

[REDACTED]

From: Cleaver, Elizabeth [REDACTED]

Sent: 21 March 2022 18:39

To: Planning.Responses <Planning.Responses@arun.gov.uk>; David Easton <David.Easton@arun.gov.uk>

Cc: Planning SE [REDACTED] Spatial Planning [REDACTED]

Subject: National Highways response: FP/274/21/OUT, Bognor Regis Golf Club

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For the attention of: Mr David Easton

Planning Application No: FP/274/21/OUT

Site: Bognor Regis Golf Club, Downview Road, Felpham, PO22 8JD

Proposal: Outline planning application with all matters reserved, except means of access, for the erection of up to 480 new homes (C3), the formation of a new means of access onto Golf Links Road, together with the creation of new surface water drainage, new landscaping and habitat creation, ground works and other infrastructure and the retention and re-purposing of the retained club house (F2)

National Highways' Ref: HAMIS 94126; Tracker #16178; JSJV SB406

Dear Mr Easton

Thank you for your email of 24 February 2022 consulting National Highways (formerly known as Highways England) on the application referenced above and requesting a response by 9 April 2022.

National Highways 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 National Highways 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. We will therefore be concerned with proposals and policies that have the potential to impact the safe and efficient operation of the SRN, in the case of this proposal, the A27 trunk road.

The adopted Arun Local Plan contains agreed highway mitigations for the impacted junctions resulting from the strategic development sites, with funding to be provided from developer contributions. As this development is a Departure from the Development Plan, it will contribute to a cumulative impact upon the A27 junctions beyond the impact being mitigated by the highways improvements that have been agreed to deliver the Local Plan. Accordingly, Arun District Council should request an appropriate proportional contribution towards a highway mitigation scheme of amendments that will be required to deliver the Arun Local Plan A27 mitigations.

In view of its location, we consider that this site will impact the A27 in a similar way to the West of Bersted strategic development site. The *Enterprise Bognor Regis Transport Review 2017* report shows that the West of Bersted development particularly impacts upon the A27 Chichester Bypass junctions and that a proportionate contribution towards the agreed mitigations for strategic development in Arun equates to £455.64 per dwelling (indexed from 2016 Quarter 1 prices). Therefore, provided Arun District Council collects a contribution of £218,707.20 (480 x £455.64), index linked from 2016 Q1 prices, from this application site towards required amendments to the Arun Local Plan A27 mitigation scheme, we would be 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 NPPF 2021 paragraphs 110-113).

As shown for West of Bersted in the *Enterprise Bognor Regis Transport Review 2017*, the impacts of this development will mostly be felt on the A27 junctions within Chichester district. The contribution would be towards a mitigation scheme, namely the Arun Local Plan A27 mitigation, to enable the necessary amendments required to accommodate the additional cumulative traffic impacts of development that is additional to the Local Plan development between the A27 / B2145 (Whyke) and the A27 / A29 (Fontwell East) roundabouts.

Should the Council require a Construction Management Plan as part of any permission granted for this proposal, we would want the Construction Management Plan to state that construction traffic will seek to avoid using the SRN during the network peak hours of 08:00-09:00 and 17:00-18:00 and that any loose loads will be sheeted.

I attach our formal NHPR response of No Objection subject to a proportionate contribution of £218,707.20 (index linked from 2016 Q1 prices) towards A27 mitigations between the A27 / B2145 (Whyke) and the A27 / A29 (Fontwell East) junctions.

Should the Council decide to determine the application not in accordance with National Highways' recommendation then, as directed within The Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, the Council will need to seek the approval of the Secretary of State before the application can be determined.

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

[REDACTED]

Kind regards

Elizabeth Cleaver, Assistant Spatial Planning Manager

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

Web: <http://nationalhighways.co.uk/>

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National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director)
Operations Directorate
South East Region
National Highways
[REDACTED]

To: Arun District Council - FAO Mr David Easton
planning.responses@arun.gov.uk

CC: [REDACTED]

Council's Reference: FP/274/21/OUT

Location: Bognor Regis Golf Club, Downview Road, Felpham, PO22 8JD

Proposal: Outline planning application with all matters reserved, except means of access, for the erection of up to 480 new homes (C3), the formation of a new means of access onto Golf Links Road, together with the creation of new surface water drainage, new landscaping and habitat creation, ground works and other infrastructure and the retention and re-purposing of the retained club house (F2)

National Highways Ref: HAMIS 94126

Referring to the consultation on a planning application dated 24 February 2022 referenced above, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

This represents National Highways formal recommendation and is made available to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [REDACTED] and may not determine the application until the consultation process is complete. The Local Planning authority must also copy any consultation under the 2018 Direction to [REDACTED]

Signature: [REDACTED]	Date: 21 March 2022
Name: Elizabeth Cleaver	Position: Assistant Spatial Planning Manager
National Highways: Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	
[REDACTED]	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a 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. We will therefore be concerned with proposals and policies that have the potential to impact the safe and efficient operation of the SRN, in the case of this proposal, the A27 trunk road.

Offer No Objection - Reasons

National Highways offers No Objection subject to a proportionate contribution of £218,707.20 (index linked from 2016 Quarter 1 prices) towards A27 mitigations between the A27 / B2145 (Whyke) and the A27 / A29 (Fontwell East) junctions.

The adopted Arun Local Plan contains agreed highway mitigations for the impacted junctions resulting from the strategic development sites, with full funding to be provided from developer contributions. As this development is a Departure from the Development Plan, it will contribute to a cumulative impact upon the A27 junctions beyond the impact being mitigated by the highways improvements that have been agreed to deliver the Local Plan. Accordingly, Arun District Council should request an appropriate proportional contribution towards a highway mitigation scheme of amendments that will be required to deliver the Arun Local Plan A27 mitigations.

In view of its location, we consider that this site will impact the A27 in a similar way to the West of Bersted strategic development site. The *Enterprise Bognor Regis Transport Review 2017* report shows that the West of Bersted development particularly impacts upon A27 Chichester Bypass junctions and that a proportionate contribution towards the agreed A27 mitigations for strategic development in Arun equates to £455.64 per dwelling (indexed from 2016 Quarter 1 prices).

As shown for West of Bersted in the *Enterprise Bognor Regis Transport Review 2017*, the impacts of the proposal in this planning application will mostly be felt on the A27 junctions within Chichester district. The required contribution would be towards a mitigation scheme, namely the Arun Local Plan A27 mitigation, to enable the necessary amendments required to accommodate the additional cumulative traffic impacts of development that is additional to the Local Plan development between the A27 / B2145 (Whyke) and the A27 / A29 (Fontwell East) roundabouts.

Therefore, provided Arun District Council collects a contribution of £218,707.20 (480 x £455.64), index linked from 2016 Quarter 1 prices, from this application site towards required amendments to the Arun Local Plan A27 mitigation scheme, we would be

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 NPPF 2021 paragraphs 110-113).

Should the Council require a Construction Management Plan as part of any permission granted for this proposal, we would want the Construction Management Plan to state that construction traffic will seek to avoid using the SRN during the network peak hours of 08:00-09:00 and 17:00-18:00 and that any loose loads will be sheeted.

This application has been assessed by the National Highways South East Region Spatial Planning Team. This NHPR form represents National Highways' formal recommendation regarding the application. It is copied to the Department for Transport as per the terms of our Licence.