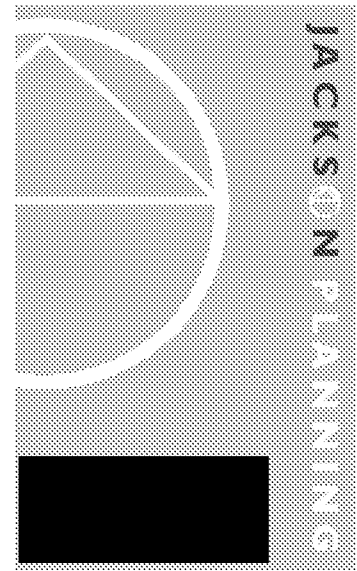


Submitted by email only

Copy Andrew Tice, Landlink Estates Ltd, Anna Harper, Elliott Newlyn BoKlok

August 23, 2022

Simon Davis
Principal Planning Officer
Arun District Council
Civic Centre,
Maltravers Rd,
Littlehampton



Dear Simon,

Y/3/22/OUT Hybrid Application comprising of: Full application for Phase I for 30 No residential dwellings, new access from Bilsham Road, public open space, landscaping, sustainable urban drainage and associated works and Outline planning application for further phases of up to 110 No dwellings and associated infrastructure (with all matters reserved)

I refer to the email exchange with National Highways that I have been copied regarding the above application which is being considered on 24 August 2022 (tomorrow).

Contribution to A27 Improvements

Your email to NH highlights the advice given: “Arun District Council should apply its Local Plan Policy (as set out in the Enterprise Bognor Regis Transport Review 2017) to, as appropriate, seek a contribution to A27 improvements arising from the cumulative impacts of all developments allocated and/or consented. The amount to be in accordance with the normal formula, indexation and criteria used.”

You ask NH to set out a specific contribution figure and also indicate which section or junction of the A27, the money is to be spent on and ask if they are able to advise before Wednesday afternoon?

However, a more fundamental question is whether any contribution to the A27 is required at all? In order to comply with the CIL regulations the contribution must directly relate to the impact of the development and must be fair and reasonable in scale.

The impact of the development on the A27 is minimal, our evidence in the TA suggests a maximum of just 15 two-way vehicle movements in the AM and PM peaks generated by the proposals, and the cumulative impact is significantly less than that originally anticipated when calibrated against the July 2022 survey data that shows vehicle movements were on average 30% lower in AM peak and 35% lower in PM peak.

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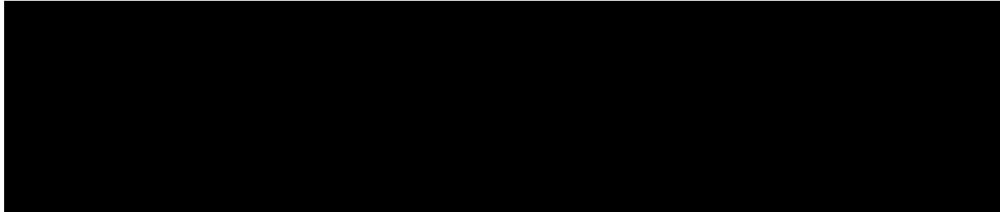
On reviewing the Enterprise Bognor Regis Transport Review 2017 and the junctions identified on the numbered plan we note these have cost estimates given in Appendix H, and an apportionment of contributions given in Appendix G.

Based upon expected traffic flows generated by the allocated sites none of the contributions for improvements along the A27 were apportioned to any sites in Yapton. The SD7 site at Yapton (adjacent to this site) did not attract a contribution and none was secured, therefore we believe you should conclude that the same nil apportionment should apply to windfall sites in Yapton for consistency in decision making.

This is especially as there are no identified schemes to contribute to and given that an approved scheme is already in place to be delivered by the Walberton development and neither the impact of the proposal nor the cumulative impact of other windfall sites in the area will not result in that improvement becoming obsolete.

I hope this is helpful, but please do contact me on my mobile if you need any further clarification before the committee meeting.

Yours sincerely



Lisa Jackson MA BSc MRTPI