Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 05 April 2017 08:44
To: Planning Scanning
Subject: FW: CM/1/17
Attachments: CM117.docx

From: Claire Potts
Sent: 04 April 2017 13:53
To: Planning.Responses
Subject: FW: CM/1/17

Hi,

Please could the attached response from WSCC Highways be uploaded.

Kind regards

Claire

Claire Potts BSc MSc MRTPI | Strategic Development Team Leader, Strategic Development, Arun District Council | First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
[redacted]
Visit Arun's web site at www.arun.gov.uk Save the environment - think before you print.

[redacted]
Sent: 03 April 2017 16:19
To: Claire Potts
Subject: CM/1/17

Good afternoon Claire,

Please find attached the Highways response to the above consultation. I've also attached guidance/plans referenced in the report to be passed onto the Applicant (the drawings are not for publication on the District website, however – they're internal but the Applicant will need them in order to accommodate the works into their access).

Kind regards,

Dominic

Dominic Smith |Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
[redacted]

ARUN DISTRICT COUNCIL CM/1/17/OUT

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WEST SUSSEX COUNTY COUNCIL **DATE:**
STRATEGIC PLANNING CONSULTATION

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 been consulted on the outline planning application for the proposed development of 300 dwellings and ancillary development, 875m^2 of D1 use and 530m^2 of A1 retail use at land to the south of Horsemere Green Lane, Climping.

The site has been identified as a strategic development location within the emerging Arun Local Plan (ALP) for up to 500 dwellings. The cumulative impact of proposed ALP development has been considered through the Arun Transport Study Stage 3 (ATS3), including the impact of the allocation at Climping. The ATS3 document sets out a range of schemes required to mitigate the severe cumulative impact of development proposed through the ALP. It also provides costing of the schemes and establishes proportional impact from each of the strategic development locations. It is understood that this document has been considered, and approved, by Arun District Council and is now a final published document.

No objection is raised to the principle of the development, however, some modification and further information is required to assess the suitability of the proposed off-site highway improvements. This is as follows:

- A Design Audit of the highway improvements
- Modification of the design to incorporate pedestrian/cycle infrastructure being delivered by the County Council
- Removal of the north western pedestrian access onto Ford Lane
- Address comments made in relation to RSA points 3.1, 3.3, 4.1 and 4.2

Access
The Applicant proposes a significant reconfiguration of the highway infrastructure in the immediate vicinity of the site, which will incorporate site access arrangements.

A 50m inscribed circle diameter roundabout is proposed to replace the existing roundabout at the A259/Church Lane junction. In addition, a ghost right hand turn junction will provide site access

from Church Lane, a right hand turn junction with a left out only arrangement at Crookthorn Lane and pedestrian refuges at various locations to provide crossing opportunity.

A Road Safety Audit: Stage 1 has been undertaken on the proposed arrangements. The Applicant has indicated within the Audit Brief that there are no identified departures from standards. The LHA require a Design Audit to be undertaken and submitted, setting out how the design accords with the relevant standards. Should any departures be identified, the submission should be supported by Departures from Standards application. A copy of the Design Audit guidance is attached to the covering email.

The Designer Responses to problems raised in the RSA are of general acceptance of the Auditor recommendations. However, the following action is recommended.

- Problem 3.1 – further consideration required through Design Audit, and consideration through an Exception Report may be necessary
- Problem 3.3 – vehicle tracking should be undertaken and submitted for consideration
- Problem 4.1 – this should be addressed as part of modification to the design
- Problem 4.2 – this should be addressed as part of modification to the design

Network Capacity Impact

The ATS3 identifies that the proposed development will have a capacity impact at the following junctions:

- A27/A280 Patching Northern Roundabout
- A259/Church Lane
- A259/B2187 (Littlehampton West – Tesco)

In addition, the study identifies that the development has an impact at the following location, which has been identified for improvement on safety grounds:

- A259/B2233 (Oyster Catcher)

The ATS3 also proportions level of impact arising from each of the development locations, and identifies the cost of implementing the mitigation schemes. It is therefore possible to ascertain the level of contribution required from each site. The contribution has been based on the 'High Estimate' included in the Systra report, in the interest of robustness.

- A27/A280 Patching Northern Roundabout - £33,000
- A259/Church Lane – content in TA supersedes ATS3 proposals (further comment later in report), no contribution necessary
- A259/B2187 - £36,260
- A259/B2233 (Oyster Catcher Safety) – 24% of scheme cost (TBC)

In addition, the ATS3 sets out that the costs within 'Table 27' do not represent the full cost of highways and transport mitigation of the Local Plan as they exclude the following:

- A29 Realignment
- Sustainable transport package measures (discussed later in report, provided by Applicant has highway works)

It is also understood that there is an aspiration for a bridge spanning the railway line north of the site, as a replacement to the North End Lane (Yapton) level crossing. However, this has not been included as a mitigation scheme within the ALP. It is unclear as to whether the District Council is actively seeking contribution towards this scheme.

Church Lane/A259 Junction

As referenced above, an improvement scheme at the A259/Church Lane junction is required. The junction currently experiences congestion during peak network conditions, and capacity testing associated with the ALP and the site specific TA indicates that development will exacerbate existing operating deficiencies.

The ATS3 identified minor junction flaring on the eastbound approach to the junction. Whilst the improvement was shown to alleviate the impact of development, the junction would continue to operate in excess of theoretical capacity. In real terms, limited journey time benefit would have been experienced as a result of the modification. However, junction improvement within the ATS3 was limited to improvement within the highway boundary. Given the development site borders the junction, the Applicant has taken the opportunity to propose a significant improvement to the junction utilising land within the site boundary.

The proposed junction arrangement has been modelled using ARCADY software. Upon review of the modelling a number of minor issues have been identified, as follows:

- There are some minor inaccuracies between the ARCADY modelling parameters and those shown on drawing no 4724/004.

- Whilst it is reported that TEMPRO growth rates are included within the modelling suite, for the avoidance of doubt these should be provided within the main report.

- With the proposed ban on right turns at the new Crookthorn junction, it would be expected a majority of the existing right movements would now turn left out of the junction and perform a U turn at the new roundabout as opposed to travelling along Brookpit Lane and Ferry Road to join the A259; these have not been included within the modelling.

However, given the large benefit of the scheme to theoretical operating capacity the LHA are content that the matters identified above would not make a material difference to the modelling outputs.

As the modelling of the existing junction, contained within the TA, demonstrates that the existing junction suffers from delays and queuing, it is recommended that the junction arrangement be secured with an early trigger (i.e. prior to first occupation or no later than 50 dwellings), in order to alleviate the severe impact of development.

Sustainable Access

Drawing No 4724/002 details the proposed walking and cycling facilities in the vicinity of the proposed and existing Church Lane/A259 junctions.

As part of the proposal to introduce a new roundabout, the former old Church Lane would be closed to motorised vehicles and retained as a cycleway/footpath. Appropriate links to the internal network and crossing facilities are also proposed for pedestrians and cyclists.

Two new traffic islands are proposed on the A259, one to facilitate movements to a new westbound bus stop and secondly to facilitate pedestrian and cyclist movements via Crookthorn Lane, it is unclear from the plans whether the existing crossing point approximately 60m east of this location, and its associated guard railing, is to be retained.

The County Council are introducing new provision shared pedestrian/cycle infrastructure to the south of the site and adjacent to the northern side of the A259. This will divert the NCN route 2 between Bognor Regis and Littlehampton along the A259, for which drawings can be provided upon request. It is likely that the roundabout proposed by the Applicant would be implemented

after the cycle/pedestrian infrastructure is implemented. Therefore, it will be necessary for the detailed design to take into account any changes made to the highway arrangement so that the route can be suitably incorporated. The presence of a route to the south of the site would mean a 3m shared use route is required on the northwest side of the new Church Lane/A259 junction. Whilst it would be beneficial for this to be resolved prior to the grant of any consent, the LHA are satisfied that there is sufficient footprint available to incorporate the changes within the available land, and could therefore be resolved with a suitably worded S106 obligation. Consideration should also be given to providing a route on the southern side to link in with the island provided to allow access to the bus stop.

The local primary school that will serve the development is St Mary's Primary School, Climping. The school is accessed from the development via Crookthorn Road, there is no pedestrian provision for the majority of the road, however, pedestrian in road, school warning signs and wigwags are provided. The development has the potential to increase walking and cycling trips to school due to the shorter distance than other residential areas within the school catchment area. However, there is limited scope for further improvement along the route and, given the low volume of vehicular movements associated with the route; it is not considered that an increase in pedestrian movement would constitute a severe impact.

New bus stops are provided in the south east corner of the site to cater for residents generated by the site.

The site illustrative masterplan drawing no P14-4899 01 Rev D highlights additional linkages from the site at:

- Northern boundary of the development site onto Horsemere Green Lane which provides links to the existing residential area

- North eastern boundary of the site on Church Lane providing access to employment opportunities at Ford Aerodrome via the footway on the eastern side of the carriageway.

- North western corner of the development site onto Yapton Road. This access provides limited benefit to the site as it does not link with any existing footway provision or rights of way, the link may present benefits to a small number of existing residents along Yapton lane to access the A1 and D1 uses within the site. However, this can also be achieved utilising a route via Horsemere Green Lane. It is recommended that this access is removed, as to discourage intensification in pedestrian use of Yapton Road where no footway provision exists.

- South western corner of the development site adjacent to A249/Bairds Farm Shop allowing access to the existing bus stops.

- South western corner of the development site adjacent to Yapton Road /The Oystercatcher

Travel Plan

The Applicant has indicated that a Travel Plan will be operational. However, no detail appears to have been submitted with the application. It would be appropriate for this to be secured via condition, and undertaken in accordance with WSCC Travel Plan guidance.

Dominic Smith
Strategic Planning