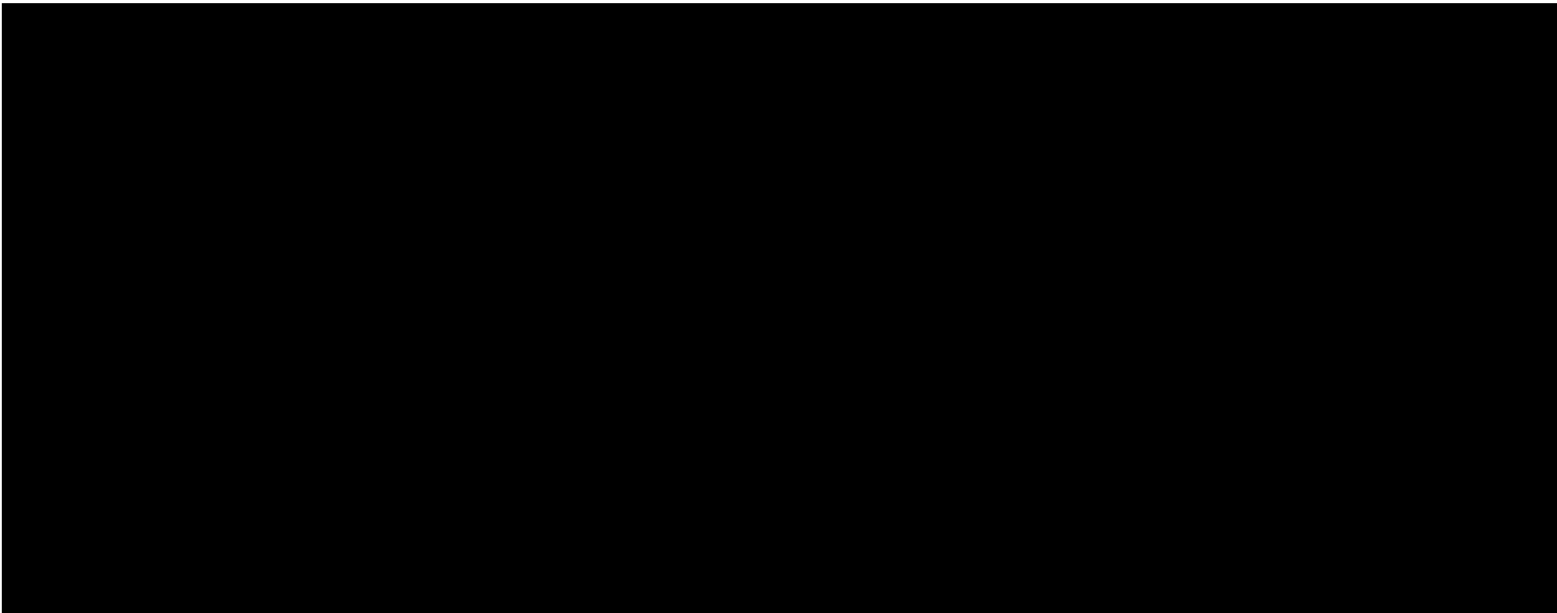




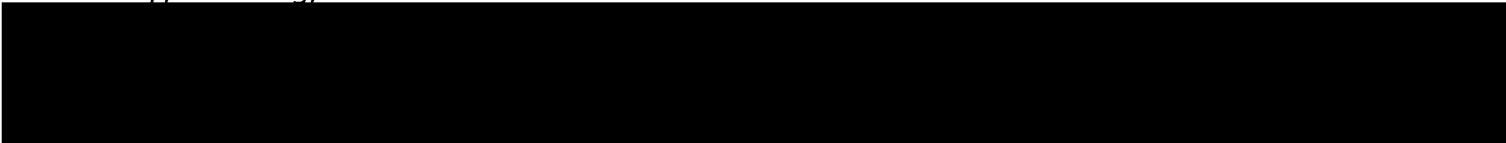
From: Steven Shaw [REDACTED]
Sent: 14 June 2018 12:00
To: Michael Eastham
Cc: Planning; Claire Potts
Subject: **Warning Active Content** CM-13-18-OUT Highway Authority comments

Michael,

Please find attached the Highway Authority response on application CM-13-18-OUT. I have attached our response to the previous application (CM-1-17-OUT) for reference and I will provide a copy of my comments to Graham Bellamy, the applicants transport consultant, shortly.

Regards

Steven Shaw BA (Hons) MSc MCIHT
County Highways (Development Management) Team Manager
Economy, Planning, and Place Directorate



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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC
DATE:	14/06/2018
LOCATION:	Land to the West of Church Lane, South of, Horsemere Green Lane, Climping
SUBJECT:	CM/13/18/OUT Outline application with some matters reserved 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 access points, 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 4724/005 Rev A 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. Resubmission following CM/1/17/OUT. Departure from the Development Plan.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	See below for breakdown.

Background

This application is a resubmission of planning application CM/1/17/OUT for the erection of 300 houses, a building of D1 land use of up to 875m² and an A1 unit of up to 530m² in floor space. The Highway Authority did not consider that application CM/1/17/OUT warranted a reason for refusal on transport grounds and did not object subject to the inclusion of suggested conditions on any permission granted and that the applicant delivered the proposed improvements works to Church Lane/A259 junction and set land aside at the Oystercatcher junction to facilitate improvement works at a later date.

The application was refused by Arun Planning Committee for not satisfactorily mitigating the severe impact of development on safety at the Comet Corner and Oystercatcher junctions.

Application CM/13/18/OUT

The applicant has submitted a revised application to seek to address this reason for refusal. The revised application proposes three additional highway proposals to that

previously proposed and retains the previous highway works and land set aside at the Oystercatcher junction and all other aspects of the previous submission remain unchanged. The additional highway works proposed with this application are:

- (a) A signal controlled pedestrian crossing on A259
- (b) Provision of a kerbed footway along the western side of Crookthorn Lane between A259 and the village school
- (c) A street lighting scheme at the Oystercatcher junction together with remedial works to the signs and road markings

The applicant is proposing to incorporate the signalised crossing into the previously proposed Section 278 works at Church Lane/A259. The Highway Authority does not object to the principle of these works. However, they would look for the applicant to submit these revised plans to the road safety auditors for comment and provide any comments they have on the revised layout to the Highway Authority.

The applicant is proposing that the works to Crookthorn Lane and the improvement scheme to the Oystercatcher are provided for via a S106 contribution of the following:

- Crookthorn Lane footway - £35,000
- Public byway Brookpits Lane – £10,000
- Oystercatcher improvement scheme - £100,000

The Highway Authority preference is for the works to Crookthorn Lane and Brookpits Lane to be delivered by the developer and incorporated into the S278 agreement. The Highway Authority would therefore ask whether the applicant would be willing to do this.

In relation to the Oystercatcher junction the Highway Authority preference is to deliver one overall improvement scheme rather than piecemeal improvements over time that may have to be removed as an overall scheme is developed. Therefore the Highway Authority is agreeable in principle to taking a S106 contribution towards this junction. The applicant should provide a detailed breakdown of the costs for these works.

Since the previous application Arun DC and WSCC have worked on the Arun Infrastructure Note to identify how a fair and equitable approach is to be taken to funding the necessary strategic transport infrastructure identified within the local plan to support the strategic allocations. In order to fully assess whether the contributions of the revised application are in line with this work the Highway Authority would look for the applicant to provide details of the economic value of the land to given to deliver a scheme at the Oystercatcher junction, to be aware of the full package of mitigation being offered.

Summary

The Highway Authority has no objections to the principle of the application as per the previous comments on application CM/1/17/OUT. The additional mitigation being offered by the developer is welcomed although the following further clarification is required prior to determination:

- **Signalised crossing on A259** - The revised S278 plans incorporating the signalised crossing on the A259 should be provided to the road safety auditors and any additional comments provided to the design team and Highway Authority.
- **S106 contribution towards Crookthorn Lane and Brookpits Lane** – the Highway Authority preference is for these works to be delivered via S278 and the applicant should confirm whether they are agreeable for these to be delivered and incorporated into the other S278 works to Church Lane. If the applicant is not agreeable to this approach and prefers a S106 contribution a detailed breakdown of the costs of the works should be provided so that the Highway Authority can have a fully informed view of the costings.

- **S106 contribution Oystercatcher** – The Highway Authority is agreeable to securing a S106 contribution towards this junction; a detailed breakdown of the costs of the works should be provided.
- **Land to be given at the Oystercatcher junction** – the applicant should provide details of the economic value of the land to be set aside to facilitate improvements to the Oystercatcher junction so the full cost of the mitigation package is understood.

Steven Shaw
West Sussex County Council – Planning Services

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 30th June 2017

**FROM: Dominic Smith TO: Arun District Council
FAO: Claire Potts**

SUBJECT: CM/1/17/OUT

Outline application with all matters reserved for the erection of up to 300 dwellings & ancillary development comprising open space, a building within use class D1 of up to 875 sqm net, a building for A1 use having a floor area of up to 530 sqm , together with open space & ancillary works, including car parking & drainage arrangements. This application is a Departure from the Development Plan & affects the setting of Listed Buildings.

Land West of, Church Lane & South of Horsemere Green Lane, Climping

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has previously provided comment on the proposed development of up to 300 dwellings and ancillary development on land south of Horsemere Green Lane, Climping. In comments dated 18th May, the LHA recommended modification of the access arrangements. The Applicant has subsequently submitted revised drawings incorporating the changes recommended.

Access and Highway Works

The LHA are satisfied that the drawings have been amended in accordance with the recommendations. Works on the highway would be subject to a S278 Agreement, through which minor amendment may be necessary as part of the detailed design process and Stage 2 of the Road Safety Auditing process. The proposed arrangements should be secured via condition and obligation.

Mitigation

Improvement of the Church Lane/A259 junction has been identified as necessary within the Systra transport study associated with the Proposed Modification Local Plan document. The study identifies flaring of the west bound approach to the junction in order to offset the cumulative impact of development associated with the Proposed Modifications. The cost of the identified improvement is circa £169,000, of which the proposed development would be required to contribute 19% (£32,000). However, the opportunity exists to significantly enhance the roundabout to enable a capacity improvement that addresses existing congestion at the junction. This is achieved by utilising land under the control of the Applicant to increase the footprint of the roundabout. The LHA have reviewed the scheme and established that the cost of the works is likely to be in the region of £800,000 to £1,200,000, and this cost does not take into account the value of the 3rd party land. The applicant proposes to deliver the roundabout improvement in full, thus removing the need for contributions to be secured from other allocated development sites towards the improvement.

Improvement at the Oyster Catcher junction has also been identified for a safety improvement as part of the Systra study. However, at the current time there is no agreed scheme at this location. It

is envisaged the improvement will take the form of a roundabout, although the design of such a junction would be severely restricted by the highway boundary constraints. Whilst it is not possible to ascertain the level of contribution that would be necessary, it is recommended that a Section 106 obligation is sought that requires land under the control of the Applicant to be safeguarded, and transferred to the County Council at such a time (at no cost) it is required for delivery of a junction improvement. It is recommended that the land is safeguarded for the entirety of the Local Plan period. The extent of land to be transferred should be agreed prior to completion of the S106 Agreement.

In addition to the above, it is recognised that the Systra study identifies improvement at both the A27/A280 Patching Roundabout and the A259/B2187 junctions. Contributions of £33,000 and £36,270 are specified. However, given the value of the works associated with the improvement at Church Lane/A259 junction, it is not considered that contribution towards these schemes would be in keeping with CIL Reg 122, in that the cost of the mitigation package would not be in keeping with the scale of development. These contributions should instead be spread across other allocations identified to have an impact on the aforementioned junctions in order to offset the cost of the A259 roundabout improvement and the land values associated with implementation of the roundabouts.

No objection is raised to the proposed development, subject to the following conditions/obligations.

Conditions

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Access

No development shall commence until the vehicular access serving the development has been constructed in accordance with Bellamy Roberts drawing 4724/004 Rev B.

Reason: In the interests of road safety.

S106 Obligations

- Highway works as shown in Bellamy Roberts drawing ref: 4724/002 Rev D
- Safeguard and transfer of land to the County Council, at no cost, upon request in order to introduce junction improvement at the Oystercatcher junction. Land should be safeguarded until the end of the Local Plan period

Informatives

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Dominic Smith
Planning Services