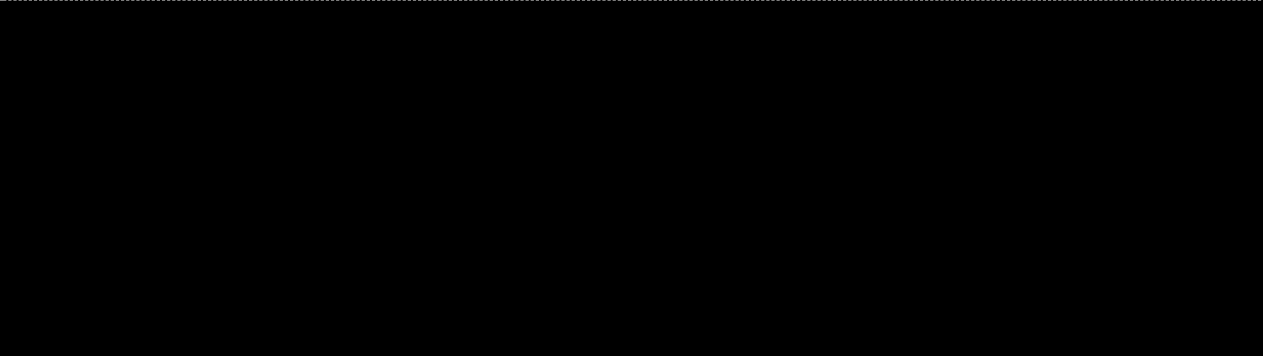




From: paul collins [REDACTED]
Sent: 18 August 2017 16:30
To: 'Jamie Brown'
Cc: Michael Eastham
Subject: FW: WSCC Consultation response regarding Application Y/49/17 OUT

Jamie

Further to my last please be advised that ADC is placing our e mail exchanges on their public planning application file and treating your e mails as formal consultation responses. Therefore I would be happy to discuss this less formally by telephone but do not have your telephone number but do please feel free to ring me if you feel that this would help to avoid any misunderstandings.

However, with this in mind and in addition to my point below please can you also consider the attached and your responses in respect of Y/1/17 OUT (all in the public domain) and advise whether or not it alters any of your previous responses in respect of our application. For your information Y/92/15 has not yet been implemented but based on our undisputed TRICS data and the attached the combined vehicular movements (those associated with Y/92/15 if it were implemented and our proposed scheme) via the existing track onto Maypole Lane would be well below the 50 or more vehicle movements per day trigger in the RSA Policy (Crudely we would estimate 41 as a worst case scenario) and as our submitted plans and the attached demonstrate the existing access is capable in design, geometry and visibility terms of accommodating the development without alteration.

As I have previously said/ suggested the applicant would be prepared to accept conditions and these could be similar to those imposed on Y/92/15?

Please advise once you have had a chance to consider further so that I can feed this into any final response I give to ADC as the LPA.

Thanks

Paul
Paul Collins BA (Hons) DipTP
[REDACTED]

[REDACTED]

From: paul collins [REDACTED]
Sent: Friday, August 18, 2017 10:31 AM
To: 'Jamie Brown' [REDACTED]
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Jamie

Why?

As I understand the WSCC Road Safety Audit Policy an RSA is only advised by WSCC in this case due to bullet point 2 which states: *"Intensification of use of an existing access. Intensification is generally defined as 50 or more vehicle movements per day. However it is recommended that clarification is sought from WSCC where a proposal involves the intensification of an existing access as other issues such as collision data, visibility and geometry would need to be considered"*.

The existing access onto North End Road is a vehicular access which is to be closed to vehicles so that it can be used by pedestrians and cyclists only with the detailed design for same controlled by conditions. This is not an intensification of the use of the access and is in fact a reduction in its usage?

Can we therefore agree that an RSA is not required under the WSCC RSA Policy for this reduction in the usage of this existing access onto North End Road?

Thanks

Paul Collins BA (Hons) DipTP

From: Jamie Brown [REDACTED]
Sent: Friday, August 18, 2017 8:32 AM
To: paul collins [REDACTED]
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Morning Paul,

I would advise the RSA is carried out on both accesses related to the development.

Cheers,

Jamie

From: paul collins [REDACTED]
Sent: 17 August 2017 11:06
To: Jamie Brown
Cc: 'Simon Davis'; Dominic Smith; 'Michael Eastham'
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Jamie

Thank you for your e mail response which we will consider before responding to ADC as the LPA in due course. One quick point though. Does the HA advise that the RSA is provided for the use of the existing Maypole Lane Access only.

Thanks

Paul Collins BA (Hons) DipTP

[REDACTED]

From: Jamie Brown [REDACTED]
Sent: Thursday, August 17, 2017 9:38 AM
To: paul collins [REDACTED]
Cc: 'Simon Davis' <Simon.Davis@arun.gov.uk>; Dominic Smith [REDACTED]
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Paul,

In answer to your first point for added clarity I would advise the following:

In the absence of a Stage 1 Road Safety Audit being submitted alongside the application, the LHA raises an objection to the proposed development on the followings grounds:

- The Applicant has failed to demonstrate that safe and suitable access can be achieved, contrary to paragraph 32 of the National Planning Policy Framework

A Stage One RSA must be submitted as part of the current planning application for consideration alongside relevant supporting documentation.

In answer to the other points raised:

1. The access arrangement is understood but given WSCC policy an RSA is required
2. A Transport Statement would be preferred but we would accept the TRICS data assuming the parameters applied are correct. I will reserve judgment once I have seen the print outs. Sustainability and accessibility has been touched on in the Design and Access Statement
3. The RSA may advise some localised highway improvements to the access. The RSA needs to be undertaken to ascertain this point
4. WSCC RSA policy link attached-
https://www.westsussex.gov.uk/media/5556/roadsafety_auditpolicy.pdf
5. At this stage you have not demonstrated sufficiently that the access provides safe and suitable access for all users.

Regards,

Jamie

From: paul collins [REDACTED]
Sent: 14 August 2017 13:30
To: Jamie Brown
Cc: 'Simon Davis'; Dominic Smith
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Jamie

With all due respect you are still not being clear as to precisely what it is the WSCC HA require in order to remove what you now describe as your "objection". You will be aware of the relevant PPG at Paragraph: 015 Reference ID: 15-015-20140306 which reads as follows:

"What should local planning authorities expect from a statutory consultee in terms of a response? The legal definition of a substantive response is prescribed in article 22 of the Development Management Procedure Order. The substantive response should include reasons for the consultee's views so that where these views have informed a subsequent decision made by a local planning authority the decision is transparent. A holding reply would not be

acceptable as a substantive response" and that your response dated 10 August 2017 does not meet any of these requirements.

Further the LPA and we are unable to assess whether or not your requests are reasonable having regard to PPG Paragraph: 012 Reference ID: 15-012-20140306 (*"Where a statutory consultee requests additional information it needs to set out clearly and precisely what the additional information is, and the reasons why it is required. As with local planning authorities, statutory consultees may only request information that is relevant, necessary and material to the application in question"*) and/or related PPG at ID: 42-001-20140306 which provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

Furthermore your views as to the merits of the access proposals and your comments having regard to Framework paragraph 32 also remain unclear as you have not assessed same in terms of the information we have provided.

Therefore please can you answer the following so that we can then consider your interim comments further:

1. Has the WSCC HA read and understood the proposed access arrangements as set out in the submitted Design and Access Statement at paragraphs 25 – 33 and as shown on the submitted plans including the access arrangement drawing and are your comments requests based on same?
2. Notwithstanding your response dated 10 August 2017 and although you would like to see a print out of the survey data and selection parameters to ensure this complies with best practice, the WSCC HA does not require a Transport Statement in order to assess the access proposals as it is accepted that the proposal would not generate significant amounts of movement for the purposes of Framework paragraph 32 based on the TRICS data provided?
3. Having regard to 2 and the sustainability credentials of the site the WSCC HA agrees that the proposals would not generate any requirement for off site highway works to Maypole Lane or the elsewhere on the local highway network to accommodate the housing proposed? If not please can you specify what these would be so that we can consider same.
4. Although you state that WSCC has adopted a policy requiring a Stage 1 RSA for all 'major' applications when there is an intensification in use of the existing access there is no development plan policy, Framework policy or up to date PPG that requires same prior to a decision. Therefore please can you provide us with a copy of the WSCC policy to which you refer or alternatively a link to same where we can view it on the WCC Web site and the date when it was adopted by WSCC.
5. Finally, having regard to 1 – 4 above, PPG at ID: 21a-001-20140306 Use of Planning Conditions and the fact that layout is a reserved matter please can you advise why the WSCC HA considers (if it does) why this development should not be allowed to proceed subject to the attached standard access conditions and informatives on any outline permission granted. If you feel that these need to be reworded or others would be appropriate please advise

Once we have an answer to our questions above we will then be in a position to consider/respond fully to your consultation response to the LPA prior to it making its decision. As you are aware the closing date for a substantive response as legally defined is 24 August 2017.

Thanks

Paul Collins BA (Hons) DipTP

From: Jamie Brown [REDACTED]
Sent: Monday, August 14, 2017 10:41 AM
To: paul.collins [REDACTED]
Cc: Simon Davis (Simon.Davis@arun.gov.uk) <Simon.Davis@arun.gov.uk>; Dominic Smith [REDACTED]
Subject: RE: WSCC Consultation response regarding Application Y/49/17 OUT

Morning Paul,

Thank you for your email. I accept the TRICS survey although would like to see a print out of the survey data and selection parameters to ensure this complies with best practice.

Whilst I appreciate the sites access is existing and has been in place for some time, WSCC's Road Safety Audit (RSA) Policy dictates that a safety audit is required for all 'major' applications when there is an intensification in use of the existing access. 'Major' applications are defined as residential development of 10 units or more.

Whilst I am happy to revise my comments to Simon indicating I am satisfied with the TRICS data (subject to the seeing the survey data and selection parameters) I will not be withdrawing my objection until an RSA has been completed. My manager Dominic Smith is on leave this week so if you wanted to talk further about this requirement he will be back in the office next Monday.

Kind regards,

Jamie

From: paul collins [REDACTED]
Sent: 11 August 2017 11:58
To: Jamie Brown
Cc: 'Simon Davis'; planning.responses@arun.gov.uk
Subject: WSCC Consultation response regarding Application Y/49/17 OUT

Dear Jamie

I have just seen your consultation response dated 10 August 2017 in respect of our application Y/49/17 OUT. (Copy attached cc/bcc recipients) on the Council's web file.

As you are aware framework paragraph 32 makes it clear that a Transport Statement is not required for any proposal that does not generate significant amounts of movement. West Sussex County Council and ADC have also informally adopted policies which make it clear that they will not require a Transport Statement for any residential scheme which involves fewer than 50 dwellings because based on the industry standard TRICS database and Census data for the local area such schemes do not generate significant amounts of movement and access issues can therefore be addressed through the mandatory Design and Access Statement.

However in order to be sure on this point we did discuss the levels of movement that a scheme of this kind would generate with independent Highway Consultants prior to submission and we were advised as follows:

In order to establish the number of person trips that the proposed development could generate, regard has been made to the industry standard TRICS database and Census data for the local area. A summary of the calculations undertaken, which have had regard to methodologies previously accepted by West Sussex County Council in Yapton, is provided below.

Mode	AM	PM	Daily
Rail	3	4	30
Bus	1	1	5
Car/van driver	26	29	241
Car/van passenger	2	2	16
Motorcycle	0	0	2
Pedal Cycle	2	2	14

On foot	3	3	27
Other	1	1	6
TOTAL	37	41	340

The above table demonstrates that the proposed development is anticipated to generate approximately 40 additional trips by all modes of transport in the weekday morning and evening peaks, and approximately 340 movements across a typical day. Of these, circa 70% are likely to relate to vehicle trips. Increases of this magnitude will not lead to any demonstrable harm to the local transport networks, let alone the severe impact that is referred to within the NPPF as being a legitimate reason to resist a proposed development on highways and transportation grounds.

Further it is clear that your response was written without the benefit of having read the attached submission documents on the Council's file which taken together fully explain the access proposals which are not as you have understood them to be in your response.

In view of the foregoing and in order to avoid unnecessary work, delays and confusion for all in respect of the determination of our application by ADC we respectfully request that you withdraw your consultation response dated 10 August 2017 and replace it with one that comments on the correct access proposals as explained in the attached submission documents. The closing date for your substantive response as a statutory consultee on this application is 24 August 2017 so time remains for such a review.

Thanks

Paul Collins BA (Hons) DipTP

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