

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. D. Easton/David Innes
FROM:	WSCC - Highway Authority
DATE:	28th July 2022
LOCATION:	Land South of Grevatts Lane/A259 Climping
SUBJECT:	M/16/22/PL Laying out of an 18 hole 72 par golf course, a 9 hole golf course, practice greens and a driving range including a buggy compound; the formation of a new access onto the A259; construction of a club house with associated golf club facilities; the construction of a maintenance building and external area of hardstanding; the laying of parking, new roads and paths; new landscape planting; surface water drainage basins and water storage reservoirs; and other earth works and infrastructure. This application also lies within the parishes of Climping and Yapton, is a Departure from the Development Plan and affects a Public Right of Way. This application is subject to an Environmental Statement.
DATE OF SITE VISIT:	5 March 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA

This is the second WSCC County Highways (CHA) response to a planning application for the laying out of an 18 hole 72 par golf course, a 9 hole golf course, practice greens and a driving range including a buggy compound; the formation of a new access onto the A259; construction of a club house with associated golf club facilities; the construction of a maintenance building and external area of hardstanding; the laying of parking, new roads and paths; new landscape planting; surface water drainage basins and water storage reservoirs; and other earth works and infrastructure.

Comments below respond to Technical Note from the Transport Consultants RPS reference JNY10830-07 dated 20th May 2022 sent directly to the CHA and further exchanges of information and information placed on the Arun DC website. Comments should be read alongside previous CHA response dated 11th March 2022.

Response.

In its previous response, the CHA requested that the following additional information be provided. Comments in *blue italic text* latest CHA responses following consideration of the replies from the Transport Consultants:

1. Road Safety Audit (RSA) – COMMENTS TO FOLLOW SEPARATELY (WILL BE SENT TO THE CASE OFFICER AND APPLICANT'S TRANSPORT CONSULTANT).

A copy of the latest version RSA Decision Log for both the first Road Safety Audit and the subsequent follow-up have been sent directly to the applicant's Transport

Consultant (Design Organisation). FINAL copies to be made available to the LPA for its records.

2. Plan setting-out right-hand turning lane widths and kerb-to-kerb widths.

Drawing No. JNY10830-09 Rev. 'G' shows revised dimensions following discussion with the CHA. The turning lane and through lane widths are all 3.5m. The kerb-to-kerb widths alongside the refuge and traffic island are 4.0m to enable snow moving vehicles past them. The exit kerb radius (western side of the access) has also been enlarged to assist with the passage and tracking of turning vehicles to minimise conflict with vehicles turning using the central right hand turning lane.

3. Design Check to be provided for the proposed highways works, including details of any Departures from Standard (DfS).

Details of design parameters achieved following DMRB are set-out in section 1 of the Technical Note, paragraph's 1.4 – 1.11. Both these details and the application for Departure from Standard (DfS) have been considered by the CHA and are found to be acceptable subject to conditions.

4. Plan showing amendments to foot and cycle access (extension thereof) between site access and buildings and parking areas.

The cycle route has been extended further into the site (approximately 30-35m) and terminates at a right angle to the internal access road to enable users to have sight both north and south along the access 'road' into the site. The applicant has followed advice in LTN 1/20 para. 7.1.1. (i.e. sharing a low-speed/low-traffic environment). When constructed, the appropriate paving, white line markings and signage will need to be applied. It is noted that a dropped kerb/ramps is provided for cyclists leaving the site access 'road' to be able to re-join the shared foot and cycle route providing access to the shared arrangements proposed (and existing) on the A259.

5. Further detail of surfacing arrangements for PRow running within the site.

For WSCC PRow officer to consider.

6. Travel Plan update.

All additions as previously requested by the CHA appear to be included in the latest version. Final version and monitoring fee to be secured by S106 Agreement.

7. Further information about trip generation and how the figures presented have been arrived at for the proposals.

The applicant's consultant has interrogated TRICS looking at sites with more than 18 holes. Table 2 found in their Technical Note sets-out their findings. The resultant trip rates obtained through TRICS are comparable with the trip rates found in the original Transport Assessment (TA) that accompanies the planning application.

The CHA also requested a further breakdown of likely uses, times of use and resultant trips and number of staff and visitors based on the proposals. Table 3 found in the Technical Note gives this breakdown.

In summary, the applicant expects there to be a maximum number of 343 people on-site at any one time which includes a maximum of 168 on the courses at any one time, 20 on the practice facilities, 55 staff (some of which would be part-time) and potentially up to 100 for evening events. The consultant states that it is unlikely that there would be full demand on the courses at the same time an event was taking place. It is understood from discussions with the consultants that the majority of events (parties etc.) take place in the evening which supports the view that the courses would be unlikely to be in full use at the same time.

If the LPA is minded to approve the proposal, the CHA recommends that a condition be attached to any planning consent to limit the number of events (parties etc.) and timing thereof to ensure that they take place at times when other activities on-site are not taking place, thereby minimising conflicts with those other uses.

8. Details to be provided setting-out how new facilities will function, how many people will be able to use them (and when) and details of other functions and uses planned to take place at the premises (including when and how often and for how many and where they will be attracted/travelling from).

Table 3 found in the Technical Note provides this information. See below:

Table 3 – Predicted use of Proposed Golf Course			
	Existing Club	New Club	Change
Evening Functions	2 per month	1 per week	+1 per fortnight
Number of people attending evening functions	60-70	100	+30-40 people
No. People that use the course (max at any one time)	120 (18 hole)	120 (18 hole) + 48 (9 hole)	+ 48 people
Number of people that would use the club house/practice facilities (daytime) (Max at any one time)	120	220 (Max seating capacity)	+100 people
Practice Facilities (Max at any one time)	6	20	+14 people
Members	Circa 850	Circa 1,100	
No. Staff	38 (full time /Part time)	50-55 (full time /Part time)	+12-17 people

In paragraph 1.11 of the Technical Note the consultant states that assuming a worst-case scenario where every person arrives by car and every other person travels as a passenger/single occupant, there would be a maximum of 229 cars on site at any one time. The proposal provides for 241 spaces (13 of which are marked for disabled/mobility-impaired users). They consider this would be sufficient to cater for the highest demand. However, this would require that functions/parties etc. take place when the main function of the club – i.e. golf – is not taking place as mentioned previously in this response.

9. Plan showing PRoW position in relation to access works and through the rest of the site (and what guise it is planned to take including surfacing details).

This is now shown. PRoW team may wish to comment separately.

10. Plan showing extension of foot and cycle way into site to enable access to main club house and other facilities on-site.

Shown on Drawing No. JNY10830-09 Rev. 'F'.

11. Further information about expected level of use to inform parking provision.

See comments under point 8 above.

12. Provision of increased parking area for mobility-impaired users.

This is now achieved – 13 spaces now provided. Cycle parking should be in a secure and overlooked location. A planning condition to secure details of both car and cycle parking should be used should planning consent be granted.

13. Provision of a plan showing on-site bus and coach parking and turning facilities.

This is provided in Appendix 5 of the Technical Note.

14. Details of measures for protection of highways users on A259 from stray balls.

The information provided is from the designer of the golf course. Additionally, a meeting was held between the author of this response, applicant's transport consultant, planning consultant, developer and golf professional responsible for the design of the courses.

The discussion focused on distances from the A259 and likelihood of balls leaving the site and entering the road. It was stated that the putting green forming part of fairway 1 of the 9-hole course is some 40m away from the boundary of the site and additionally, there is a further distance from the boundary to the road edge and vegetation in-between. Given that shots on the putting green would essentially be of the putting variety and slow, then the risk of balls leaving the site and entering the road would be very low. With regard to teeing-off towards the putting green, then the distance and presence of vegetation is such that it would make it extremely unlikely that stray balls would enter the public highway.

With regard to hole 6 found to the west of the site (and again forming part of the 9-hole course), users would be teeing-off in an easterly direction with the general distance from the fairway to the road being in the region of again, 40m. Again, vegetation will be present along the boundary and the direction of travel of the balls will be easterly. The CHA is advised that the majority of stray shots would likely be in a southerly direction due to 'ball spin' brought about by a mis-hit, thereby sending the ball away from the direction of the A259.

The golf course designer has also advised that there are currently no legal requirements outlining the separation between a golf hole and a road but the new golf course layout follows and, wherever possible, improves upon the normal minimum safety setbacks implemented within the industry. They go on to say that as a general rule of thumb most wayward shots tend to be struck left or right of the target as opposed to flying beyond it. Consequently, normal industry practice is to ensure that there is a minimum of 60m setback either side of the centre target line and a minimum of 30m from the centre of the green to an external boundary or hazard beyond the green. This would tend to be increased when playing downhill as this would increase the risk of a golf ball flying beyond the target but in this instance the terrain is very flat. The two holes where the setbacks have been questioned - holes 1 and 3 on the short course (and 6) currently measure 48m and 43m respectively from the middle of the green to the edge of the road so comfortably exceed the minimum safety recommendations.

While this does not guarantee that a golf ball will not reach the road, the risk posed, in the designer's opinion, is extremely unlikely. They have also said that there are many examples of golf courses throughout the UK that have similar distanced setbacks to major roads and external boundaries without ball stop netting or screening features that have operated for many years without any notable issues. Importantly, the hard landscaping drawings show that extensive areas of woodland planting, up to 23m deep, will be provided along the boundary of the western parcel / proposed nine-hole course with the A259. The applicant has also reviewed the planting scheme and are proposing further canopy and hedgerow planting to supplement the existing boundary planting to the rear of the greens at holes 1 and 3. In addition to the setbacks, the proposed planting would also provide an effective buffer to protect the A259 from any stray balls.

Turning to the driving range, this has been specifically designed to avoid the need for ball stop netting. It is angled so that players hit away from the road and the setback from the centre target line starts at 120m in front of the tees and increases to over 200m at the end of the range. With such a large setback from the road, the applicant considers it unlikely that a golf ball will ever reach the road and as such, they are satisfied with the decision not to install ball stop netting in this location.

Of course, if issues arose post-opening of the course, then the golf club would be expected to implement additional measures to mitigate this.

Conclusion.

Based on the revised information now submitted, the CHA is now satisfied with the proposal from a highways point of view. As such, should the LPA be minded to approve the planning application, the CHA recommends that it only does so subject to the following:

S106 Agreement (to secure):

1. Travel Plan
2. Travel Plan monitoring fee

And,

Conditions:

1. Access

Prior to any operations commencing (including construction works), the access serving the site, including all associated works (i.e. right hand turning lane etc.), shall be completed in accordance with the details shown on the drawing numbered JNY10830-09 Rev. 'G', including Safety Audit recommendations.

Reason: In the interests of road safety.

2. Car parking

No part of the development shall be brought into use until the car parking serving the proposal has been constructed in accordance with the approved drawings. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

3. Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans to be submitted to, and approved by, the LPA after consultation with the CHA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

4. Internal access road

No part of the development shall be first occupied until the internal access road, footway/footpath, casual parking areas and turning areas serving the development have been constructed in accordance with the approved drawings.

Reason: To secure satisfactory standards of access for the proposed development.

5. 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),
- A S59 Agreement (However, this is dependent on the number of HGVs visiting the site on a daily basis during the construction period),
- details of public engagement both prior to and during construction works.

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

INFORMATIVES:

1. Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process (only necessary if daily HGV movements exceed 20 on a daily basis).

2. Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from 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.

3. Provision of Adoptable Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any adoptable highway works not otherwise covered within the S278 Agreement. The applicant should contact the Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

4. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

5. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

6. Temporary directional signs to housing developments (Major apps only 10 units + and possibly commercial developments)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Note to planning case officer:

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services