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Land at Church Lane Climping

“Outline application for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval.

The access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/013 and 4724/005A are access proposals to be determined at this stage of the application. For the avoidance of doubt all other access detail within the site is to be determined as a reserved matter at a later stage

ADDENDUM TRANSPORT STATEMENT

Mulgrave Properties LLP

GDB/4724/ATS.3

May 2018

Partners:
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1.0 INTRODUCTION

- 1.1 Mulgrave Properties submitted a planning application (Ref CM/1/17/OUT) for 300 dwellings together with ancillary development at Church Lane, Climping. This application was refused in September 2017 and Reason for Refusal 2 on the decision notice related to highway safety concerns as follows:-

The development does not satisfactorily mitigate the severe impact of the development on the safety at the Comet Corner and Oystercatcher junctions contrary to saved policy GEN7 and GEN8 of the Arun District Local Plan (2003), policy H SP2, H SP2C, T SP1 and INFSP1 of the modified emerging Arun District Local Plan 2011-2031 (updated March 2017) and CPN14 of the Climping Neighbourhood Plan (2015).

- 1.2 That refusal is now subject to Appeal, with a public inquiry set for July 2018. However, following discussions with Arun District Council, the application has recently been re-submitted (CM/13/18/OUT), together with three highway improvement proposals designed to improve road safety in the area, reflecting concerns expressed in Reason for Refusal 2 on the previous Decision Notice. The hope is that this response to those concerns might make the development acceptable to the Local Planning Authority.
- 1.3 The three new highway improvement measures are described in detail in this Addendum Transport Statement together with related plans. All other aspects of the 2017 TA remain unchanged and the previous TA has been resubmitted with the current application to cover those issues.

2.0 SIGNAL CONTROLLED PEDESTRIAN CROSSING ON A259

- 2.1 The village primary school lies on the south side of the A259, approximately 200m down Crookthorne Lane. Whilst that is within easy walking distance for residents of the proposed development, crossing the A259 as a pedestrian is not easy, particularly at peak times. Arun DC has recently modified policy H SP2c of

the ELP to include a requirement for a signal controlled crossing on A259 to improve pedestrian accessibility to the school.

- 2.2 The detailed access proposals in the 2017 application for the new Church Lane/A259 junction, indicated two staggered bus stop laybys on the A259 west of the new roundabout, with a pedestrian refuge island between them. There is a direct pedestrian link into the proposed housing development from there, and a new footway along the southern side of A259 tying back into Crookthorne Lane.
- 2.3 This crossing point would be the obvious place for a signal controlled crossing, as it lies on the desire line between the proposed housing and the school, and it would also facilitate crossing by bus passengers. If the crossing is to be signal controlled, the refuge island should be removed for safety reasons, and that in turn would reduce the highway widening in that vicinity. The resulting layout is shown on the revised access drawing No. 4724/13 attached at **Appendix 1**.
- 2.4 We have examined the required timings for the crossing, in accordance with the guidance set out in Local Transport Note LTN2/92, to establish the length of time that westbound A259 traffic would be faced with a red signal. Based upon the forecast 2026 am peak hour flows, plus a significant uplift to allow for other nearby ELP site developments, and including the usual allowance for the maximum queue length to be 50% greater than the average, the queue during a red signal would not extend back to the new roundabout.
- 2.5 We have discussed this proposal with WSCC, and they have indicated that given Arun DC's policy position, and subject to a satisfactory safety audit report, they would accept a signal controlled crossing in this location.
- 2.6 The revised access drawing (4724/13) at Appendix 1 has been submitted as part of the current application so that the controlled crossing becomes part of the amended means of access into the site, for approval.

3.0 PEDESTRIAN ACCESS TO THE SCHOOL

- 3.1 Crookthorne Lane is a narrow lane which leads from the existing A259 Church Lane roundabout southwards down to the village primary school. It is subject to a 30mph speed limit but apart from a short length (some 20m) at the southeast corner of the roundabout there is no footway. Because of the narrow width of the lane, the school asks parents to observe an informal one-way traffic flow with vehicles turning into Brookpits Lane, east of the roundabout, and then running round westwards to the school, before turning north to re-join the A259 at the roundabout. This is reasonably well observed by the parents. However, if, as currently seems likely, additional school provision is to be made in this area by expanding the existing Climping primary school, and with increased pedestrian demand from the proposed development which is within easy walking distance of the school, there will be many more pedestrians keen to walk along Crookthorne Lane.
- 3.2 We have looked at providing a minimum width kerbed footway (1.2m) along the western side of the lane, tied into the proposed new footway along the southern side of the A259 and connected to the signal controlled pedestrian crossing. A scheme is shown on drawing No. 4724/017 attached at **Appendix 2**. This maintains a 4.8m minimum carriageway width, sufficient for a car to pass an HGV, and for cars to pass parked cars (at school drop-off/pick-up times).
- 3.3 The Applicant Company is willing to fund these works with an estimated cost of £35,000, together with resurfacing the short length of the Public Byway between Crookthorne Lane and the school, at an estimated further cost of £10,000. This will create a coherent and safe pedestrian route between the site and the school. Not only will this be a positive safety benefit, but by making it more attractive (because it will be safer) these works will help to reduce peak hour car trips.
- 3.4 The proposal is to be incorporated into a revised Section 106 Agreement on the basis that the appellant will make available a contribution of £45,000 to enable WSCC to implement works which will create a footway scheme on Crookthorne Lane and resurfacing of the Public Byway length of Brookpits Lane, all generally in accordance with the scheme shown on drawing No. 4724/17 (as at Appendix 2).

4.0 THE OYSTERCATCHER JUNCTION

- 4.1 Given the position of Arun DC in relation to this junction, as set out on the previous Decision Notice, we have examined the junction layout and the accident records in considerable detail with a view to finding, without prejudice to our primary position, a relatively low-cost improvement scheme which might have a positive effect on the accident record.
- 4.2 The junction layout accords closely with current DMRB design standards, and the only discernible pattern to the accident records is that two of the three accidents which have occurred at this junction were at night, when the junction is unlit, and the two other accidents nearby also occurred at night.
- 4.3 A detailed audit of the junction, on the ground, results in the following comments:
- (i) The road markings and the coloured (red) surfacing within the cross-hatched markings on the A259 are worn, with the coloured surfacing being almost invisible.
 - (ii) Visibility of the Give Way sign on Yapton Road is poor. Partly this is due to it being obstructed by overhanging vegetation, but partly it is because the layout results in the sign being around the left turn radius, behind the trees, and out of the line of sight of approaching drivers. The sign is already as far back from the Give Way line as it can be legally.
 - (iii) The advance Give Way Ahead sign on Yapton Road which is 150 yards in advance of the junction, is badly obscured by overhanging vegetation in front of it and is not readily seen by approaching drivers.
 - (iv) Similarly, the Advanced Direction sign on Yapton Road, which is 70m in advance of the junction, is not readily visible to approaching drivers due to overhanging vegetation in front of it.
 - (v) The junction is not lit, whereas the similar junction at Comet Corner which is in a 50mph speed limit rather than the 40mph limit at the Oystercatcher junction, is lit.

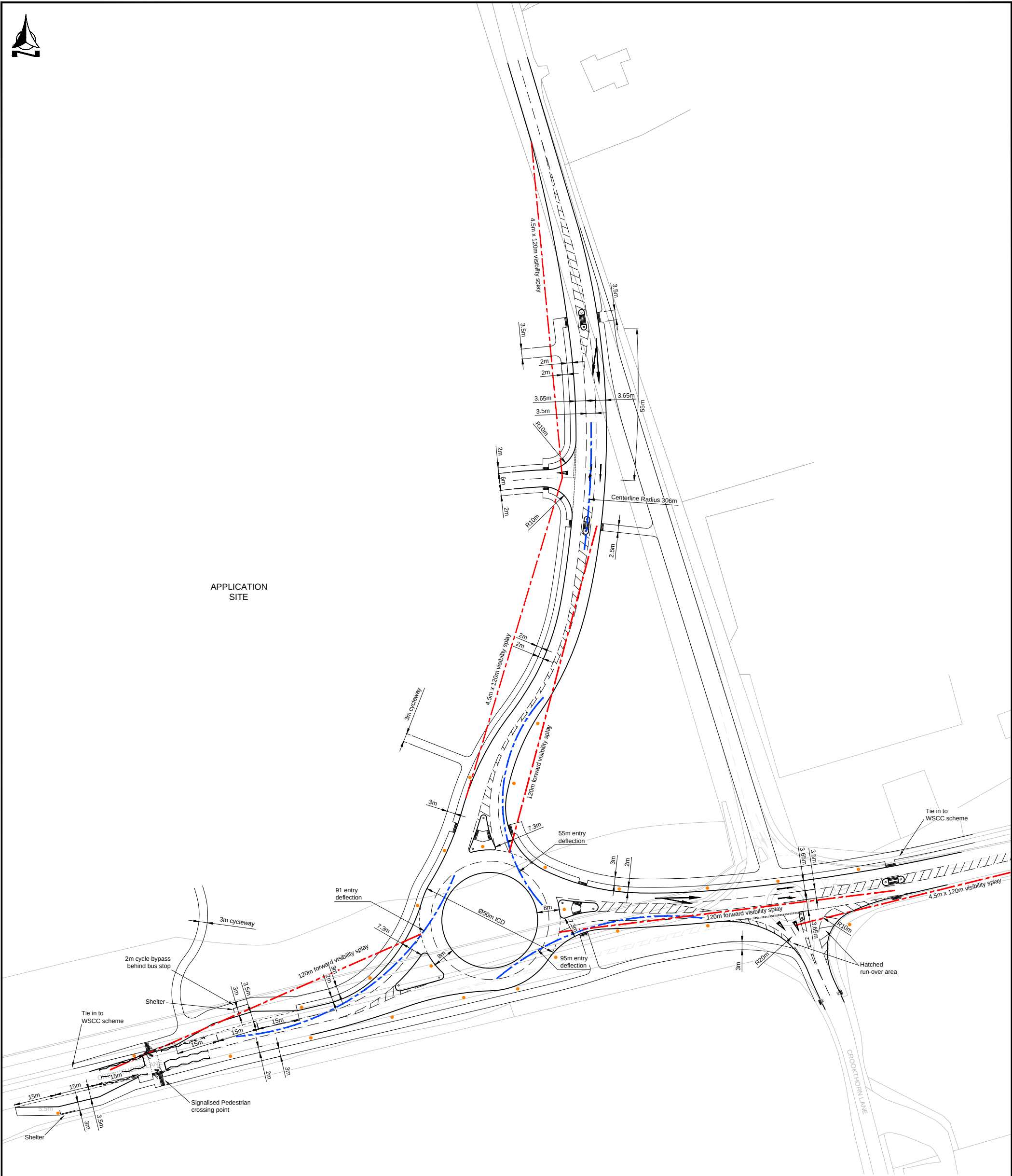
- 4.4 Having regard to the results of this site audit, a scheme to install street lighting through the junction area, to trim back overhanging vegetation on the Yapton Road frontage (all of which is part of the application site frontage) so that the signs are visible, and to refresh all of the road markings and coloured surfacing throughout the junction, would address the defects which have been identified. The lighting scheme, in particular, is a response to four of the five accidents which have occurred taking place in the dark, and this could be expected to have a beneficial effect on safety.
- 4.5 Drawing No. 4724/14 attached at **Appendix 3**, illustrates the proposals described above. At this stage, the lighting scheme has not been designed in detail, but the illustrative layout does reflect standard layout good practice. Because the proposed new roundabout at the realigned Church Lane junction will be lit (in accordance with normal requirements) the Oystercatcher junction scheme would need to be extended a further 150m eastwards to tie the two schemes together and to avoid a short section of unlit road between them. The cost of the lighting scheme and the remedial signs and road marking works is £100,000.
- 4.6 As with the Crookthorne Lane footway scheme, the applicant will include the Oystercatcher junction proposals into a revised Section 106 Agreement, on the basis that the applicant will make a contribution of £100,000 to enable WSCC to implement works as shown illustratively on Drawing No. 4724/14.

5.0 SUMMARY

- 5.1 The three schemes which have been identified (signal controlled pedestrian crossing, the Crookthorne Lane footway, and the Oystercatcher Junction street lighting and remedial works) are all intended to improve road safety in the vicinity of the application site. Notwithstanding our principal argument that the proposed development will not give rise to severe road safety impacts at the Oystercatcher and/or Comet Corner junctions, the proposed measures will make a positive contribution to road safety, and are directly related to the proposed development. The proposals do, therefore, represent an appropriate response to the concerns which gave rise to Arun Dc's second Reason for Refusal on the 2017 application Decision Notice.

APPENDICES

APPENDIX 1



Notes
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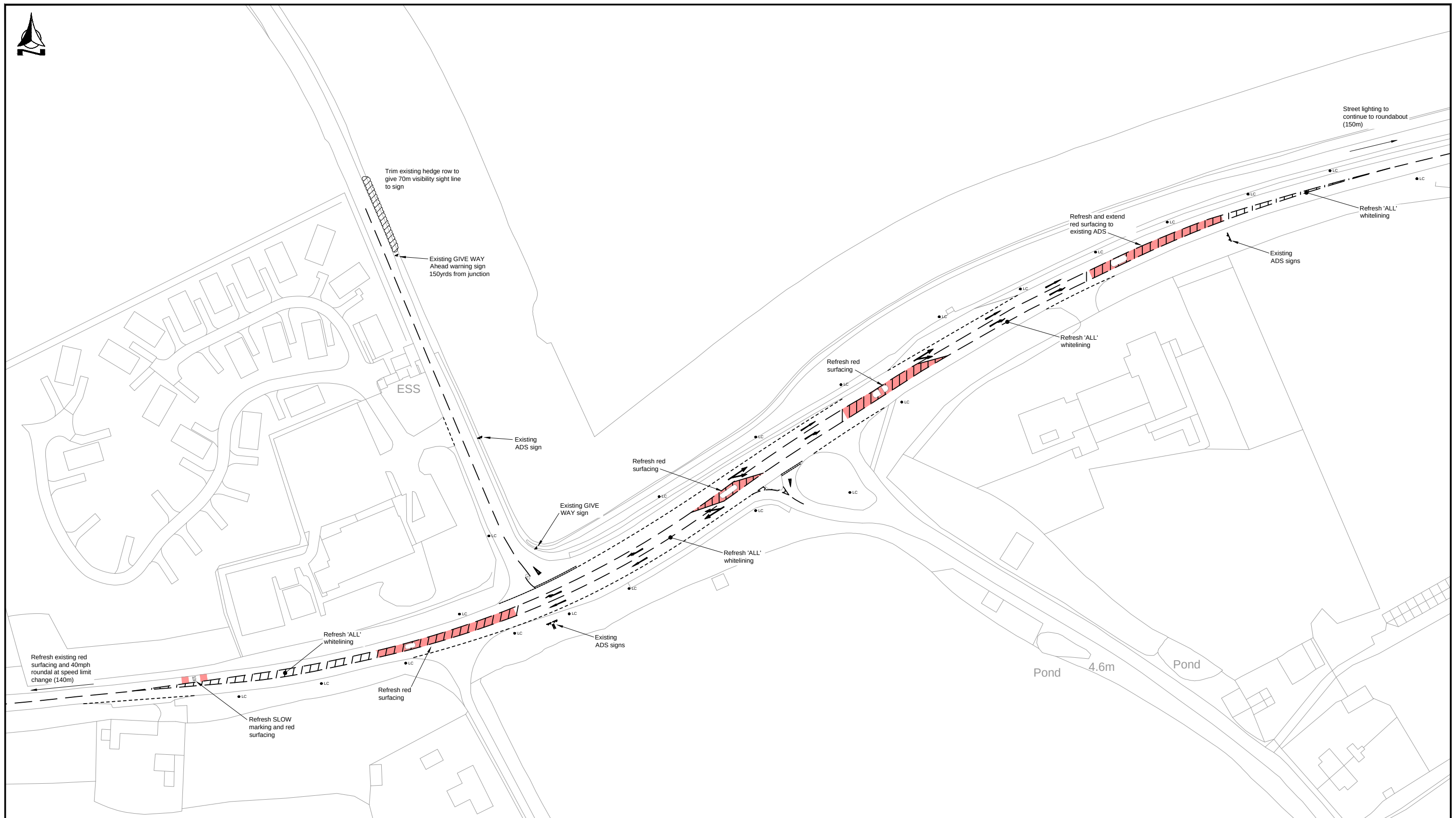
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CLIENT Mulgrave Estates			
PROJECT Land at Climping, West Sussex			
TITLE Proposed Roundabout Details With Pedestrian Crossing			
DRAWN BY JCB	DESIGN BY GDB	CHK BY GDB	
DATE 19/04/18	DRAWING No. 4724 / 013	REV No.	
SCALE 1:625 @ A1 1:1250 @ A3			

APPENDIX 2



APPENDIX 3



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CLIENT
Mulgrave Estates

PROJECT
Land at Climping, West Sussex

TITLE	Alternative Yapton Road Highway Improvements
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DRAWN BY JCB	DESIGN BY JCB	CHK BY GDB
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DATE 24/04/18	DRAWING No. 4724 / 014	REV No.
SCALE 1:625 @ A1 1:1250 @ A3		