

Technical Note

Project No: ITB14224
Project Title: Nursery Fields
Title: ITB14224-015
Ref: LHA and PROW Response
Date: 25 February 2021

SECTION 1 Introduction

- 1.1 Landform Bersted Ltd (Landform) has submitted a planning application to Arun District Council (ADC) for 225 new homes on land to the north of Chalcraft Lane known as Nursery Fields (planning ref: BE/148/20).
- 1.2 West Sussex County Council (WSCC), in their capacity as the statutory consultee for matters relating to the operation and safety of the local highway network and the management of the Public Rights of Way (PROW) network, has been consulted on the proposed development by ADC. Responses have been received from PROW, dated 7th January 2021, and Highways, dated 13th January – copies of the responses are provided at **Appendix A**.
- 1.3 No in-principle objection has been raised to the proposed development by either WSCC Highways or PROW, and further clarification has been sought on technical matters by WSCC Highways as summarised below:
- Confirmation that a Stage 1 RSA has been completed for the proposed priority junction onto Chalcraft Lane that includes the development proposed through B1/81/20 and BE/148/20;
 - Reassess potential cycle connections from the site towards Bognor Regis and update the Green Infrastructure Plan accordingly – in particular, reconsider or remove the shared use along the access road and associated works on Chalcraft Lane; and
 - Reassess contribution requirements against the WSCC/ADC Local Plan Transport Mitigation Apportionment Study towards strategic infrastructure identified for the West of Bersted allocation.

- 1.4 The responses also refer to the treatments of both Footpath 134 (to the north of the site) and Footpath 136 (running through the centre of the site and connecting to Chalcraft Lane). Further commentary in respect of these matter is provided in this Technical Note.
- 1.5 Matters relating to financial contributions towards infrastructure improvements on the local network form an ongoing matter of consideration and discussion with ADC and do not form part of this TN.
- 1.6 Highways England, in their capacity as statutory consultee on matters relating to the operation of the Strategic Road Network, has also been consulted on the proposed development. No objection has been raised by HE, subject to a financial contribution being made towards improvement of the A27. There are several mechanisms that can be used to secure the requested contribution, including direct payment to Arun through S106 Agreement, or an obligation within the S106 Agreement that requires direct payment be made to HE through Section 278 Agreement.
- 1.7 The remainder of this TN is structured as follows:
- Section 2 – Access;
 - Section 3 – Rights of Way and On-Site Infrastructure;
 - Section 4- Summary and Conclusions.

SECTION 2 Access

2.1 Vehicular Access

- 2.2 WSCC has advised that they are satisfied with the proposed site access arrangement, subject to confirmation that the Stage 1 Road Safety Audit has considered the arrangement on the basis of it serving all traffic from the Chalcraft Nursery and Nursery Fields developments.

- 2.3 The Audit was instructed on basis that it would serve both parcels of development. Confirmation has been obtained from the Auditor in this respect and a copy of the correspondence is provided at **Appendix B**.

2.4 Cycle Infrastructure – Site Access

- 2.4.1 WSCC has requested that the cycle infrastructure adjacent to the site access road and the associated infrastructure along Chalcraft Lane (including a Toucan crossing) is removed, focussing cycle access

towards the community centre access road and existing cycle infrastructure along this corridor towards Bognor Regis.

- 2.4.2 The site access drawing has been amended to reflect these amendments and the revised arrangements are presented as **Drawing ITB14224-GA-009 Rev B**. Similarly, the Land Use Parameter Plan and the Green Infrastructure Plan have also been updated and copies of these are provided at **Appendix C**.

SECTION 3 PROW and On-Site Infrastructure

3.1 Footpath 134

- 3.1.1 Comment from the WSCC PROW Team express support for the upgrade of Footpath 134, and WSCC Highways has indicated that improvements to provide a connection to the B2259 using FP134 should be secured via condition.
- 3.1.2 It should be noted that WSCC are already in receipt of a financial contribution of £50,000 to undertake and enhance the route through to the B2259, secured through the planning consent associated with Landform application BE/142/15, to provide widening and resurfacing to make it suitable for use as Bridleway. As such, it would not be necessary to secure any further works. The Nursery Fields development will provide a direct connection to the improved section of FP134, as denoted on the PROW Connectivity Plan at **Appendix D**.

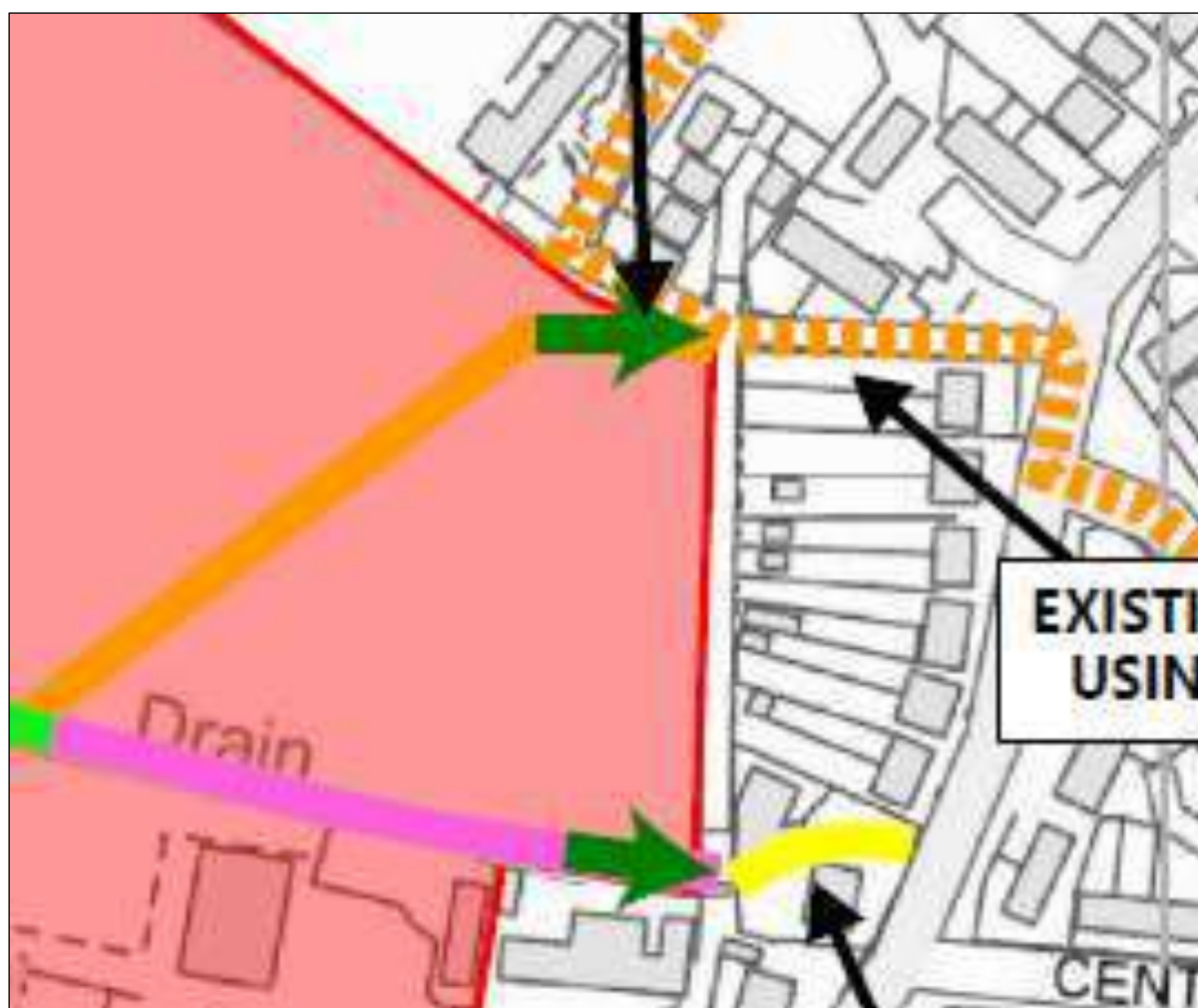
3.2 Footpath 136

- 3.2.1 The route through the site along FP136 is to be upgraded for use by cyclists and the WSCC PROW Team express support for this enhancement. As sought by the PROW Team, the cycle provision is not to be extended to provide a cycle connection through to Chalcraft Lane on its current alignment, with the route turning northwards to provide a connection to the existing cycle link along the access road to the community hall. The PROW Connectivity Figure has been updated to reflect this arrangement (Appendix D).
- 3.2.2 The existing FP136 route is identified on the Parameter Plan and Green Infrastructure Plan (Appendix C). The existing route of the FP will be kept on its current alignment and, where necessary, the cycle route will taken off this alignment to avoid retained hedgerows and root protection areas of retained trees.

3.3 Cycle Connection Between FP136 and Existing Cycle Route

- 3.3.1 WSCC Highways have indicated that the cycle connection through the site on to the community centre access road is indirect, and that a more direct connection can be made achieved.
- 3.3.2 To address this, the PROW Connectivity Plan and Parameter Plan have been updated. Single points have been identified on the Parameter Plan (identified as A and B) and the form of the connection between the 2 points would be a matter to be agreed as part of a future Reserved Matters Application relating to layout. The PROW Connectivity Plan identifies an indicative direct connection.

Image 3.1: PROW Connectivity Plan Extract



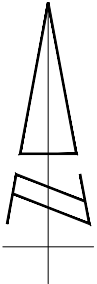
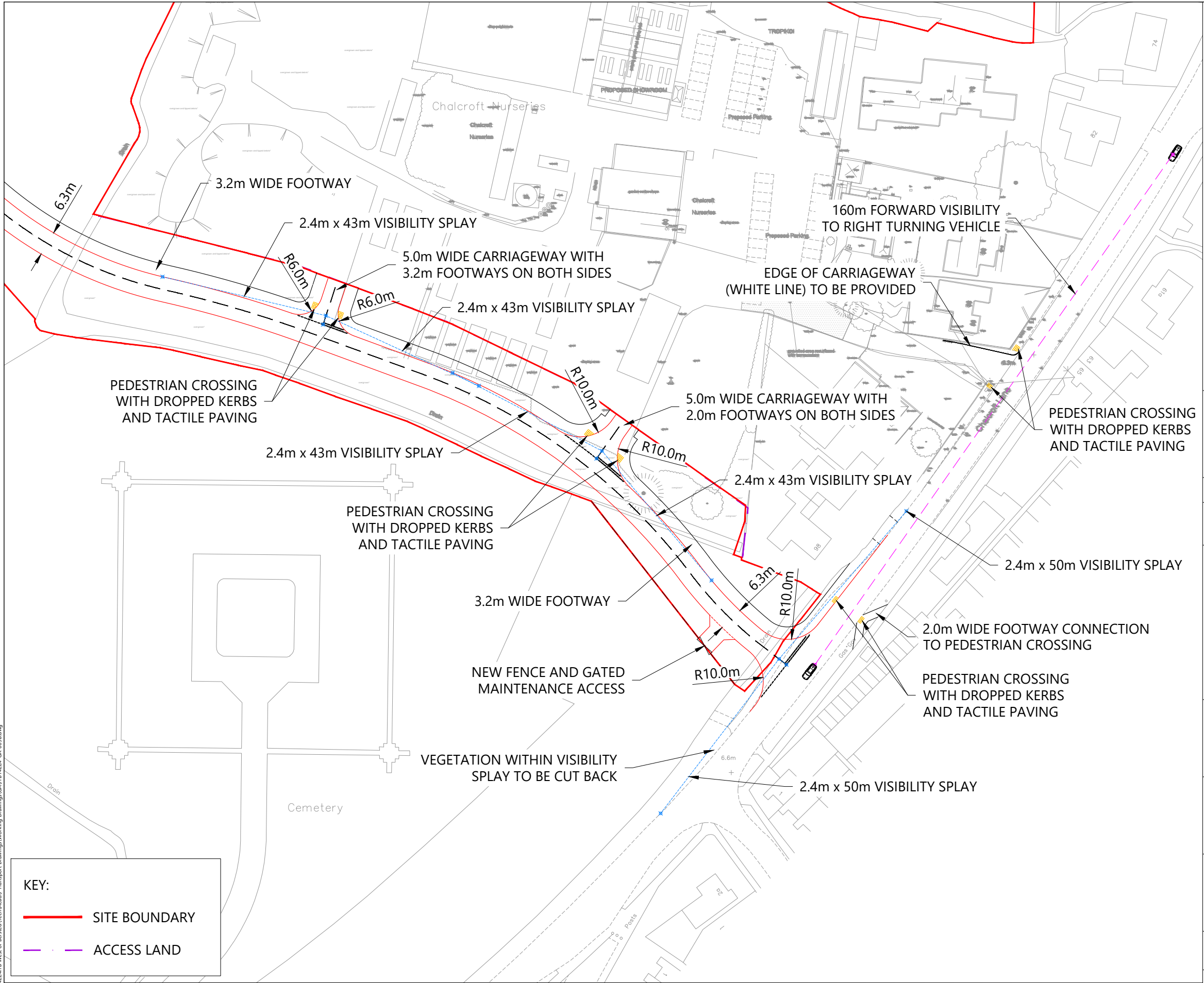
Source: Consultants' image

- 3.3.3 Signage will be introduced to direct cyclists north, and the remainder of FP 136 to the site boundary will be improved for use by pedestrians only. A financial contribution will be made to enable WSCC PROW to resurface the remaining section of FP136 outside of the site boundary.

SECTION 4 Summary and Conclusions

- 4.1 Landform Bersted Ltd (Landform) has submitted a planning application to Arun District Council (ADC) for 225 new homes on land to the north of Chalcraft Lane known as Nursery Fields (planning ref: BE/148/20).
- 4.2 Consultation responses have been received from Highways England, WSCC Highways and WSCC PROW. No objection has been raised by HE, subject to a financial contribution towards improvement of the A27. WSCC PROW has expressed support for the proposed enhancements of the PROW network.
- 4.3 WSCC Highways has cited no in-principle objection to the development, and requested that some minor amendments to the access arrangement be made and that further technical information is provided.
- 4.4 The pedestrian and cycle access arrangement has been amended in accordance with the request of WSCC. The Toucan crossing and associated cycle infrastructure has been removed, to focus movements toward the existing cycling corridor. Confirmation has been provided by the Road Safety Auditor that the site access arrangements have been audited on the basis of access being provided to both the Chalcraft Nursery and Nursery Fields developments.
- 4.5 Clarification has been provided in respect of PROW matters. WSCC are already in receipt of a financial contribution from the Mulberry Fields development to undertake improvements to FP134, and FP136 is to be upgraded to provide for cycle use to the point where the route heads north to the Bersted Parish community hall access road – a more convenient straight alignment will be provided. The remainder of FP136 to the site boundary will be retained for pedestrian access and the surfacing improved, and a financial contribution will be provided to enable WSCC to resurface the section of FP136 outside of the site boundary to Chalcraft Lane.
- 4.6 On that basis, all outstanding technical matters raised in the WSCC responses have been addressed.

DRAWINGS



B	03.02.21	JD	ARRANGEMENT AMENDED	DS	DS
A	26.11.20	JD	RSA COMMENTS INCORPORATED	DS	DS
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SITE ACCESS ARRANGEMENT

PROJECT: LAND WEST OF BERSTED

CLIENT: LANDFORM ESTATES

DRAWN: JD	CHECKED: DS	APPROVED: DS
PROJECT No: ITB14224	SCALE @ A3: 1:1000	DATE: 02.11.20

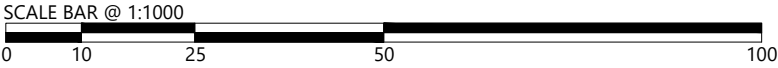
DRAWING No: ITB14224-GA-009	REV: B
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T:\Projects\14000 Series\14224\ITB West of Bersted\Drawings\Working Drawings\GA\ITB14224-GA-009.dwg

KEY:
SITE BOUNDARY
ACCESS LAND

REPRODUCED FROM THE ORDNANCE SURVEY
MAP WITH THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S STATIONERY
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APPENDIX A. WSCC AND HE RESPONSES

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	13 January 2021
LOCATION:	Nursery Fields Land to the North of Chalcraft Lane West Bersted PO21 5TS
SUBJECT:	BE/148/20/OUT Outline application with some matters reserved to provide up to 225 residential units with associated infrastructure, open space and vehicular and pedestrian access. This application affects a Public Right of Way.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

Introduction

1. The site is recognised as forming part of the West of Bersted allocation (policy SD3) within the Arun Local Plan. The application is therefore understood to be subject to the requirements of the policy as well as the adopted West of Bersted Framework Masterplan.
2. The current live planning application (BE/81/20) to the immediate east of the current site is also acknowledged.
3. The application is supported by way of a Transport Assessment, the scope of which has been discussed with WSCC Highways.
4. In making these comments, WSCC Highways have reviewed
 - a. Nursery Fields Transport Assessment, dated 11th November 2020
 - b. Site Access Arrangement, drawing number ITB14224-GA-009
 - c. Green Infrastructure Parameter Plan, drawing number 01304_PP_02 Rev P1

Access

5. Vehicular access is indicated to be via a new priority junction onto Chalcraft Lane. This is shown on drawing number ITB14224-GA-009. This priority junction has already been accepted to serve the development proposed as part of BE/81/20. The current development will understandably add an additional number of vehicle movements through this junction.

6. However given the increase in traffic through the proposed junction, the TA provides further consideration of the suitability of the priority junction to serve the development proposed as part of BE/81/20 and the current application. Whilst the TA refers to highway design standards (namely TA 42/95) that were replaced last year, the capacity assessments provided within the TA indicate that the junction would operate well within theoretical capacity. As such, there are no capacity reasons to seek an alternate form of access.
7. It's understood that the priority junction would have been the subject of a Stage One Road Safety Audit for BE/81/20. The provision of a Stage One RSA is a WSCC policy requirement for all major applications. However it's unclear if the Road Safety Auditor has reviewed the proposed access arrangement on the basis that this would serve both the current application and the development proposed within BE/81/20. Whilst a further new Road Safety Audit is not necessarily required, confirmation is still sought from the applicant that the Safety Auditor has considered the vehicular access on the basis of all development that will now use it.
8. Related to the above point, although the vehicular access remains effectively unchanged, the access drawing now includes a Toucan controlled crossing to the immediate north. Further comments are made on the Toucan crossing and related infrastructure within the 'Access by Sustainable Modes' section.

Trip Generation and Highway Capacity

9. The highway capacity impact of the whole West of Bersted allocation has already been tested as part of transport modelling undertaken to support the adopted Arun Local Plan. Through this, mitigation has been identified as being necessary to ensure the transport network would continue to operate without severe impacts when the development is complete. Further comments are made on the requirements for this development to contribute towards the transport mitigation identified for the West of Bersted allocation within the 'Other Matters' section below.
10. The TA forming part of the current application assesses purely the capacity impact of the development as proposed. The purpose of the modelling is to identify what mitigation may be required to ensure this phase of the allocation does not result in any severe capacity impacts.
11. Three assessment scenarios have been presented; for 2023, 2025, and 2031. Limited weight is given to the 2023 scenario as the development is not expected to be completed by this time. 2031 represents the end of Local Plan. The impact of the development as a whole (i.e. the whole allocation)

has been considered for 2031 through the Local Plan transport modelling. 2025 is considered to be the most realistic assessment year at which point this phase of development is expected to be completed. The following comments are consequently made in connection with the 2025 assessment year. All future year scenarios include a number of committed/permitted developments. The assessment also includes the currently pending BE/21/20.

12. Based on the agreed trip rates (which are based on the assumption that the development would comprise entirely houses with no flats), the current development is anticipated to result in the following vehicle trips.

	AM			PM		
	Arrival	Departures	Total	Arrivals	Departures	Total
225 Houses	26	71	97	67	25	92

13. The impact has been assessed in the network peak periods only. This is standard practice and acknowledges that the network is most sensitive to change at these times when traffic flows are generally at their greatest.
14. Vehicle trips have been distributed across the highway network using Census location of place of work data for existing residents within the proximity of the development (this is considered to be a reasonable proxy to determine likely commuting locations for employment trips). Trips for other purposes (leisure and education) have been considered using a gravity model with trips proportionately distributed towards those centres nearest to the site. The consequence of this distribution is that the majority of trips would remain within Bognor Regis/Bersted or travel towards Chichester. Trips have been assigned to potential destinations based on the most direct route available.
15. Following on from the traffic distribution exercise, the TA considers the impact on those junctions that are forecast to experience increased entry flows of 30 or more vehicles. All of the junctions assessed are demonstrated as continuing to work within theoretical capacity taking account of the development as proposed.
16. Paragraph 109 of the National Planning Policy Framework states that development should only be prevented or refused on highway grounds where the residual cumulative impacts on the road network are severe. WSCC Highways are satisfied that the development as proposed would not result in a severe impact.

17. Given this site forms part of a wider allocation, the Local Planning Authority may wish to give further consideration to the wider implications of the proposals in connection with the site allocation policy and master plan. This will then ensure that permitting the current scheme would not in anyway prejudice the delivery of the wider development by cumulatively resulting in severe impacts on the highways network contrary to para 109 of the NPPF, the Local Plan allocation policy and the WB Masterplan.
18. The only observation that would be made is in respects of the modelling is for the double mini-roundabout at North Bersted Street/Chichester Road/Chalcraft Lane junctions. The modelling is indicating the potential for queuing in the short link between the two roundabouts. The queuing indicated is though greater than the link length. In practice, drivers are considered unlikely to proceed onto the roundabout if the way ahead is blocked. As such, whilst this oddity is noted, operationally the roundabouts are expected to operate without any notable issues resulting from the proposed development.

Access by Sustainable Modes

19. The TA demonstrates that the site is within reasonable walking distance of various day to day services. The existing highway network includes appropriate infrastructure to accommodate the potential increase in walking trips.
20. Reference is made within the TA to the upgrading both in terms of surfacing and status of public right of way 136 to accommodate pedestrians and cyclists. The change in status will presumably be achieved either through the offering for adoption of the route as public highway or through a permissive use agreement to enable cyclists to use this alongside pedestrians. It's recognised that the applicant will be able to achieve this upgrade where the right of way crosses their site. However, there is a section at the eastern end that connects onto Chalcraft Lane that lies outside of the current applications red edge. The TA indicates that a contribution is to be made to WSCC to enable surfacing improvements.
21. Notwithstanding the fact that the applicant can undertake surfacing improvements to the public footpath via a s278 agreement under the Highways Act 1980, there is the concern that through upgrading the on-site route to enable pedestrian and cyclists access, effectively cyclists are being led to a point where they cannot then legally continue their journey without dismounting. This is far from ideal. It is recognised that the applicant cannot undertake works beyond their application boundary without first obtaining the permission of a 3rd party. It is still recommended that an obligation is placed

upon the applicant to use all reasonable endeavours to seek the permission of the 3rd party to enable a continuous foot/cycle way to Chalcraft Lane following the line of footpath 136.

22. With regards to cycling, it's accepted that a range of services are within reasonable cycling of the site. Existing cycling infrastructure is somewhat limited, although there is a signed route that runs between New Barn Lane and the existing community centre access road with there being an associated Toucan crossing on Chalcraft Lane with a short continuation of cycle route onto Central Drive. The West of Bersted allocation also includes policy requirements regarding the provision of cycle routes, so improvements to the wider network will be achieved as a consequence of the allocation. Further comments are made on the wider transport requirements of the proposed allocation and the current development within the 'Other Matters' section below.
23. In respects of the current application, a shared foot/cycle way is indicated on the north side of the access road serving the development (it's acknowledged that details of the access road are not to be approved at this stage although such matters are shown on the Green Infrastructure Parameter Plan that is to be approved) linking into a Toucan crossing on Chalcraft Lane. The existing footway on the eastern side of Chalcraft Lane is indicated to be widened to 3.2 metres from the Toucan crossing to Central Drive, from where cyclists will join the carriageway. There is very limited consideration within the TA in terms of how this proposed arrangement complies with current guidance. LTN 1/20 in particular advises against shared use foot/cycle ways and instead promotes the physical segregation of cyclists and pedestrians.
24. Given that the site is indicating pedestrian/cyclist accesses at two other points (namely via footpath 136 (notwithstanding the potential issues identified with this) and onto the community centre access road (which connects to an existing Toucan crossing linking to Central Drive), the provision for cyclists alongside the main access road and the associated works on Chalcraft Lane are potentially superfluous and as shown conflict with LTN 1/20.
25. It's recommended that this aspect (namely the provision of shared use facility within the development, the Toucan crossing, and the proposed widening works along Chalcraft Lane) of the application is either removed or reassessed and amended to ensure compliance with LTN 1/20. In the event this southern route is removed, the Green Infrastructure Parameter Plan would need to be updated.

26. Through the design of the on-site layout, the use of the other two pedestrian/cyclist access points should be further promoted. This would necessitate changes to the Green Infrastructure Parameter Plan. The Parameter Plan currently shows a very indirect connection through the site onto the existing cycle route on the community centre access road. A far more direct and convenient route could be achieved.
27. The layout of the site should otherwise in all respects provide cycle friendly street design (i.e. to restrict vehicle speeds) to encourage on-carriageway cycling as per the guidance within LTN 1/20. This would be reviewed as part of any reserved matters application.
28. Bus stops are available on the A259 to the immediate north. The frequency of the existing bus service is such that this would offer a realistic alternative to the use of the private car. Walking distances are recognised as exceeding the suggested maximum 400 metres. The most direct walking distance would make use of public right of way 134. As part of the current development, the applicant should seek to undertake surfacing improvements to this footpath to make it suitable for use by all. A scheme of improvements should be secured via condition.
29. The framework travel plan is noted. A full travel plan based on the framework would be required to be implemented upon first occupation. This should be secured via condition.

Layout

30. Given the current application seeks outline approval with only matters of access to be approved, other than the comments made above regarding certain aspects, the illustrative on-site layouts have not been reviewed in detail at this stage. However the parameter plans, which are to be approved, have.
31. As a more an observation at this stage with such matters more to be determined as part of any future reserved matters, the illustrative layout does show a number of connections into existing and proposed areas of developments. Such linkages are welcomed as these increase the permeability of the site.
32. Related to the above point, as the site forms part of the wider West of Bersted allocation, the layout and parameter plans should not at this stage be precluding vehicular access to adjacent phases of development. Such matters are outlined within Section 7.2 of the adopted masterplan. In determining this application, the Local Planning Authority should be satisfied that the requirements of the adopted master plan are met.

Other Matters

33.As noted within this response already, the land forming part of the current application is included within the West of Bersted allocation. To enable the allocation as well as other housing and employment growth proposed as part of the Arun Local Plan, various transport mitigation has been identified. It's acknowledged that the West of Bersted allocation is required only to provide proportionate contributions towards this infrastructure. In turn, the current development would also be expected to proportionately contribute towards that infrastructure identified to support the West of Bersted allocation.

34.The TA does indicate a willingness to contribute towards Local Plan infrastructure. Contributions should though be determined against the WSCC/ADC Local Plan Transport Mitigation Apportionment Study (June 2020). This is considered to be the most up to date document in terms of proportionating contributions from Arun Local Plan allocations. It must also be recognised that the policy allocation for West of Bersted includes other specific cycling infrastructure. Again, as the current application forms part of the overall allocation, the site should also demonstrate how it satisfies this element of the policy requirement.

Summary

35.In highway terms, the principle of this development is acceptable. Further information would be required to address the above points.

36.Prior to WSCC Highways making a formal recommendation, the applicant should,

- Confirm that a Stage 1 Road Safety Audit has been completed for the proposed priority junction onto Chalcraft Lane that includes the development proposed through BE/81/20 and BE/148/20.
- Reassess potential cycle connections from the site towards Bognor Regis and update the Green Infrastructure Plan accordingly. Specific reference is made to the need to reconsider or remove the shared use along the access road and associated works on Chalcraft Lane.
- Reassess contribution requirements against the WSCC/ADC Local Plan Transport Mitigation Apportionment Study towards strategic infrastructure identified for the West of Bersted allocation.

Ian Gledhill
West Sussex County Council – Planning Services

[REDACTED]

From: Amy Myer <Amy.Myer@arun.gov.uk>
Sent: 13 January 2021 11:53
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: BE/148/20/OUT - Nursery Fields (Chalcroft Lane - Bognor Regis) - PROW COMMENTS

Please add the below email to the case file and label as 'PRoW Officer comments'

Thanks
Amy

From: Nicholas Scott [REDACTED]
Sent: 07 January 2021 10:09
To: James Cross <James.Cross@arun.gov.uk>
Cc: Kevin Dewitt [REDACTED]
Subject: BE/148/20/OUT - Nursery Fields (Chalcroft Lane - Bognor Regis)

Dear James,

I am emailing you further to a recent planning application we have been made aware of and wanted to make some comments from a Public Rights of Way perspective. There is mention of the a couple of public footpaths through the development and proposals for them and below are some points to consider for the applicant setting out what we would support and additional links to the network that could be contributed to/delivered as part of this development.

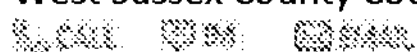
- WSCC's PROW team support the proposal to upgrade FP 134 within the development site to a public bridleway and this will provide connectivity north east toward Chichester Road. This would allow better commuting links and leisure access off road from the proposed new development to facilities and the existing cycle link between Bognor and Chichester. We would look for upgrade to Bridleway so it increases the number of users that are able to utilise this facility, rather than simply a cycle link

- The wider aspiration in this area is to create a Bridleway link north west toward Chichester through this site and beyond toward Lagness so contributions toward improvements outside the red line boundary (FP137) would also be welcomed to help deliver the aspiration giving improved access to walkers, cyclists and horse riders. With limited Bridleways on the coastal plain the opportunity to improve this network and improve sustainable transport and leisure offerings toward Pagham and Lagness would be very beneficial.
- FP136 through the proposed development would also provide a useful link. I appreciate the applicants comments about the exit onto Chalcroft Lane along the existing footpath being a challenge for equestrian users due to limitations on the path width at its eastern end but would support the upgrade of this route to allow for cycling along much of its length before it turns in a northerly direction to join to an existing cycle link near the community hall. This would help to provide a cycling option that would be able to tie in with proposed Bridleway upgrades and north west and north east avoiding busy roads and help to reduce the reliance on private motorised vehicles.

I appreciate this is at early stages but de to the importance of this site in relation to the local PROW network we would welcome the opportunity to be kept informed of how this processes so further comments can be provided as this process progresses.

Kind regards,

Nick Scott

Principal Rights of Way Officer
Highways & Transport
West Sussex County Council


Please note I have every other Monday off. If your enquiry is urgent outside of this time please email 

To ensure any PROW enquiries are dealt with efficiently please report them via our on- line form:
[Report a problem with a Public Right of Way](#)

Landowners please be aware that you are responsible for trees on your land and have a legal duty of care and must maintain your trees in a reasonably safe condition. View ash dieback here;
<https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/ash-dieback/>

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From: Amanda Scholes on behalf of Planning.Responses
Sent: 15 January 2021 11:03
To: Planning Scanning
Subject: FW: Highways England Response (HE ref. 90026 #12105) re. BE/148/20/OUT - Nursery Fields
Attachments: 20210114 HEPR BE_148_20_OUT Nursery Fields.pdf

Amanda Scholes | Receptionist, Department, Arun District Council | Location: Ground Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37736 | External: +44 (0) 1903 737500 ext 37736 | E-mail: amanda.scholes@arun.gov.uk



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Save the environment - think before you print.

From: Franklin, Richard [REDACTED]
Sent: 14 January 2021 12:57
To: Planning.Responses <Planning.Responses@arun.gov.uk>; James Cross <James.Cross@arun.gov.uk>
Cc: Spatial Planning [REDACTED]; Planning SE [REDACTED]
Bown, Kevin [REDACTED] Bowie, David [REDACTED]
Cleaver, Elizabeth [REDACTED]
Subject: Highways England Response (HE ref. 90026 #12105) re. BE/148/20/OUT - Nursery Fields

For attention of:	James Cross
Site:	Nursery Fields, Land to the North of Chalcraft Lane, West Bersted, PO21 5TS
Proposal:	Outline application with some matters reserved to provide up to 225 residential units with associated infrastructure, open space and vehicular and pedestrian access. This application affects a Public Right of Way.
Your Reference:	BE/148/20/OUT
Highways England's Reference:	90026 #12105

Dear Mr Cross,

Thank you for consulting Highways England regarding the above planning application on 14th December 2020 requiring a response by 17th January 2021.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the strategic road network (SRN), in this case the A27.

We note that this is an application for a 225 dwelling development in Bersted, located on the northern edge of Bognor Regis. The proposed development forms part of the Arun Local Plan West of Bersted strategic development. West of Bersted is identified within the adopted Local Plan under Policy H SP2a (SD3 West of Bersted) as a strategic area for housing delivery over the plan period to 2031, with an allocation of 2,500 new homes.

As you will be aware, Arun District Council and your consultants worked extensively with Highways England and colleagues from West Sussex County Council Highways to examine the impacts of the council's adopted Local Plan proposals. The Transport Assessment supporting the adopted Local Plan identified key mitigations required on both the local and strategic road networks. It was agreed between all parties that strategic development would fund those highway mitigations.

As such, Highways England offers no objection to the application subject to an appropriate contribution being secured towards the highway mitigation identified as part of the adopted Arun Local Plan as this development forms part of the West of Bersted strategic development.

Table 7.8 in the Transport Assessment outlines the proportional contributions required to the delivery of identified mitigation schemes at a total of seven junctions. We note that this proposed development of 225 dwellings will account for 9% of the West of Bersted total allocation of 2,500. However, the contribution amounts in Table 7.8 do not tally with those in the Enterprise Bognor Regis Transport Review 2017 report for the following junctions:

- A27 / A29 (Fontwell Eastern Roundabout)
- A29 / A259 Rowan Way
- A259 / Church Lane (Climping)
- B2166 / B2145 (Hunston)

The Enterprise Bognor Regis Transport Review 2017 report shows that the West of Bersted development is due to contribute £1,134,790 for the 2,500 dwellings, equating to £453.92 per dwelling. Therefore, provided that Arun District Council collects a contribution of £102,131.10 (225 x £453.92) from this particular site towards further mitigation of the A27 junctions in Arun, Highways England is satisfied that the proposals would not materially affect the safety, reliability and / or

operation of the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109) in this location and our formal HEPR response of No Objection is attached.

If you have any queries regarding this response, please contact us at



Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highways.gov.uk>

From: planning.responses@arun.gov.uk [<mailto:planning.responses@arun.gov.uk>]

Sent: 14 December 2020 09:18

To: Planning SE [REDACTED]

Subject: #12105 Planning Consultation on: BE/148/20/OUT

To: **Highways England**

NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)

**Town & Country Planning (Development Management Procedure) (England) Order 2015 - Article 5 -
Articles 16 & 18 Consultation before the grant of permission**

Outline Consent

Application No: BE/148/20/OUT

Registered: 9th December 2020

Site Address: Nursery Fields Land to the North of Chalcraft Lane West Bersted PO21 5TS

Grid Reference: 491599 100730

Description of Works: Outline application with some matters reserved to provide up to 225 residential units with associated infrastructure, open space and vehicular and pedestrian access. This application affects a Public Right of Way.

The Council have received the above application.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 17th January 2021. You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning.

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

Should the application go to appeal the Planning Inspectorate will publish any comments made to the Council on their website: <https://www.planningportal.co.uk/info/200207/appeals> but they will protect personal details.

In the absence of a reply within the period stated, I shall assume that you have no observations to make

Yours sincerely

James Cross

Planning Officer- Arun District Council

Telephone: 01903 737784

Email: james.cross@arun.gov.uk

PLCONSULT (GD8) 2020

<http://www.arun.gov.uk>

DX 57406 Littlehampton

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director, South East)
Operations Directorate
South East Region
Highways England

To: Arun District Council (FAO: James Cross)
planning.responses@arun.gov.uk

CC:

Council's Reference: BE/148/20/OUT

Location: Nursery Fields, Land to the North of Chalcraft Lane, West Bersted, PO21 5TS

Proposal: Outline application with some matters reserved to provide up to 225 residential units with associated infrastructure, open space and vehicular and pedestrian access. This application affects a Public Right of Way.

Highways England Reference: 90026

Referring to the planning application referenced above received by Highways England on 14th December 2020, requesting a response by 17th January 2021, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection
**provided that Arun District Council collects an appropriate proportional contribution of £102,131.10 from this particular site towards further mitigation of the A27 junctions in Arun.*
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

Highways England Planning Response (HEPR 16-01) January 2016

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B (covering new access to the SRN) is not relevant to this application.¹

HIGHWAYS ENGLAND (“we”) have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This represents Highways England’s formal recommendation (prepared by the Area 5 Spatial Planning Team) and is made available to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority disagree with any recommendation made under b), c) or d) above, the application must not be determined before they have:

- i) informed Highways England; and
- ii) consulted the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via

[REDACTED]

Signature: [REDACTED]	Date: 14 th January 2021
Name: Kevin Bown	Position: Spatial Planning Manager
[REDACTED]	
Highways England: Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	

¹ Where relevant, further information will be provided within Annex

APPENDIX B. RSA CORRESPONDENCE

Dominic Smith

From: jamie@fenley.co.uk
Sent: 19 January 2021 09:38
To: Dominic Smith
Cc: 'Jamie'
Subject: RE: Nursery Fields, Bersted

Importance: High

Dear Dominic

I trust that you are well.

I can confirm that our Stage 1 Road Safety Audit of your proposed priority junction off the north side of Chalcraft Lane, reference RSA-20-068, was undertaken in accordance with your Audit Brief, ref: ITB14224-007 which included details of the expected traffic movements based on the various developments and the results from your JUNCTIONS 9 assessment.

In terms of increasing the amount of development accessed via the proposed priority access, thus the traffic that flows through the junction, the Audit Brief identifies that the "Ratio of Flow to Capacity" (RFC) of the '2025 with Committed Development, Proposed Development and 210 Dwellings' scenario equates to a maximum of 0.18 along Chalcraft Lane resulting in a queue of just 1 vehicle. An additional 15 dwellings served off the junction is likely to marginally increase the RFC and queue experienced, however, I can confirm that the road safety implications of the junction as detailed within our Stage 1 Road Safety Audit, remain unchanged.

I trust that this confirmation is sufficient, should you need anything further, please do not hesitate to contact me.

Thank you and kind regards

Jamie

Jamie Fenning

BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

M: 07929857229

@: jamie@fenley.co.uk

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From: Dominic Smith <dominic.smith@i-transport.co.uk>

Sent: 18 January 2021 16:18

To: jamie@fenley.co.uk

Subject: Nursery Fields, Bersted

Good afternoon Jamie

Thank you for undertaking the Stage 1: RSA dated 7th September 2020 (a copy is attached for reference). WSCC have responded to the planning application and asked for confirmation that the RSA was considered on the basis of providing access both the Chalcroft Nursery application (planning ref: BE/81/20 – 20 residential units and circa 3,300sqm of commercial floorspace) and the current application (planning ref: BE/148/20 – 225 residential units).

I note that in paragraph 2.1 of your Audit report the access was considered on the basis of providing access to the wider development, at that time understood to be 210 units. Could you advise whether you would have any further comments to make in respect of access serving the additional 15 units?

If you require any further information then please do not hesitate to let me know.

Kind regards

Dominic



Dominic Smith
Associate Partner
for i-Transport LLP

T: 01256 338640

E: dominic.smith@i-transport.co.uk

M: 07841 455663

W: www.i-transport.co.uk

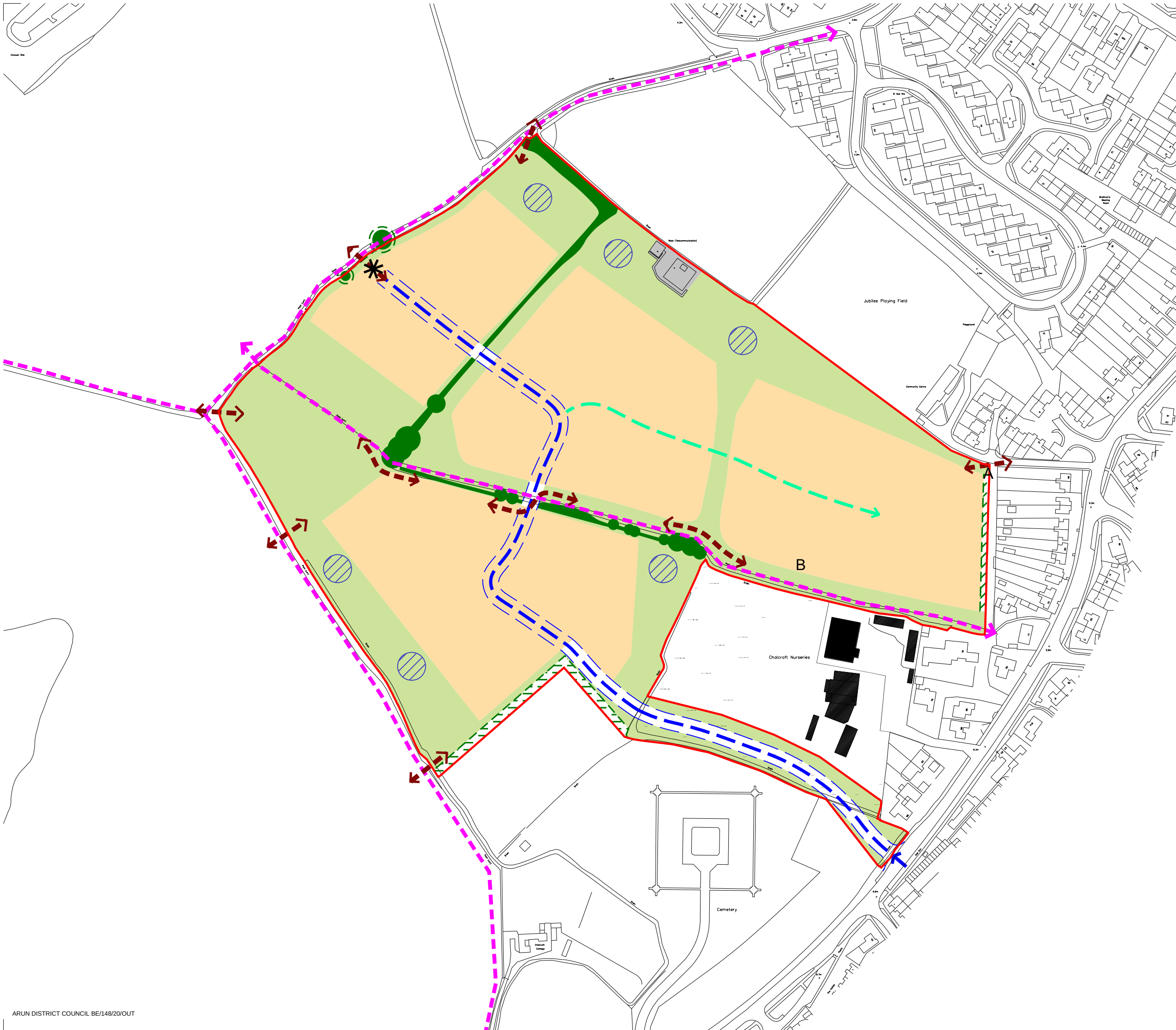
Basingstoke Office: Grove House, Lutyens Close,
Chineham Court, Basingstoke, RG24 8AG

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APPENDIX C. PARAMETER AND GREEN INFRASTRUCTURE PLAN



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Key

Application boundary

Residential use (including tertiary roads and incidental open space)

AB

*

PLAN FOR APPROVAL

P4	24.02.21	Retained trees next to reserved land added	VB	GP
P3	22.02.21	Pedestrian and cycle ways added	VB	GP
Rev	Date	Description	Drawn	Chkd

Drawing Status
PLANNING

Client
Landform Bersted Ltd

jtp

JTP Studios
Unit 5, The Rum Warehouse
Pennington Street
London, E1W 2AP
+44 (0)20 7017 1780
www.jtp.co.uk

Project
**Nursery Fields,
West Bersted**

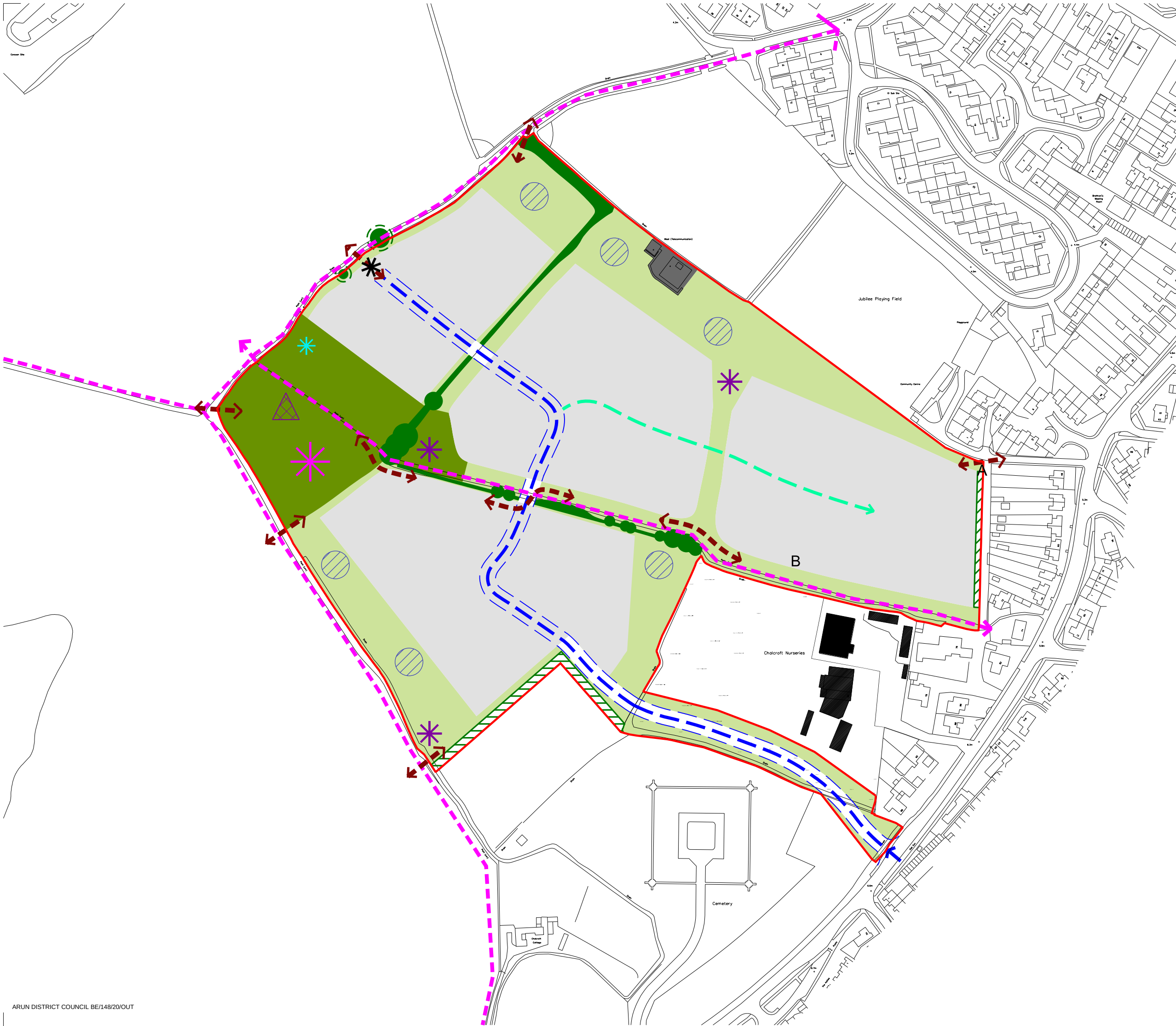
Drawing Title
**Land Use and Access
Parameter Plan**

Scale @ A3 1: 2500Job Ref. 01304

Drawing No. 01304 _ PP_01Revision P4

Scale Bar

0204060m



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- Key
- Application boundary
 - Developable area
 - Primary vehicular route (alignment subject to centre line deviation limits of +/- 10m)
 - Secondary vehicular route (indicative alignment)
 - Vehicular access
 - Pedestrian and cycle way (aligned to avoid retained trees and hedgerows)
 - Existing Public Rights of Way
 - Land reserved for potential future vehicular access to wider area
 - Cycle link to be achieved from point A to point B, as part of the development Infrastructure at RMA stage
 - Indicative location of water management feature
 - Telecommunication Mast
 - Buffer planting
 - Existing trees and hedgerows to be retained where possible
 - 2m offset from root protection area
 - Amenity Green and Parks and Gardens
 - Natural and Semi-natural green space and other open space
 - Indicative location of orchard
 - Indicative location of Local Area of Play (LAP)
 - Indicative location of Local Equipped Area of Play (LEAP)
 - Indicative location of combined LEAP and NEAP (Neighbourhood Equipped Area of Play)

PLAN FOR APPROVAL

P2	25.02.21	Retained trees added	VB	GP
P1	27.09.20	First Issue	VB	GP

Rev	Date	Description	Drawn	Chkd
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Drawing Status

PLANNING

Client

Landform Bersted Ltd



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Project

Nursery Fields,
West Bersted

Drawing Title

Green Infrastructure
Parameter Plan

Scale @ A3 1: 2500 Job Ref. 01304

Drawing No. 01304 _ PP_02 Revision P2



APPENDIX D. PROW CONNECTIVITY PLAN

