WEST SUSSEX COUNTY COUNCIL **DATE: 30th June 2017**
PLANNING SERVICES 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	X	**Modification**		**More Information**	
Objection		**No Objection**	X	**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