Michael,

Further to my email below, our engineers have also suggested the following condition, which was used at a scheme in Selsey for your consideration.

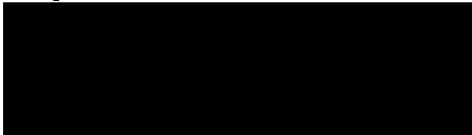
Development shall not commence until full details of the proposed surface water drainage scheme including a phasing plan of implementation have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA and shall be designed to ensure that discharge rates into existing watercourses are restricted to existing green field run-off rates or better. Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No building in any phase shall be occupied until the complete surface water drainage system serving the properties of that phase has been implemented in accordance with the agreed details.

Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited

Number One Waterton Park
Bridgend CF31 3PH



<image001.png>

On 6 Oct 2017, at 15:55, Nia Russell <> wrote:

Michael

Thanks for your reply. I have attached Condition 11 that was proposed to be attached to the LDO for the site.

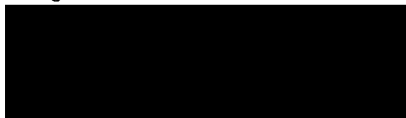
Yes, my client is very concerned about the funding submissions to the LEP which is why there is some panic over the potential delay here.

I would be very grateful if you could give consideration to the principle of conditioning this matter whilst the technical survey results are awaited and the detailed design work undertaken. I am sure that between our respective technical colleagues an appropriate wording could be agreed, based on the work done to date and that instructed to be undertaken shortly.

Kind Regards

Nia
<LDO Condion 11.pdf>

Nia Russell
Associate
Mango Planning & Development Limited
Number One Waterton Park
Bridgend CF31 3PH



<PastedGraphic-1.tiff>

On 6 Oct 2017, at 15:42, Michael Eastham <Michael.Eastham@arun.gov.uk> wrote:

Hi Nia,

To speed everything up, please could you send me a copy of Condition 11 of the Draft LDO and if your colleagues have a similarly worded condition then I would be happy to consider that one, too.

As you know, there is a sense of urgency vis a vis the PPA but also the funding submission to the Coast to Capital LEP.

I look forward to receiving the condition(s).

Thanks

Regards,

Michael

From: Nia Russell [REDACTED]
Sent: 06 October 2017 14:46
To: Michael Eastham
Subject: Fwd: FRA v4 for BE/102/17/OUT

Michael

Further to the below, we are very concerned about the ability to get an agreement on these flooding matters in a timely manner to allow the application to be determined in accordance with the timescales of the PPA.

Charlotte doesn't seem to have either the time or resources to review this quickly to allow you to write your committee report.

As you are aware the Local Development Order, if made, would have granted permission in principle for the redevelopment of the site and a great deal of work was undertaken to inform that LDO particularly in terms of flood risk. The LDO then proposed a detailed condition (to be satisfied pre-commencement of development) (Condition 11 of the Draft LDO).

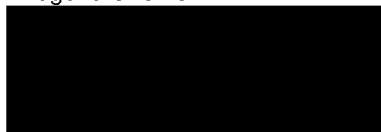
We are still of the view that having regard to the amount of work done to inform the LDO, the level of detail in our revised FRA (that is now with Charlotte for approval) and the technical surveys that have been instructed already, that this matter can be addressed through the imposition of the same or similar condition.

Please could you confirm your view/position in light of Charlotte's comments and her inability to respond quickly on this issue.

Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited
Number One Waterton Park
Bridgend CF31 3PH



<image001.png>

Begin forwarded message:

From: Charlotte Hardy <Charlotte.Hardy@arun.gov.uk>
Subject: RE: FRA v4 for BE/102/17/OUT
Date: 6 October 2017 at 13:02:47 BST



Hi Karen

This is just to confirm that I did receive it yesterday and initially opened it to confirm that I could. From remembrance the document was about 100 pages, so hopefully this is the one sent.

I am working on the Local Plan today and the majority of next week so am not going to have the time to fully go over to provide any comments that may be needed until after that at the earliest I am afraid. However, if I get an opportunity and I am needing to be directed to where to look for something I may be in touch before that.

Kind Regards

Charlotte Hardy | Senior Environmental Assessment Officer, Planning, Arun District Council | Location: First Floor, Arun Civic Centre, Maitravers Road, Littlehampton, BN17 5LF
Internal: 37794 | External: +44 (0) 1903 737794 | E-mail: Charlotte.Hardy@arun.gov.uk
Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print. <image002.jpg>

From: karen jenkins [REDACTED]
Sent: 06 October 2017 09:47
To: Charlotte Hardy
Cc: Nia Russell; Michael Eastham; Will Marsh; Arfon Hughes
Subject: FRA v4 for BE/102/17/OUT

Charlotte,

Just a follow up from my voicemail this morning. Hopefully you received the revised FRA yesterday. If not please let me know ASAP and I will arrange to send it in an alternative format.

Many Thanks

Karen Jenkins
Director

kirksaunders
associates

[REDACTED]

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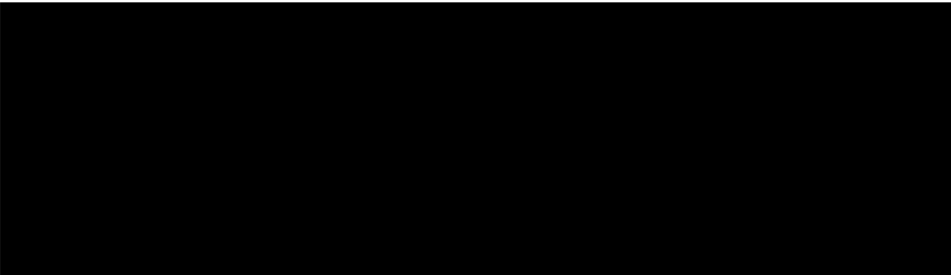
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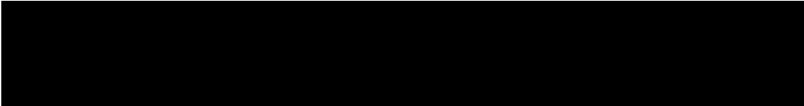
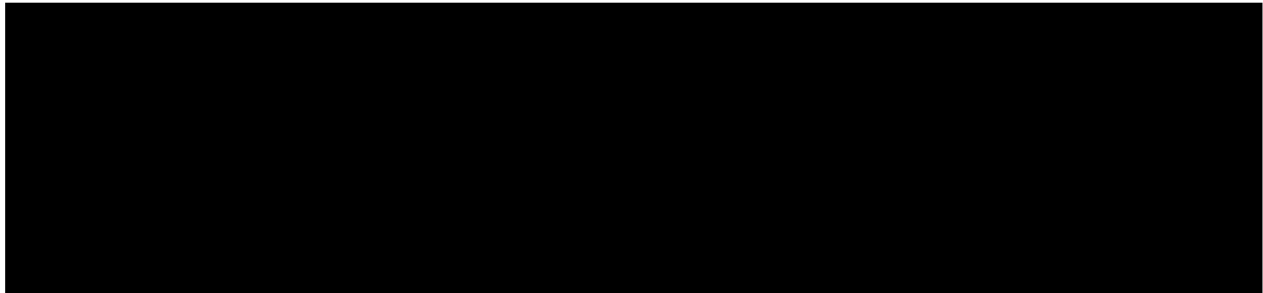


Dear Sirs

Can you please respond to Arun DC regarding the highway authority's position regarding the planning application for the mixed use development on the above site and update the consultation response to reflect the points agreed with Ian Gledhill which are set out in the email below.

Regards Tony

Tony Chapman BSc, C.Eng, MICE, MCIHT, MCIWEM
Director
ADL Highway Engineering Ltd
ADL House, The Oaklands Business Park
Armstong Way, Yate, BS37 5NA.

Ian

I have had confirmation that my Client would prefer to make the contribution towards the footway widening to Shripney Road.

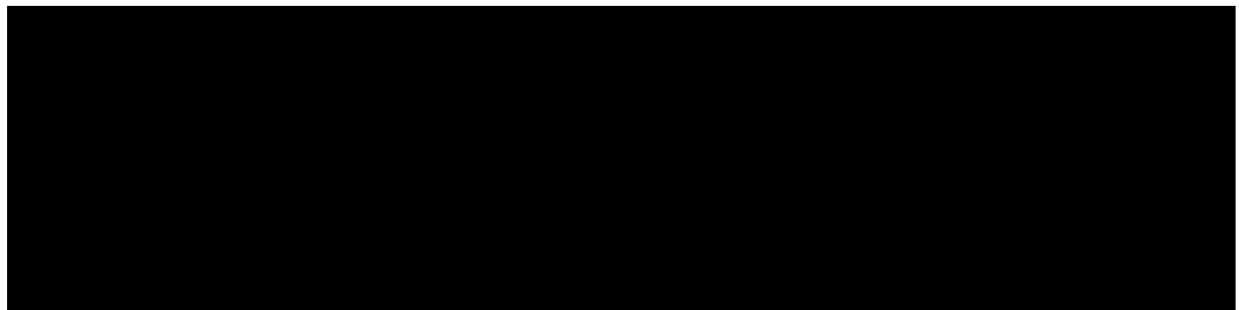
Can you please advise Michael Eastham that the highway contributions have now been agreed as follows:

1. Contribution of £30,000 towards the widening of the footway along the west side of Shripney Road.
2. Contribution of £65,000 towards highway capacity mitigation measures..
3. Contribution of £50,000 towards accessibility improvements on the A29 and A259.
4. Contribution of £52,500 towards the provision of a new cycleway along the north side of Rowan Way.

I attach our revised drawing H1194-101-B showing the extent of the off-site highway works which would be undertaken under a S278 Agreement.

Regards Tony

Tony Chapman BSc, C.Eng, MICE, MCIHT, MCIWEM
Director
ADL Highway Engineering Ltd
ADL House, The Oaklands Business Park
Armstrong Way, Yate, BS37 5NA.



Tony, just to follow up our discussion, I would be content to accept an either or option (i.e. works or contribution) for the

Shripney Road footway widening. A contribution of £30k would be acceptable if it is deemed unnecessary to undertake the physical works.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services and Place Directorate, West Sussex County Council | Location: Ground Floor
Chichester, PO19 1RH

From: Tony Chapman [REDACTED] **Sent:** 09 October 2017 18:01
To: Ian Gledhill **Cc:** Amol Pisal; [REDACTED] Will Marsh
Subject: RE: Bognor Regis - Drawings

Ian

Can you please give me a call regarding your email below as a matter of urgency so the heads of terms for the S106 can be finalised and so that Michael Eastham can prepare his report to Committee as his deadline is the 15th October 2017.

As far as I am aware the only outstanding matter is the contribution towards a foot/cycleway along Shripney Road. The alternative would be to construct a 3.0m wide footway which would link with the village of Shripney to the north and provide pedestrian access to the Salt Box site. The footway could then be converted to a cycleway in the future by WSCC.

Regards Tony

Tony Chapman BSc, C.Eng, MICE, MCIHT, MCIWEM
Director

ADL Highway Engineering Ltd
ADL House, The Oaklands Business Park
Armstrong Way, Yate, BS37 5NA.

Amol, I've now had a look through the details. For the access road within the site, I note the changes and the fact that two HGVs can now pass. These changes are acceptable.

For the cycle route, it's evident that a 3metre width can be achieved without any apparent issue. My concern however is that the route has no onward connectivity. Cyclists would simply be expected to re-join the northbound carriageway to continue their journey. There is also no connection to enable cyclists on the southern bound A29 to reach the proposed cycle way; it would effectively be usable only by those northbound cyclists. Based on this I'd therefore question whether there is any benefit to the provision of the route as shown. My view is that it would be far more beneficial to contribute further towards other sustainable transport improvements rather than providing this link.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Se
and Place Directorate, West Sussex County Council | Location: Ground Floor
Chichester, PO19 1RH

From: Amol Pisal [REDACTED] **Sent:** 04 October 2017 17:07
To: Ian Gledhill **Cc:** Tony Chapman **Subject:** Bognor Regis - Drawings

Hi Ian

Good afternoon,

Following my email of last week with the S106 contributions, please see attached three plans:

- H1194-101 (Rev A) – Plan showing the cycle route along the eastern site boundary. This plan demonstrates that the proposed cycle route is deliverable.
- H1194-201 (Rev A) – Revised estate road arrangement to ensure the layout accommodate large vehicles and this is demonstrated in the attached track.
- H1194-TR06 (Rev A) – Shows the swept path using 16.5m articulated lorry within the site.

Please could you confirm that aforementioned plans along with my last week's email regarding the S106 contributions satisfy all the highway requirements in order to obtain a recommendation of approval from WSCC.

On another note, we have been informed that you are requested an additional plan for Toucan Crossing. Given that we have accepted that a flexibility to enable the contribution of £50,000 to be used either towards crossing improvements along Rowan Way or other such pedestrian/cyclist improvements along the A29 or A259, do WSCC still require the Toucan Crossing plan?

I look forward to your response.

Please do not hesitate to contact Tony Chapman (copied in) or I if you

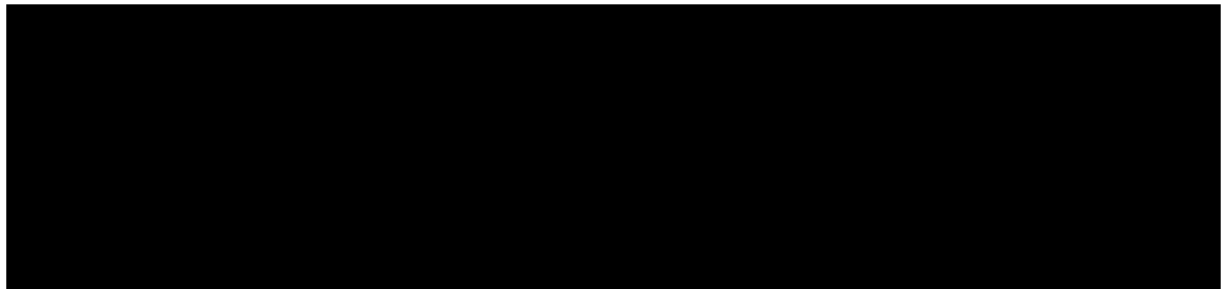
have any queries. Thank you.

Kind regards

Amol Pisal MSc MCIHT

Principal Traffic Engineer

ADL Traffic and Highways Engineering Ltd ADL House, Oaklands Business Park,
Armstrong Way, Yate, Bristol BS37 5NA



Hi Ian

Below is the response from the client with regards to the S106 transport contributions:

1. £52,500 towards the construction of the missing cycleway on the north side of Rowan Way
2. £50,000 towards the accessibility improvements on the A29 and A259
3. £65,000 towards the highway capacity improvements as per the Local Plan study

Also, we are currently working on preparation of drawings to demonstrate that the proposed cycleway/footway along the eastern side of the site can be implemented. We will forward the plans to you in due course.

Kind regards

Amol Pisal MSc MCIHT

Principal Traffic Engineer

ADL Traffic and Highways Engineering Ltd ADL House, Oaklands Business Park,
Armstrong Way, Yate, Bristol BS37 5NA



Subject: RE: Bognor Regis

Hello Amol, just to follow up our discussion from a few days ago, I've now had a further discussion with the WSCC Improvements team. The figure I've previously quoted (of £100 per sqm of cycleway) is intended as an all in cost that includes full depth construction but also the relocation of street lighting, signage and other accommodation works. Whilst in principle this figure may seem high, if all other aspects are taken into account the suggested figure is then more justifiable.

Applying the above, for that length of cycle way along Rowan Way designed by WSCC but not implemented, an approximate cost of £52,500 (210 metres long x 2.5 metres wide x £100) would be calculated. I wouldn't consider it reasonable to seek the full cost of the works, but I would suggest there is justification towards a larger contribution.

When we spoke, there was a degree of uncertainty as to whether the cycle route mentioned in the TA alongside Shripney Road would be constructed as part of the development or whether a contribution would be offered in lieu. I would be content with either approach although my comments regarding a plan showing the route are still applicable if it is intended to pursue the works. I'd seek your clarification on this as if a contribution is to be offered instead then again the value of this should be agreed.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services
and Place Directorate, West Sussex County Council | Location: Ground Floor
Chichester, PO19 1RH

From: Ian Gledhill **Sent:** 12 September 2017 12:06**To:** Amol Pisal**Subject:** RE: Bognor Regis

Hello Amol, with regards to the items below, item 1 is accepted.

For item 2, I note the suggested contribution. Before agreeing this it would be helpful to understand how you've calculated your figure, the WSCC Improvements team have suggested a cost of £100 per square metre for cycleway construction. An alternate approach would be for your client to construct the works in lieu of a contribution.

For item 3, without the cycle way on the north side of Rowan Way, there wouldn't be any need for a Toucan crossing. However I understand that WSCC are investigating other cycling improvements in this immediate area that would benefit the development. This includes the provision of further cycle ways on Rowan Way but potentially on the south rather than the north side as well as the possibility of a new cycle way on the east side of the A29 between the A29/A259 Relief Road Roundabout and the Oldlands Way Roundabout.

I would therefore ask that flexibility is included in the wording for item 3 to enable the contribution to be used either towards crossing improvements along Rowan Way or other such pedestrian/cyclist improvements along the A29 or A259 Rowan Way in the immediate vicinity of the area. If a contribution is taken for item 2, I'd ask that this is combined with that for 3 and then used towards measures as suggested above.

For those works proposed as part of the development, I would ask for a plan showing the extent of the works at this stage to demonstrate that these are deliverable and meet current standards. I would prefer this to be the subject of a Stage 1 RSA as part of the planning application. However providing it is demonstrated that a to standard route can be provided, then I would be satisfied to recommend a Grampian style condition instead that ensures a combined Stage 1 and 2 RSA is secured ahead of development commencing.

I hope this assists.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services and Place Directorate, West Sussex County Council | Location: Ground Floor
Chichester, PO19 1RH Internal: 25717 | [REDACTED]

From: Amol Pisal [REDACTED] **Sent:** 06 September 2017 11:56
To: Ian Gledhill **Subject:** RE: Bognor Regis

Hi Ian

I note your comment on the missing cycleway and the Local Plan Stage 3 Transport Study.

I have now discussed the contents of your email with my colleague and I summarise the salient items in relation to the S106 contributions:

1. Contribution towards wider area highway capacity mitigation measures = £65,000
2. Contribution towards the cycleway on the northern side of Rowan

Way = Approximately £10,000

3. Contribution towards the toucan crossing across Rowan Way = £50,000

Therefore a total contribution is calculated as £125,000 towards highway capacity improvements and improvements to the accessibility.

Please note that the above contributions are subject to an approval from the client.

With regard to the north-south cycleway/footway adjacent to the site, this will be constructed as part of S278 agreement. Hence would you accept that both Stages 1 and 2 RSA could be conditioned?

Kind regards

Amol Pisal MSc MCIHT

Principal Traffic Engineer

ADL Traffic and Highways Engineering Ltd ADL House, Oaklands Business Park,
Armstrong Way, Yate, Bristol BS37 5NA

Subject: RE: Bognor Regis

Hello Amol, just taking those matters where a response is needed.

You have noted that the client is willing to contribute towards a pedestrian/cycle crossing (Toucan) on Rowan Way. The contribution for this could be in the range of £50K.

I'm aware that we've discussed this previously. At that time, I was unaware that the A259 Rowan Way cycle route had not

been constructed in full as per the drawings sent to me by the WSCC Improvements team (i.e. that the length of cycle way on the northern side of Rowan Way had not been constructed, as shown on the two attached drawings). As there is no cycle route on the northern side of the carriageway, there would be no need for a Toucan crossing, hence my suggestion (covered in query 2) that the development completes or contributes towards this missing length instead. This would complement those measures already in place and as proposed by the development. I'm waiting for a response for the overseeing engineer as to why the Rowan Way route was not completed as per the drawings.

WSCC require a contribution of £65,000 towards the package of works identified with the Local Plan:

a. Ian, please could you confirm what highway works is this contribution for?

Details of the proposed Local Plan mitigation, including costs, is set out in the Stage 3 Transport Study supporting the Local Plan. This is available on the [Arun DC website](#).

You have suggested a contribution towards the cycle way on the northern side of Rowan Way

a. Please could you confirm the contribution costs towards this and perhaps if you could provide us with a plan demonstrating this would be appreciated

This is covered in the first point of this email.

There are no comments in your response note regarding the shared footway/cycleway along the eastern boundary of the site. This provides link to the village of Shripney. We consider that this provision is an important measure to promote the accessibility of the site and should be given a weightage when deciding the level of highway contributions.

I do recall seeing reference to this within the TA and TP, and I am aware that there is an aspiration by WSCC for a route to be continued northwards to Shripney Lane. However there are no plans showing the route in its entirety nor is this the subject of a Stage One RSA. If this route is to be constructed as part of the development, further information would be required.

As to the contributions, there will be a need for this proposal to contribute towards those highway improvements required to support the Local Plan given that this is a proposed Local Plan employment site. I would view those contributions/works proposed to improve accessibility as separate to those necessary to enhance highway capacity.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Se
and Place Directorate, West Sussex County Council | Location: Ground Floor
Chichester, PO19 1RH

From: Amol Pisal [REDACTED] **Sent:** 06 September 2017
09:18**To:** Ian Gledhill**Subject:** RE: Bognor Regis

Hi Ian

Good morning.

Please see our initial comments/queries to your response to the planning application BE/102/17/OUT.

These are our informal comments and once we are clear about the contributions and highway requirements; we will provide our formal comments.

Comments

1. The vehicular access arrangement is considered to be acceptable by WSCC;
2. The traffic generation is considered to be acceptable by WSCC;
3. WSCC are satisfied that the development will not result in severe capacity impacts at those junctions assessed;
4. On the main spine road within the site, the potential for conflicting movements in relation to the two opposing vehicles is greater.
 - a. We are currently in a process to adjust the alignment on the two bends in order to address this concern
5. You have noted that the client is willing to contribute towards a pedestrian/cycle crossing (Toucan) on Rowan Way. The contribution for this could be in the range of £50K.
6. A Framework TP to be secured via Condition;

Queries

1. WSCC require a contribution of £65,000 towards the package of works identified with the Local Plan:
 - a. Ian, please could you confirm what highway works is this contribution for?
2. You have suggested a contribution towards the cycle way on the northern side of Rowan Way
 - b. Please could you confirm the contribution costs towards this and perhaps if you could provide us with a plan demonstrating this would be appreciated
2. There are no comments in your response note regarding the shared footway/cycleway along the eastern boundary of the site. This provides link to the village of Shripney. We consider that this provision is an important measure to promote the accessibility of the site and should be given a weightage when deciding the level of highway contributions.

I look forward to your response and following which, we will submit our formal response with revisions to the internal access road.

Kind regards

Amol Pisal MSc MCIHT**Principal Traffic Engineer****ADL Traffic and Highways Engineering Ltd** ADL House, Oaklands Business Park,
Armstrong Way, Yate, Bristol BS37 5NA

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