



APPLICANTS' FIRST RESPONSE TO THE INTERIM CONSULTATION RESPONSE FROM HIGHWAYS ENGLAND DATED 9 AUGUST 2017

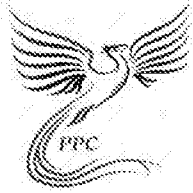
Y/49/17 - Outline planning application for the demolition of all existing structures and redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) and 0.3 hectares of landscaped open space with vehicular access from Maypole Lane and pedestrian/cycle access only from North End Road.

Land at Street Buildings North End Road Yapton



Paul Collins MRTPI





Background

1. The subject application Y/49/17 OUT is an outline application with some matters reserved for the demolition of all existing structures & redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road.
2. The application was submitted to Arun District Council (ADC) on 7 July 2017, was validated (as submitted) by ADC on 21 July 2017, the statutory consultation period expires on 24 August 2017 and the statutory 13 week determination period expires on 20 October 2017.
3. The application was not supported by a Transport Statement or Assessment because there is no national or local policy requiring same for this small scale development which will not generate significant amounts of movement.
4. Framework Paragraph 32 states that *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment"¹ and that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*
5. Arun District Council's local validation list (as updated on 11 May 2017) states that a Transport Assessment is only required for a residential scheme involving over 80 dwellings where there would be more than 30 2-way vehicle movements per hour or more than 100 2-way vehicle movements per day or more than 100 parking spaces and that a Transport Statement is only required for a residential scheme involving 50 – 80 dwellings.
6. The only guidance published by West Sussex County Council as the Local Highway Authority (LHA) as to the need or otherwise for a TA or a TS is the *West Sussex County Council Transport Assessment Methodology dated June 2007* and this refers to and relies upon thresholds in long since withdrawn or superseded Government Guidance and policy.
7. The WSCC document refers to and adopts the thresholds set out in *Appendix B of a document called Guidance on Transport Assessment* produced by the Department of

¹ See also relevant Planning Practice Guidance at Paragraph: 013 Reference ID: 42-013-20140306 When are Transport Assessment and Transport Statements required?



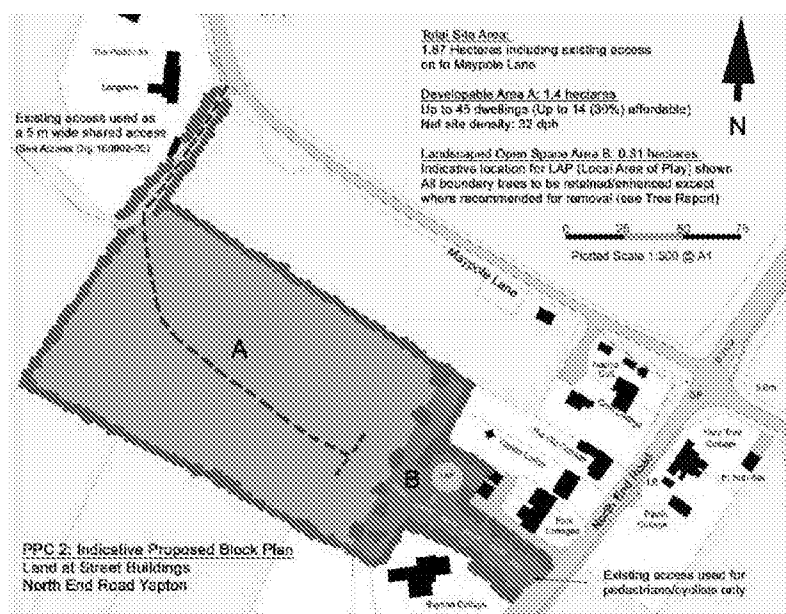
Transport which was withdrawn in October 2014. However, Appendix B of the archived document states that a scheme involving less than 50 dwellings will not require a TS or a TA, and that a TS is only required where the development involves 50 – 80 dwellings and a TA is only required where a scheme involves over 80 dwellings.

8. Highways England was consulted by Arun District Council on 21 July 2017 under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the table in schedule 4 to the order. The only relevant category in the Table in Schedule 4 that is applicable in this case is
 - (g) Development other than minor development, likely to result in an adverse impact on the safety of, or queuing, on a trunk road
9. HE replied to the ADC consultation on 9 August 2017 and this response is copied at **Appendix 1**. The last paragraph of the response states that *“Until such time as sufficient information has been provided to enable Highways England to obtain a clear view of the cumulative traffic impacts of this proposed development on the SRN, our informal advice is that you should not approve this application because of the potential for severe harm to the Strategic Road Network”*.
10. This response provides sufficient information to demonstrate that the cumulative traffic impacts of this development would not give rise to any impact on the Strategic road network requiring mitigation let alone the severe harm necessary to support a refusal in terms of Framework paragraph 32.

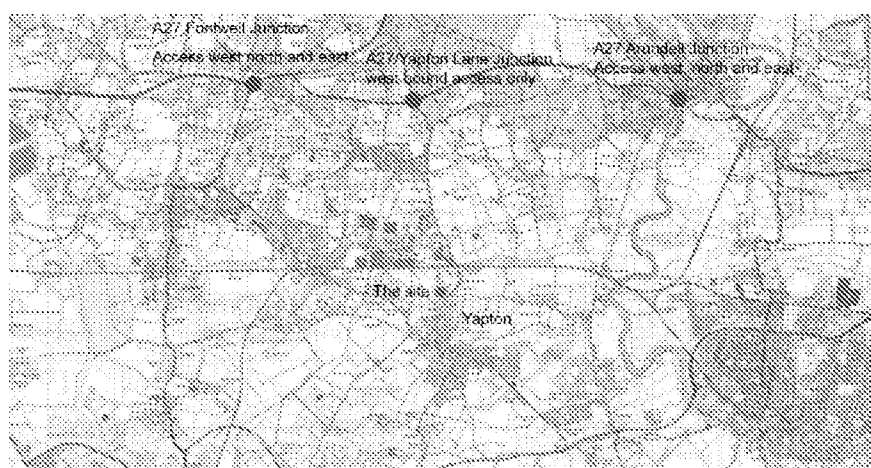


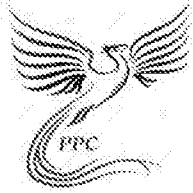
The development proposed

11. The site is located in Yapton and the proposal is to develop the site with up to 45 dwellings served by an existing vehicular access onto Maypole Lane. The existing access into the site from North End Road is to be closed to vehicles and used as a pedestrian/cycle access only as shown on the plan below.



12. The implications of the proposals (if any) for the local Highway Network are the subject of separate discussions with WSCC as the Local Highway Authority and do not concern Highways England whose sole interest is the potential impact of the proposals on the A27 as part of the Strategic Road Network.
13. Yapton is situated some 3km south of the A27 Trunk Road and drivers wishing to access the A27 from Yapton or this site have a number of Junction choices depending on their intended direction of travel beyond as shown on the map below.





Traffic generation.

14. Based on the industry standard TRICS database, Census data for the local area and numerous other recent Transport Assessments/Statements undertaken for sites elsewhere in Yapton, it has been agreed with WSCC as the LHA that the proposed development (ignoring for these purposes the sustainable location of the site relative to Yapton and the good accessibility to services by foot, cycle and public transport that future residents would enjoy) would, as a worst case scenario, generate those traffic movements at the Maypole Lane access as summarized below.

Peak Hour (08.00-09.00 AM and 17.00- 18.00 PM) movements

26 two way in the AM Peak and 29 in the pm peak

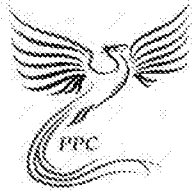
Daily movements (based on a 12 hour day)

241 per 12 hour day (approximately 20 per hour or 1 every 3 minutes)

15. Therefore the proposed development could not increase entry flows into any existing junctions including those with the A27 by 30 or more movements during the course of any hour so that the proposed development would have no material impact on the capacity of any junction so no off site junction capacity modelling is required.

Traffic Distribution

16. It is impossible to provide any technical modelling that would reliably or realistically predict the driver destination and route choices from such low levels of trip generation and given the foregoing (notably the wide range of choices open to future drivers in terms of access to the A27) the possible traffic distribution from this development is irrelevant to the issues of concern to HE.
17. To summarize the foregoing there is no policy requirement for a Transport Assessment or Transport Statement in this case but all of the available evidence demonstrates that the proposed development would not and could not in itself give rise to any material impact on safety or queuing on any part of the A27 Trunk Road let alone the severe impact necessary to result in a refusal on Transport grounds in accordance with Framework paragraph 32.

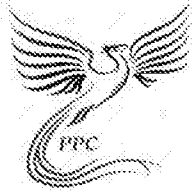


Cumulative Impact on the A27

18. Highways England is concerned about the cumulative impact of the development proposed on the A27 generally and on the Yapton Lane/A27 Junction in particular when added to the impact of committed development, that proposed for allocation in the emerging local plan and that which is the subject of current but as yet undetermined planning applications
19. Planning Practice Guidance Paragraph: 014 Reference ID: 42-014-20140306 ***How should the need for and scope of a Transport Assessment or Statement be established?*** States:
“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval”.
20. Therefore the relevant Government guidance only requires transport assessments in support of individual proposals to take account of the cumulative impacts arising from development which is allocated in an adopted Local Plan and or benefits from as yet unimplemented planning approval where there is a reasonable degree of certainty that it will proceed within 3 years and does not require that transport assessments take account of the potential impact from prospective allocations in emerging local plans or that arising from submitted planning applications which have not yet been approved.
21. However in deference to the request from HE we have done our best to provide the requested information below from the information already available in the public domain.

Adopted Local Plan Allocations

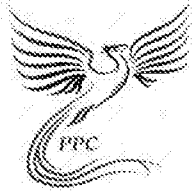
22. There are currently only two adopted Local Plans for Yapton which are the Arun District Local Plan adopted in 2003 (ADLP) and the Yapton Neighbourhood Plan 2014 – 2029 adopted/made in November 2014.(YNP)
23. The ADLP makes no allocations for sites in Yapton.
24. The YNP makes two residential allocations SA1: Land north of Yapton CE Primary School and



SA2: Cinders Lane. Neither allocation specifies housing numbers and neither has yet been implemented although Allocation SA1 does benefit from a planning permission (Council reference: Y/93/14/OUT dated 5 August 2015) which is discussed below under the heading **“Local sites benefitting from as yet unimplemented planning approval”** and Allocation SA2 is the subject of two current planning applications (Y/32/17 OUT and Y/5/17 OUT) which are discussed below under the heading **“ Local sites with outstanding planning applications”**.

The Emerging Arun District Local Plan 2011 - 2031

25. Based on a review of the extensive volume of documents on the Councils Local Plan Examination web site our understanding with regard to the relevant facts is as follows.
26. The Arun Local Plan 2011 – 2031 Publication Version October 2014 submitted for independent examination to the Secretary of State for Communities and Local Government via the Planning Inspectorate on 30 January 2015 did not contain any allocations for Yapton but did set out a minimum figure of 100 dwellings to be identified through the Yapton Neighbourhood Plan process.
27. The hearing sessions of the Examination opened on 2 June 2015 but at a procedural meeting on 16 July 2015 it became clear that the submitted plan was unsound in many respects and options for addressing this and revising the plan (including withdrawal of the submitted Local Plan or suspension of the Examination) were discussed ultimately by letter dated 28 July 2015 the Inspector invited ADC to consider the option of a 6 month suspension of the Examination in order for the Council to address the problems and revise the plan.
28. In September 2015 the Council and the Inspector agreed to complete examination of the recently-advertised increased figure for ‘objectively assessed housing need’ by holding a hearing arranged for 14 January 2016 but at that point the examination would be suspended until April 2017 at the earliest.
29. We note that amongst many other matters one of the issues to be examined and tested during the suspended examination period was the scale of housing and commercial development that would now be proposed and likely impacts on the A27.
30. In April-May 2017 the Council carried out a “Main Modification Consultation” which amongst



many other matters set out the following:

- updates and changes to the Councils OAN,
- a new Housing Implementation strategy to meet that OAN
- the deletion of all Town and Parish Council minimum housing numbers (including those for Yapton) which were in the submitted plan
- the allocation of a number of new strategic allocations including one for 400 dwellings at Yapton and;
- a Transport Infrastructure package

31. On 26 July 2017 ADC confirmed that it wished the appointed Inspector to reopen the Examination and the hearing sessions of the Examination are due to open on 19 September 2017 on the basis of a timetable and agenda detailing relevant matters and issues to be discussed to be formulated by the Inspector.

32. The Inspector circulated a Preliminary Timetable and Agenda on 21 August 2017 and the matters and issues to be discussed for our purposes here are:

- The Housing Requirement and land supply - 21 September 2017
- Strategic Housing Allocations – Inland Arun (Other than BEW) (SD6-SD11) (Includes the 400 proposed for Yapton) - 26 September 2017
- Transport and Other District-Wide Infrastructure - 27 September 2017

33. It is notable that with regard to the Transport and Other District Wide Infrastructure session the Inspector has identified and stated the following of relevance for our purposes here:

Issues

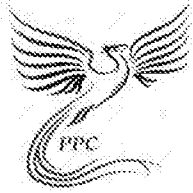
Further work is being undertaken in relation to the transport impacts of developments in Arun and Chichester Districts. The completed study will inform the later stages of the examination. The issues below are defined in that context.

- 1. The consistency of infrastructure policies including Policy INF SP1 with national policy and regulations.*
- 2. The funding of District wide infrastructure projects including the timing of the adoption of a CIL Charging Schedule and its implications for the Plan.*
- 3. The delivery of transport projects required to mitigate against severe impacts at certain junctions/railway crossings and improve links to the A27.*

34. Finally we also note in this regard that according to Agenda item 6 *Arun Local Plan – Evidence Base Update* for the Council's Local Plan Sub Committee on 31st August 2017 the Council has proposed a further modification to relevant emerging Transport policies and is seeking Memorandums of Understanding (MOU) with relevant key stakeholders like HE so no doubt HE knows more about this than we do.



35. Clearly all of the foregoing are matters for the emerging Local Plan Examination and are not matters that can be resolved via this small scale housing proposal of the type proposed here but they do serve to illustrate why it is simply not possible nor appropriate for us to consider assessing any proposals from the still ill advanced emerging ADLP as part of this assessment as far too many variables are still unknown. The emerging Local Plan and its transport policies can carry no weight for the purposes of determining our application.
36. However, HE have asserted that the level of development now being proposed by way individual proposals in Yapton discussed below under the heading **“Local sites with outstanding planning applications”** has not been assessed as part the Transport evidence base for the emerging Local Plan and that individual promoters for those sites need to assess their proposals in the light of them being in addition to the proposed Strategic Allocation for 400 dwellings at Yapton so that they (HE) can then determine what further mitigation in addition to that proposed by ADC in its emerging Local Plan to the Yapton Lane /A27 Junction in particular is required. However having reviewed the position we consider that this suggested approach by HE is also without foundation and flawed.
37. The Transport evidence base for the proposed Strategic Allocation at Yapton for 400 dwellings is contained in the document known as the Arun Transport Study Stage 3 Report and Appendices recorded as PECP9 on the Councils Local Plan Examination web page. HE will be familiar with the document because they were party to its preparation.
38. Contrary to the HE assertion The Arun Transport Study Stage 3 Report and Appendices recorded as PECP9 on the Councils Local Plan Examination web page does assess a level of development for Yapton that includes that proposed by the subject as yet undetermined individual schemes in addition to the 400 strategic allocation proposed.
39. ADC has acknowledged that the emerging plan (as proposed for modification) is planning to deliver 1000 dpa from 2011 – 2031 and that meeting that requirement will require housing delivery in Yapton from those identified under **“Local sites benefitting from as yet unimplemented planning approval”** below and those that have been identified as being deliverable HELAA Sites capable of delivering housing in the next 5 years (which includes all those identified under **“ Local sites with outstanding planning applications”** below) as well as strategic sites including the 400 site at Yapton. Indeed this is set out in the councils Housing



delivery strategy that forms part of the emerging plan now at examination.

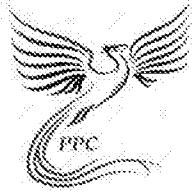
40. In this regard it is important to note that the strategic allocations which are currently assessed as being developable rather than deliverable. I. e they (including the 400 site proposed at Yapton) are not envisaged to be providing housing in the first 5 year post adoption period of the plan and they should not, therefore be taken into account as part of any transport assessment work for individual sites because there is no reasonable degree of certainty they will proceed within the next 3 years².
41. However, the Arun Transport Study Stage 3 Report and Appendices has explicitly assessed the impact of 1000 dpa (including the proposed strategic allocation at Yapton) and it concludes that this can be accommodated without any residual cumulative impact on the A27 (i.e residual impact following any identified mitigation).
42. Secondly it is also important to note in the context of HE comments regarding the current individual proposals at Yapton, that the Arun Transport Study Stage 3 Report and Appendices scoped which A27 Junctions were to be examined and tested in conjunction with HE on the basis of which junctions were at risk from capacity, safety and/or environmental impacts as a result of the level of development being assessed (1000 dpa which includes the subject development and the 400 dwelling site) and the Yapton Lane/A27 Junction was not identified by HE as part of that process so that presumably HE did not consider or anticipate any such issues for the Yapton Lane/A27 Junction arising from that scale of development.

“Local sites benefitting from as yet unimplemented planning approval”

43. There are no local sites benefitting from as yet unimplemented planning approval in Yapton where the potential impact on the A27 has not already been considered and addressed.
44. Y/81/10 was an outline application for a development comprising 173 new dwellings which was granted on appeal on 19 December 2011 subject to the condition 8 (as directed by the Highways Agency) specified below:

“No development shall take place until a detailed scheme of highway works has been submitted to and approved in writing by the local planning authority. The works shall comprise a staggered junction ahead sign to diagram number 507.1 of the Traffic Signs Regulations and General Directions 2002 (TSRGD) on the westbound approach to the A27 junction with Yapton Lane. The sign shall have a height of 1.20 metres, be erected

² See PPG Paragraph: 014 Reference ID: 42-014-20140306

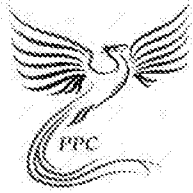


between 245 and 305 metres in advance of the hazard, have clear visibility of 105 metres and be supported on a yellow backing board. In addition, at the end of the A27 right turn lane into Yapton Lane, the priority arrangement shall be highlighted by the provision of additional "Give Way" signs and road markings to diagram number 602 and 1023 of the TSRGD. No dwelling shall be occupied until the scheme approved by the local planning authority has been completed in full".

45. Subsequently that permission was replaced by a later planning permission due to a change in the developer and the new planning permission Y/48/13 dated 15 October 2013. The replacement permission was for the *Substitution of plots 1-3, 26-28, 35-43, 54,55,57,58,70-99,129-135,141-149,151-163,166, 167,169-173 following a grant of planning permission Y/81/10 and ADC imposed Condition 7 on the new permission which reads as follows:*

"No development shall take place until a detailed Scheme of Highway Works has been submitted to and approved in writing by the Local Planning Authority. The works shall comprise a staggered junction ahead sign to Diagram Number 507.1 of the Traffic Signs Regulations and General Directions 2002 (TSRGD) on the westbound approach to the A27 junction with Yapton Lane. The sign shall have a height of 1.20 metres, be erected between 245 and 305 metres in advance of the hazard, have clear visibility of 105 metres and be supported on a yellow backing board. In addition, at the end of the A27 right turn lane into Yapton Lane, the priority arrangement shall be highlighted by the provision of additional "Give Way" signs and road markings to Diagram Number 602 and 1023 of the TSRGD. No dwelling shall be occupied until the Scheme approved by the Local Planning Authority has been completed in full".

46. Furthermore, in seeking to implement that later permission the then developer submitted an Application under Council ref: Y/44/14 DOC for the approval of details reserved by conditions 3 (schedule of materials), 4 (surface water drainage), 5 (Site Specific Maintenance Manual), 6 (boundary treatment), **7 (highway works)**, 12 (vehicle wheel cleaning), 13 (Construction Management Plan), 15 (mitigation measures in Ecological Appraisal report) Condition 16 (landscaping) and 18 (foul water drainage system) following the grant of planning permission Y/48/13.
47. ADC Consulted with the Highways Agency on the details submitted under Y/44/14 DOC for the detailed scheme of highway works to the Yapton Lane/A27 Junction and by e mail dated 9 June 2014 the HA responded stating that they had no objections to the proposed design for the junction improvements. ADC therefore approved the details of the Junction design thereby discharging this aspect of the condition by decision letter dated 10 June 2014.
48. Being aware that this development had been commenced by the current developer



Persimmon Homes some time ago and was now nearing completion (if not already completed) but the approved Yapton Lane/A27 Junction works had not yet been implemented, I contacted Persimmon Homes in order to verify the up to date position regarding the implementation of the approved A27 Highways scheme with result set out below.

My E mail Sent: 03 August 2017 15:29 To: Buczynskyj, David Subject: Proposed works to Yapton Lane/A27 Junction

Dear David

Thank you for discussing this with me today. As I understand matters Persimmon Homes are currently implementing Planning permission Y/48/13 dated 15 October 2013 and in particular condition 7 on that approval. Under Council reference Y/44/14 DOC dated 14 June 2014 the details for the improvements to the Yapton Lane/A27 junction required by condition 7 were approved by Arun District Council and your consultants are currently discussing the detail of those improvements and related S278 Agreement matters with Highways England with a view to those works being implemented in full in due course. As discussed it would be helpful if you could confirm that my understanding as set out above is correct and if not confirm the correct position.

Response from David Buczynskyj of Persimmon Homes Thu 03-Aug-17 3:37 PM

Dear Paul,

This is correct. Persimmon has the details approved and is currently seeking to ensure these details are implemented as soon as possible.

Dave Buczynskyj Senior Development Planner Persimmon Homes South Coast

49. The 173 dwellings proposed in that planning permission are assessed in the Transport Evidence underpinning the emerging local plan
50. The YNP Allocation SA1: Land north of Yapton CE Primary School was the subject of a planning permission granted by ADC under Council ref: Y/93/14/OUT on 5 August 2015 and this is now a local site benefitting from an as yet unimplemented planning approval for the purposes of transport assessment.
51. The outline planning permission granted was for the development of the allocated site with 38 dwellings to comprise 6 No. 4-bed houses, 20 No.3-bed houses, 10 no.2-bed houses and 2no.1-bed houses each with a garage and parking space, together with the means of access off North End Road.
52. The submitted application was supported by a TS and on reading same we have noted that it assessed the impacts of the accepted levels of trip generation and distribution on the Yapton Lane/A27 Junction as negligible but the Highways Agency was consulted by ADC prior to that application being determined and in its response dated 12 December 2014



recorded on the file the HA replied as follows:

Referring to the notification of a planning application dated 21 November 2014, your reference Y/93/14/OUT, in connection with the A27, Land North of Yapton C of E Primary School, North End Road, Yapton, BN18 ODU, for Outline application with some matters reserved for the erection of 40 dwellings each with a garage and 1 or parking space, together with the means of access off North End Road, notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

c) directs conditions to be attached to any planning permission which may be granted;

53. The Conditions directed were:

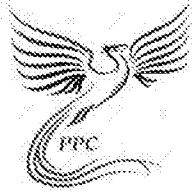
1) No development shall take place until a detailed scheme of highway works has been submitted to and approved in writing by the local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The works shall comprise a staggered junction ahead sign to diagram number 507.1 of the Traffic Signs Regulations and General Directions 2002 (TSRGD) on the westbound approach to the A27 junction with Yapton Lane. The sign shall have a height of 1.20 metres, be erected between 245 and 305 metres in advance of the hazard, have clear visibility of 105 metres and be supported on a yellow backing board. In addition, at the end of the A27 right turn lane into Yapton Lane, the priority arrangement shall be highlighted by the provision of additional "Give Way" signs and road markings to diagram number 602 and 1023 of the TSRGD. No dwelling in the development hereby permitted shall be occupied until the scheme approved by the local planning authority has been completed in full.

2) No works shall commence on site until a Construction Management Plan, to include details of numbers and routeing of construction vehicles, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The construction of the development shall be carried out in accordance with the approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport).

54. Condition 1 as directed is the same as that for Y/81/10 and its replacement Y/48/13 and as per the approved design for Y/44/14 DOC as detailed above.

55. Inexplicably although reference is made in the Officers report to the HE direction the directed conditions were not imposed on the Planning permission granted by the Council in August 2015 but since the impact of the traffic generated by that committed development on the Yapton Lane/A27 Junction was described as negligible and there is an approved junction improvement in place and being implemented in any case there is little purpose in assessing this further for our purposes here particularly as this too was included in the Transport evidence underpinning the emerging local plan.

56. Y/1/17 OUT relates to an Outline Application with some matters reserved for the erection



of 56 No. dwellings with associated open space and creation of new access which was submitted to ADC on 3 January 2017 and despite there being no need to do so (see paragraphs 3 – 7 above) the application was supported by a TA but it is notable that the TA did not assess the impact of that development on the Yapton Lane/A27 Junction alone or in combination with others then subject to undetermined applications in the locality (see below).

57. Highways England was consulted on 31 May 2017 by ADC for the same reasons as the subject application (see paragraph 8 above) and Mr Bowie of HE replied by e mail dated 6 June 2017 stating:

“Thank you for your letter dated 31 May 2017 regarding the planning application referenced above. Highways England 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 Highways England 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 that have the potential to impact the safe and efficient operation of the SRN, in this case the A27 through Arun District. Highways England offers no objection to the proposals on the basis that the development is unlikely to have any noticeable traffic impact on the safe and efficient operation of the A27 forming part of the SRN”.

58. The formal response attached to the e mail states: *Referring to the notification of a planning application received on 31 May 2017 referenced above in the vicinity of the A27 Trunk Road in Arun that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we: a) offer no objection*;*

** This is on the basis that the traffic generated by the proposed site is unlikely to have a material impact on the safe and efficient operation on the SRN.*

59. ADC resolved to grant outline planning permission for this scheme subject to the signing of a S106 Agreement on 19 July 2017 but we understand that the S106 has not yet been signed and the decision has not yet been issued so that technically this is not a local site benefitting from as yet unimplemented planning approval at this date but it has been included here because it seems likely that it soon will be. However, this technicality is in any case of little importance for our purposes here because HE considers that the traffic generated from this committed development will have no *“noticeable traffic impact on the safe and efficient operation of the A27 forming part of the SRN”* so that it can be discounted



for the purposes of this assessment despite the fact that it was not specifically included in the Transport evidence underpinning the emerging local plan.

“Local sites with outstanding planning applications”

60. These are as yet undetermined and the relevant facts are set out in the table below:

Application/Location	Date submitted	Number of dwellings	Highways England Comments and date
Y/19/16 OUT Land off Burndell Road Yapton Called In by DCLG/SD (Appealed) pins Ref: 3158261	7/3/16	108	HE Consulted 10 March 2016 (according to ADC Officers report dated June 2016) but no response received and no evidence offered to the Call In Inquiry in April 2017.
Y/5/17/OUT Cinders Nursery (Relates to part of YNP Allocation SA2)	27/1/17	51	28 February 2017 - offer no objection*; <i>*Highways England offers no objection on the assumption that the councils Local Plan mitigation schemes for the A27 Trunk Road are delivered. In considering such sites which depart from the Development Plan the council should, in view of the potential cumulative traffic impacts, consider requesting the applicant to provide a financial contribution towards the council's local Plan highway mitigation schemes on the A27 Trunk Road.</i> 30 June 2017 – No further comment to make
Y/32/17/OUT Southern end of Cinders Lane (Relates to part of YNP Allocation SA2)	10/5/17	19	22 June 2017 - <i>Having examined the above application, we are satisfied that on the basis of the information supplied, trips generated by this proposal in isolation will be of a level and distribution that will not materially affect the safety and/or operation of the SRN. In terms of cumulative impacts, we note that the Arun Transport Study does not require sites in Yapton to contribute towards the overall agreed mitigations on the A27 Trunk Road required to deliver the emerging Arun Local Plan as the other strategic sites in Arun's emerging Local Plan fully cover the costs of those schemes. On this basis we are not requesting any financial contribution towards the emerging Local Plan A27 mitigation schemes. Therefore we do not offer any objections or requirements relating to the proposal. I attach our formal response.</i>
Y/44/17/OUT Stakers Farm North End Road (HELAA 2016 Site Ref:Y8)	23/6/17	70	28 July 2017 - <i>Having reviewed the information, we note that the development proposes an additional 70 dwellings as an extension to the 38 dwellings approved under Y/93/14/OUT. Highways England recommended two planning conditions for the previous application (Y/93/14/OUT), including the following: "No Development shall take place until a detailed scheme of highway works has been submitted to and approved in writing by the local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The works shall comprise a staggered junction ahead sign to diagram number 507. 1 of the Traffic Signs regulations and</i>



			<i>General Directions 2002 (TSRGD) on the westbound approach to the A27 junction with Yapton Lane. The sign shall have a height of 1.20 metres, be erected between 245 and 305 metres in advance of the hazard, have clear visibility of 105 metres and be supported on a yellow backing board. In addition, at the end of the A27 right turn lane into Yapton Lane, the priority arrangement shall be highlighted by the provision of additional 'Give Way' signs and road markings to diagram number 602 and 1023 of the TSRGD. No dwelling in the development hereby permitted shall be occupied until the scheme approved by the local planning authority has been completed in full."</i> <i>As this application proposes an additional 70 dwellings on the site and is a departure from the Development Plan, the proposed improvements on the A27 do not take account of this development. As such, the impact of the proposed development on the A27/Yapton Lane junction (and the right turn lane in particular) has not been considered in detail, and our position on this application is that there is currently insufficient information provided by the applicant on which to base an informed decision in relation to the potential impacts of the development on the Strategic Road Network. In particular the following comments should be passed onto the applicant's transportation consultants:</i> <i>• As the proposal falls outside of the current Development Plan, it was not considered in the Transportation Assessment which supports the Strategic Sites being promoted in the emerging Local Plan. In addition, the Local Plan is now sufficiently progressed within the public domain such that the applicant needs to consider this proposed site in relation to the cumulative impacts of the emerging Local Plan proposals at the end of the emerging Local Plan period. This accords with the policy set out in Department for transport Circular 02/2013.</i> <i>• Accordingly, the consultants should either demonstrate that the proposed development has no detrimental impact on the A27/Yapton Lane junction and right turn lane in particular, or where this is not the case, provide appropriate mitigation. The cumulative impacts will require assessment at the end of the Local Plan period 2031 with a view to a 'no worsening' of impacted junction (no worse in terms of delay, queue length, RFC's and safety) compared with the development proposals and mitigation proposed as part of the emerging Local Plan - it should be noted that TEMPPO is not considered representative for local traffic growth arising from residential development in this regard. Until such time as sufficient information has been provided to enable Highways England to obtain a clear view of the cumulative traffic impacts of this proposed development on the SRN, our informal advice is that you should not approve this application because of the potential for severe harm to the Strategic Road Network. I trust that the above is of assistance and would be grateful if you could pass the above</i>
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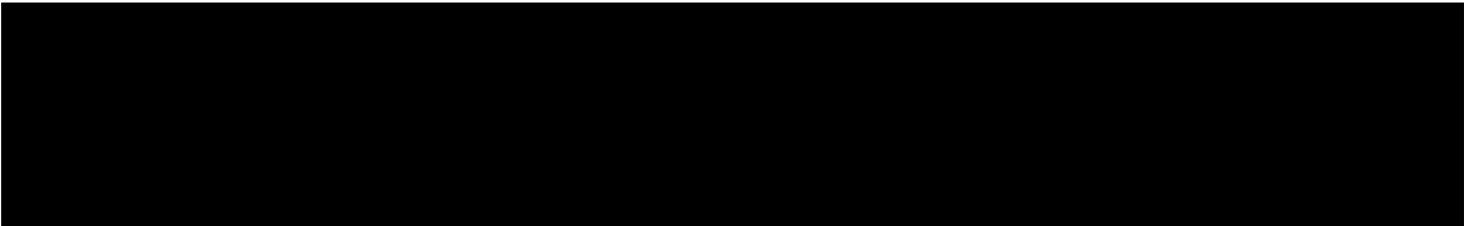
			<i>comments to the applicant and his consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England. We will provide formal recommendation later when we can be confident that the application is in its final form. To assist us with this we would be grateful if you would advise when you expect to determine the application.</i>
Y/49/17 OUT The subject site (HELAA 2016 Ref: 74)	7/7/17	45	9 August 2017 – Response copied at Appendix 1

61. Application Y/60/14 OUT for 100 dwellings was refused in February 2017 on the advice of HE and is now at appeal Inquiry date unknown. Therefore it is excluded from this list because it is not a local site with an outstanding planning application. The total number of dwellings from these outstanding applications that would be delivered (if approved) is 293. Adding the number approved under Y/1/17OUT 56 increases the total to 349.
62. The Transport Evidence base for the emerging Local Plan assesses the impact from a site for 400 dwellings and concludes that no mitigation is required for the Yapton Lane/A27 Junction. It is true to say that if the 349 are added to the 400 the total rises to 749 which has not been assessed in the Transport Evidence base but the 349 dwellings arise from planning applications and transport assessment for same can only take into account allocations from adopted local plans and committed development which has a reasonable degree of certainty that it will proceed within the next 3 years. The 400 dwellings in Yapton being promoted in the emerging local plan does not have any certainty that it will be delivered in the next 6 years let alone 3. Moreover, the certainty that it is required at all given that there are available, suitable and deliverable housing sites in Yapton capable of delivering this quantum of development in a much shorter timescale is a matter that will no doubt be discussed as part of the emerging Local Plan Examination process once the outcome of these applications is known.

Conclusion

63. Having regard to all the foregoing we consider that Highways England now has more than sufficient information to reach a clear view as to whether or not the cumulative traffic impacts of this development would give rise to any impact on the A27 Strategic road network requiring mitigation and if so what that mitigation should be. We consider that there would be no material impact arising and that no mitigation is required because the proposal will not give rise to the severe residual harm necessary to support a refusal in terms of Framework paragraph 32.

Appendix 1



From: Franklin, Richard [REDACTED]
Sent: 09 August 2017 12:12
To: Planning.Responses
Cc: Planning SE; Bown, Kevin; Bowie, David; Cleaver, Elizabeth; Bradley, Alistair
Subject: Y/49/17/OUT - Land at Street Buildings, North End Road, Yapton, BN18 0DT.

For the attention of: Mr S Davis

Planning Application No: Y/49/17/OUT

Site: Land at Street Buildings, North End Road, Yapton, BN18 0DT.

Development: Outline application with some matters reserved for the demolition of all existing structures & redevelopment of the site with up to 45 dwellings (30% affordable (up to 14) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road. This application is a Departure from the Development Plan & may affect the setting of a listed building.

Highways England Ref: HAMIS 78566.

Dear Mr Davis,

Thank you for your consultation of 21 July 2017 regarding the above application.

Highways England 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 Highways England 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.

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A27.

Having examined the above application, we note that a supporting Transport Statement or Transport Assessment has not been provided. This application proposes an additional 45 dwellings on top of nearby development (108 at the neighbouring Stakers Farm site with 38 approved with a further 70 proposed) that is a departure from the Development Plan. As such, Highways England is concerned about the potential cumulative impact of these developments as the proposed agreed improvements

on the A27 as part of Arun's emerging Local Plan do not take account of these developments. Accordingly, we consider that there is currently insufficient information provided by the applicant on which to base an informed decision in relation to the potential impacts of the development on the Strategic Road Network. In particular the following comments should be passed onto the applicant:

- As the proposal falls outside of the current Development Plan, it was not considered as part of the Transportation Assessment which supports the Strategic Sites being promoted in the emerging Local Plan. The Local Plan is now sufficiently progressed within the public domain such that the applicant needs to consider this proposed site in relation to the cumulative impacts of the emerging Local Plan proposals at the end of the emerging Local Plan period. In addition, as there are other applications currently within the planning system which have yet to be determined or are already committed, these also need to be accounted for as they too fall outside of the Strategic Allocations in the emerging Local Plan. This accords with the policy set out in Department for Transport Circular 02/2013;
- Highways England require the provision of a supporting Transport Statement/Transport Assessment in support of the planning application to be able to assess the development's impact on the Strategic Road Network (SRN). In particular, the A27 / Yapton Lane junction and associated right turn lane is already stressed and therefore there is a need to demonstrate that the proposed development will have no detrimental impact on junction operation, or where this is not the case, provide appropriate mitigation. The cumulative impacts will require assessment at the end of the Local Plan period 2031 with a view to a 'no worsening' of the impacted junction (no worse in terms of delay, queue length, RFC's and safety) compared with the development proposals and mitigation proposed as part of the emerging Local Plan – it should be noted that TEMPRO is not considered representative for local traffic growth arising from residential development in this regard.

Until such time as sufficient information has been provided to enable Highways England to obtain a clear view of the cumulative traffic impacts of this proposed development on the SRN, our informal advice is that you should not approve this application because of the potential for severe harm to the Strategic Road Network.

I trust that the above is of assistance and would be grateful if you could pass the above comments to the applicant and his consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England. We will provide formal recommendation later when we can be confident that the application is in its final form. To assist us with this we would be grateful if you would advise when you expect to determine the application.

Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

Highways England Company Limited | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ | Registered in England and Wales No. 9346363

Web: [\[REDACTED\]](#)

From: planning.responses@arun.gov.uk [mailto:planning.responses@arun.gov.uk]

Sent: 21 July 2017 09:18

To: Planning SE

Subject: #3293 Planning Consultation on: Y/49/17/OUT

To: **Highways England**

NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 -

Article 5 - Articles 16 & 18 Consultation before the grant of permission

Outline Consent

APPLICATION NO: Y/49/17/OUT

Registered: 21st July
2017

Site Address: Land at Street Buildings North End Road Yapton BN18 0DT

Grid Reference: 497641 103557

Description of Works: Outline application with some matters reserved for the demolition of all existing structures & redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road. This application is a Departure from the Development Plan & may affect the setting of a listed building.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 24-AUG-17.

You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Mr S Davis who can be contacted on telephone number 01903 737874.

Regards
Planning Officer

consultee_email

<http://www.arun.gov.uk>
NLPG UPRN 100062237016
DX 57406 Littlehampton

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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |



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