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From: Stephen Gee [REDACTED]
Sent: 17 May 2021 06:19
To: Raymond Cole <Raymond.Cole@arun.gov.uk>
Subject: RE: F/4/20 - Ford Airfield

Ray,

Yes the designers responses have all be signed off

In terms of drawing numbers – I believe those within the attached table in the email are correct.

Stephen

From: Raymond Cole <Raymond.Cole@arun.gov.uk>

Sent: 12 May 2021 16:48

To: Stephen Gee [REDACTED]

Subject: RE: F/4/20 - Ford Airfield

Hi Stephen

Were the Stage 1 RSA designers responses acceptable and, if so, do you have a list of approved drawing numbers and titles?

Thanks, Ray

Raymond Cole
Principal Planning Officer
Directorate of Place

T: 01903 737598

E: raymond.cole@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

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From: Stephen Gee [REDACTED]

Sent: 24 December 2020 07:27

To: Raymond Cole <Raymond.Cole@arun.gov.uk>

Cc: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: f/4/20 - Ford Airfield

Ray,

The additional highway documents that have been reconsulted upon are ones that were considered within my reply dated 12th of October 2020.

I have recently received the Stage 1 RSA designers responses in an acceptable format and will begin working my way through the Highway Authority response to these dealing directly with the applicants highway consultant.

Regards

Stephen

Stephen Gee | Principal Planner County Highways (Development Management), Planning Services, [West Sussex County Council](#) | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH [REDACTED]

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From: Stephen Gee [REDACTED]
Sent: 26 February 2021 14:04
To: Raymond Cole
Subject: FW: F/4/20 - Land at Ford Airfield

Ray,
Steve Shaw asked that I update you on the Ford S106 discussions.

Below is the latest conversation I have been having with applicants transport consultant.

Regards

Stephen

From: Stephen Gee [REDACTED]
Sent: 18 February 2021 13:45
To: 'Dominic Smith' [REDACTED]
Subject: RE: F/4/20 - Land at Ford Airfield

Dom,
The triggers in general appear acceptable.

One issue to raise is what happens if Yapton Lane comes first, how would vehicles accessing Ford, Arundel etc travel, what increase would this put on HGL? I appreciate the effects would be temporary until the full link through the development is constructed but will surely be raised by locals along HGL.

In reverse its much more likely that people would be encouraged to walk/cycle to any local facilities.

Stephen

From: Dominic Smith [REDACTED]
Sent: 19 January 2021 15:19
To: Stephen Gee [REDACTED]
Subject: RE: F/4/20 - Land at Ford Airfield

Hi Stephen

Thanks for considering and returning the RSA response; please find attached a copy with the agreed actions and duly signed. Once you've added yours and .PDF'd, I'll ask Barton Willmore to submit to Arun for the planning file as a final version.

We spoke briefly about contributions last week; I've subsequently spoken to BW who have advised that the draft Heads of Terms are being discussed with Arun. I've extracted the relevant transport related obligations and pasted these below, with what have been identified as triggers. The phasing of the development is being considered at the moment, and it is not clear whether the development of the site will start from the north or the south – we've left the site accesses as an either/or at the moment (1st occupation and 750th occupation).

Scheme	Drawings	Trigger
Yapton Road Access	GA-001 Rev E	1 st Occupation/750 th Occupation
Ford Lane Access	GA-004 Rev B	1 st Occupation/750 th Occupation

Rollaston Park/Burndell Road Pedestrian Improvements	GA-041 Rev A & GA-200, 201 Rev A, 202 Rev A, 203 Rev A and 204	1 st Occupation
Ford Lane Pedestrian Connection	GA-054 Rev A	Prior to Opening of Ford Lane Access (GA-004 Rev B)
Church Lane Pedestrian/Cycle Connection Ped/cycle Access Works – only required if secured scheme from CM/1/17 not forthcoming	GA-600 Rev A	Prior to Opening of Yapton Road Access (GA-001 Rev E)
Ford Road cycle scheme	GA-006 Rev B, 007 Rev B, 008 Rev A, 009 Rev A & 010 Rev B	Contribution/Works Prior to occupation of 250 dwellings
Ford Lane/ North End Road Improvement	GA-028 Rev C	Prior to occupation of 751 st unit
B2233/ North End Road Improvement	GA-026 Rev B	Prior to occupation of 501 st unit
Bilsham Road/ B2233 Improvement	GA-027 Rev C	Prior to occupation of 251 st unit
Yapton Cycle Route Improvements	GA-059, 060 and 061	Prior to occupation of 101 st unit
Horsmere Green Lane Pedestrian Access/ Improvements	GA-058 Rev A	Prior to Opening of Yapton Road Access (GA-001 Rev E)
Footpath 206 Connection <i>Works include off-highway works on Hague Land</i>	GA-400 Rev A	Prior to occupation of commercial floorspace (<i>difficult one as it depends on when non-motorised links made between residential and commercial are made</i>).

We've undertaken some trigger modelling to assist in identifying appropriate triggers. The modelling suggests that the Bilsham Road mini is the most sensitive to traffic, we're proposing that as the first in the schedule. Following that, North End Road roundabout is more sensitive than the North End/Ford Lane priority, so we've identified in that order. I've pasted a link below to modelling outputs at 250, 500 and 750 units for each of the junctions.

Trigger Modelling - Ford

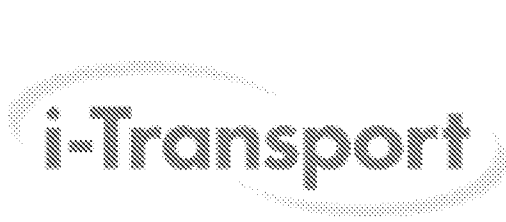
The content of the Apportionment Study (and notably, the bridge crossing over the railway line) is a topic of discussion with Arun at present. However, I've pasted below the suggested triggers for the financial contribution. From the early HoT, I think the intention is to keep the contribution quite open as opposed to assigning specific values towards certain schemes.

Sustainable Transport Apportionment Study	Payment at prior to occupation of: - 375th unit (25% occupation) - 750th unit (50% occupation) - 1,125th unit (75% occupation)
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It would be useful to get your thoughts on the above so we can start feeding it into discussions with Arun – let me know if you have any queries or wanted to discuss.

Kind regards

Dom



Dominic Smith
Associate Partner
for i-Transport LLP



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From: Stephen Gee [REDACTED]
Sent: 12 January 2021 08:30
To: Dominic Smith [REDACTED]
Subject: RE: F/4/20 - Land at Ford Airfield

Dom,
Hope you had a good break.

Sorry for the time its taken to get this back to you. Rather busy at the moment and there doesn't seem to be any let up in sight.

If you are able to complete the agreed RSA actions and insert your signature then I will add mine and pdf the doc.

Has any progress been made on the additional items still outstanding below?

Happy to have a catch up call if easier to discuss this and Land south of Barnham modelling requirements.

Stephen

From: Dominic Smith [REDACTED]
Sent: 20 November 2020 10:30
To: Stephen Gee [REDACTED]
Subject: F/4/20 - Land at Ford Airfield

Hi Stephen

Further to our conversation yesterday, please find below a link to the RSAs undertaken in respect of the site access and highway improvements associated with the Ford Airfield development. I've included the updated drawings and the finalised audits (that have been reviewed and signed off by the Auditor) along with a Word copy should you need to make any comments. We've accepted and taken on board the Auditors comments across the board, or identified where further consideration of the issue is to be taken forward through Section 278. The Audits are to be submitted formally to Arun as part of a wider package of resubmission information.

Ford RSAs

Of the other outstanding matters in your response dated 12 October:

- Consideration of cycle route in line with LTN 01/20 – this has been incorporated into the amendments to the RSA drawings. Where feasible, the path has been widened to provide a width of 3.2m. At some locations, due to the constraints of the highway, it has been necessary to retain some localised narrowings. However, as acknowledged as part of our earlier submission, it is not always possible to retrofit improvements into the established highway that are in strict adherence to the guidance. To ensure the scheme proposed is safe and suitable, it has been subject to an RSA with all matters addressed in accordance with the Auditor recommendations;
- I note that the PROW Team have now formally responded to the application, seeking contributions towards the enhancement of local routes and to explore the potential for upgrading Footpaths through the site to Bridleway. While some of these matters (i.e. those within the site) would be a matter for further consideration at the RMA phase, discussions with Arun regarding contributions are on-going and the PROW requests will be considered through this;
- Stage 1 RSA – as above;
- Public Transport Details – this matter is still on-going with Stagecoach and further correspondence from them will be submitted in due course;
- Contribution/works/phasing – we've undertaken some trigger modelling of the capacity improvements and discussions are on-going with Arun. Further information in this respect will be submitted as part of the wider package of information.

Kind regards

Dom



Dominic Smith
Associate Partner
for i-Transport LLP

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COVID-19 will result in many changes for the way people live and move for the foreseeable future which presents both challenges and opportunities for the development sector.

i-Transport has prepared a short discussion piece which sets out the Practice's thoughts on changes that are likely to result from COVID-19 (End of the Peak Hour?).

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