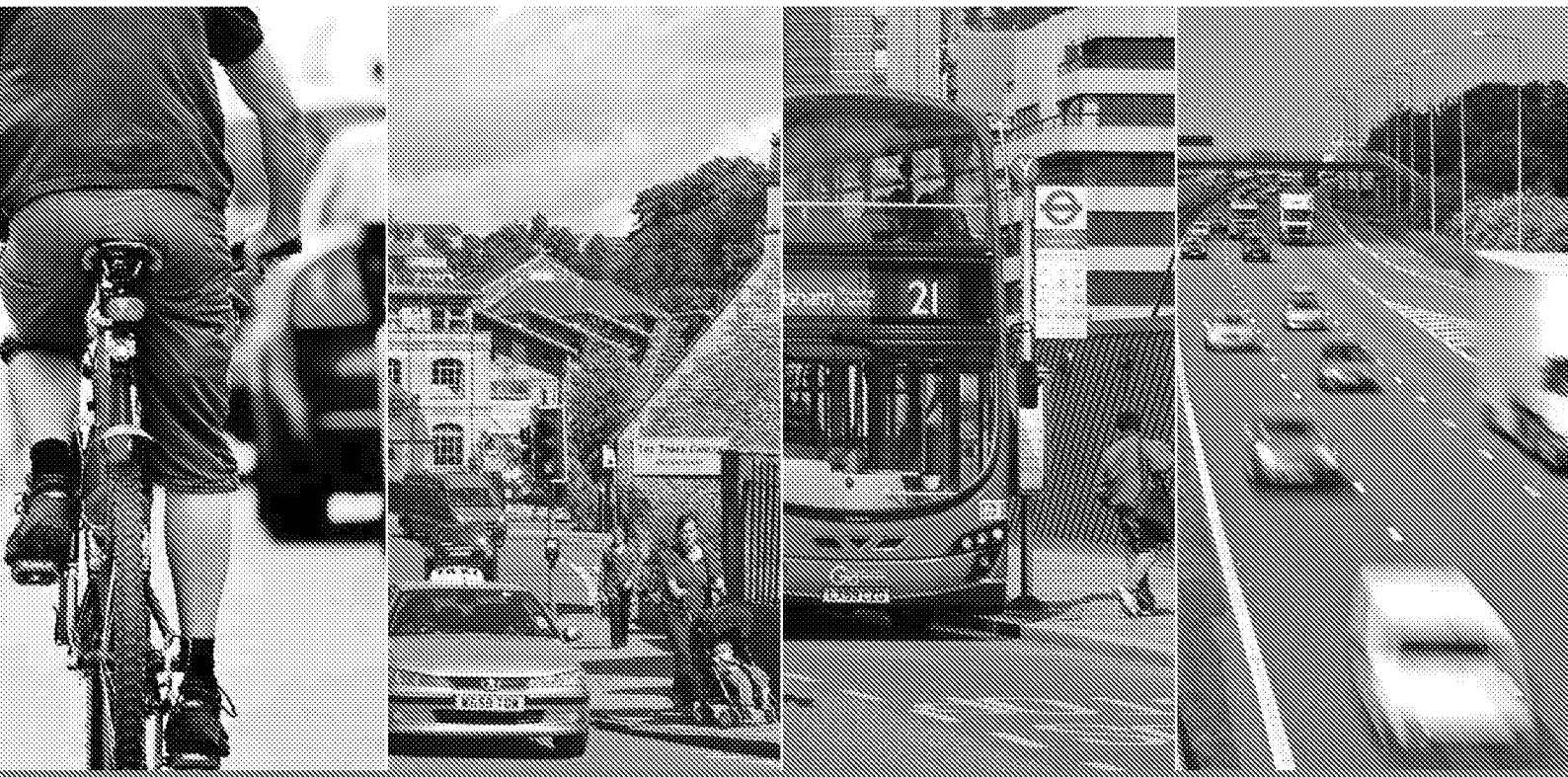


Technical Note: Land north of Yapton C of E Primary School

Outline Planning Application for the erection of 38 dwellings together with the means of access off North End Road.



1 Introduction

- 1.1 This Technical Note has been produced in support of an outline application for 38 dwellings and associated access at land north of Yapton Primary C of E School. The Note reviews the conclusions of two transport reports provided in support of the following planning applications:
- (i) Y/93/14/OUT – Land North of Yapton C of E Primary School, North End Road - Outline application for the erection of 38 dwellings together with the means of access at North End Road – Approved 5 August 2015 but now expired
 - (ii) Y/44/17/OUT – Land at Stakers Farm, North End Road, Yapton – Outline application for 70no. residential dwellings including 30% affordable, public open space & associated landscaping – application still to be determined
- 1.2 The report concludes that the contents of the transport reports for the above applications remain valid and can be used to inform the new outline application, and that the forecast additional people and vehicle trip impact can be accommodated on the transport network.
- 1.3 The two transport reports are:
- ✦ Transport Statement by RGP, dated November 2014 (Y/93/14/OUT)
 - ✦ Transport Assessment by GTA Civils Ltd, dated May 2017 (Y/44/17/OUT). It should be noted that this assessment also considers the impact on the highway network of the 38 dwellings at land north of Yapton C of E school in addition to the 70 dwellings at land at Stakers Farm.

2 Proposed Access off North End Road

- 2.1 With regards to the Transport Statement by RGP for the proposed residential development at Land North of Yapton C of E Primary School, the access as proposed within the previous outline application remains sufficient to accommodate the forecast generated traffic which would have negligible impact on the local highway network.
- 2.2 The above conclusion is reached within the context of a 2014 traffic survey, which identified highway peak hour two-way vehicle flows of around 500 vehicles. Therefore, there is plenty of junction capacity at the proposed site access.
- 2.3 Whilst it is recognised that the WSCC Transport Assessment Methodology states traffic survey data should be under 2 years old, under the circumstances of significant junction capacity and with consideration to the recently expired application, there is no practical reason to provide updated survey data.

- 2.4 The layout associated with the previously permitted outline application for 38 dwellings is shown in **Appendix A**.
- 2.5 The Transport Assessment report by GTA Civils, in support of the proposed residential development of 70 dwellings at land at Stakers Farm considered the operation of the proposed access as approved when traffic generated by the total of 108 dwellings was applied. A capacity assessment, using the PICADY modelling program, of the priority junction was conducted which concluded plenty of capacity was available. The maximum peak hour capacity ratio of 0.126 in the AM peak hour was well within the normal operating capacity level of 0.85.
- 2.6 For information, the layout for the additional 70 dwellings is provided in **Appendix B**.

3 Consultation with Highways England (HE) and WSCC (as Highway Authority)

- 3.1 Consultation with HE and WSCC has taken place during the course of preparing the transport reports for both applications.
- 3.2 The previous outline application for 38 dwellings received no objection from the HE or WSCC.
- 3.3 Both HE and WSCC were satisfied that the overall accumulative transport impacts associated with the proposed development of 108 dwellings would be accommodated on the highway network, with no severe material impact resulting. The HE have recommended a condition is placed on the additional 70 dwellings, associated with a junction improvement at A27/Yapton Lane. The responses are provided in **Appendix C** for information.
- 3.4 In addition, the accumulative impact on the Yapton Level crossing was also considered. The Level Crossing Manager, Network Rail was consulted and was satisfied there would be no significant difference at the crossing.

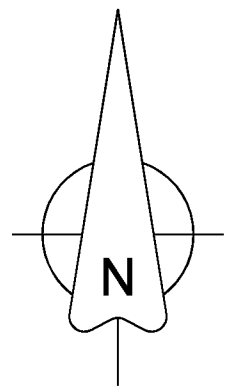
4 Summary

4.1 This review confirms:

- ✦ that the contents of the previous RGP report for the application site and the GTA Civils Report for land at Stakers Farm remain valid;
- ✦ the access and transport impact of the proposed development remains acceptable and plenty of capacity exists;
- ✦ Highways England and West Sussex County Council highway impact concerns were resolved regarding the pending Stakers Farm planning application; their comments also take account of the cumulative impact on the highway network of the total 108 dwellings.

Appendix A

Proposed layout for land north of Yapton Primary School: 38 dwellings



CDM 2015 Health & Safety Information
This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.

ACCOMMODATION SCHEDULE:

Affordable (30%)
2no. 1-Bedroom Houses 50sqm approx.
4no. 2-Bedroom Houses 79sqm approx.
5no. 3-Bedroom Houses 93sqm approx.
11no. Total

Open Market (70%)
6no. 2-Bedroom Houses 79sqm approx.
4no. 3-Bedroom Houses 93sqm approx.
11no. 3-Bedroom Houses 100sqm approx.
6no. 4-Bedroom Houses 115sqm approx.
27no. Total

38no. Dwellings Total

Car Parking:

1no. car parking space per 1 bed dwelling
2no. car parking spaces per 2/3 bed house & 4bed aff. dwelling
4no. car spaces per 4 bed o/m dwelling
+11no. unallocated visitor parking spaces

Cycle Parking:

2no. cycle spaces per dwelling within garden stores/garages

Site Area; 1.61Ha [Gross]

Density; 23.6dw/ha [Gross]

C	01.11.18	Boundary line amended	JW	KE
B	25.10.18	Amended to clients comments	JW	KE
A	30.06.15	Reduced to 38 units, POS increased	KE	AC
Rev	Date	Revision Details	Dr	Ch



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London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com
Sussex: Brooklyn Chambers, 11 Goring Road
Worthing, West Sussex, BN12 4AP
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, St. Nicholas House
31-34 High Street, Bristol, BS1 2AW
T 0117 315 8557 E bristol@ecewestworks.com

ECE Architecture
www.ecearchitecture.com

Client's Name
Pibworth Holdings Ltd

Job Title
**Land at North End Road
Yapton**

Drawing Title
Sketch Site Layout

Scale
1:500 @ A2



Drawn	Checked	Date
JW	KE	14.05.15

Job No	Drawing No	Rev
6468	SK10	C

Status
PRELIMINARY

CAD Plot date: 1/11/2018 - 12:51:01

6468-site.dwg

Appendix B

Proposed layout for land north of Stakers Farm: 70 dwellings

INDICATIVE ONLY



Accommodation Schedule	
Affordable Dwellings (30%)	
Affordable Rent	
4no. 1-Bed Flats	
11no. 2-Bed House	
5no. 3-Bed House	
1no. 4-Bed House	
Open Market Dwellings	
4no. 2-Bed House	
38no. 3-Bed House	
7no. 4-Bed House	
70no. Total Dwellings	
Car Parking	1 space per 1-bedroom flat 2 spaces per 2 and 3 bedroom dwellings 4 spaces per 4-bedroom house 14 Visitors spaces throughout site
Cycle Parking	2 spaces per House in rear garden stores or garages
Gross Site Area	3.00Ha
Density	23dw/Ha

B	19.05.17	Revised following landscape proposal	FB	KE
A	10.04.17	Possible school land added shown hatched	KE	AK
Rev	Date	Revision Details	Dr	Ch

London: 78 Great Suffolk Street, London, SE1 0BL
T 0207 628 2773 E london@ecearchitecture.com
Sussex: Brooklyn Chambers, 11 Gosling Road, Worthing, West Sussex, BN12 4AP
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Bristol: Westwicks, St Nicholas House, 31-34 High Street, Bristol, BS1 2AW
T 0117 315 6557 E bristol@ecearchitecture.com
www.ecearchitecture.com

ECE Architecture

Client's Name
Granite Gate Limited

Job Title
Land at Stakers Farm,
North End Road, Yapton

Drawing Title
Site Layout

Scale
1:500 @ A0 / 1:1000 @ A2

Drawn KE Checked AK Date 22.03.17

Job No 6468 Drawing No 03 Rev B

Status
APPROVAL

Appendix C

HE and WSCC consultation comments in relation to the application at Stakers Farm

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 22nd August 2017

FROM: Stephen Gee TO: Arun District Council
FAO: Mr S Davis

SUBJECT: Y/44/17/OUT - Outline Planning Application for 70No. residential dwellings including 30% affordable, public open space & associated landscaping. All matters to be reserved apart from Access (access to be achieved via permitted road (reference Y/93/14/OUT). This application is a Departure from the Development plan.

Land at Stakers Farm, North End Road, Yapton, Arundel, West Sussex

DATE OF SITE VISIT: 21st July 2017

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

X

**More Information
Refusal**

S106 contribution total (see below for breakdown): £

Background

The application is for 70 residential dwellings to be provided on lane north of Stakers Farm, Yapton. The proposed development is an extension to the development consented under Y/93/14. A pre application meeting took place in April 2017.

Access

The site utilises the same access arrangements as the consented development of 38 homes (ref Y/93/14). The junction provides visibility splays of 2.4 x43m and has been subject of a safety audit.

Trip Generation and Modelling

The site is anticipated to generate 35AM and 32PM peak vehicle movements. The site access has been modelled within PICADY and would operate within capacity

Comet Corner and Oyster Catcher Junctions

It is predicted that an additional 9 vehicles would utilise the Oystercatcher junction and 6 Comet Corner junction in the AM peak.

Impact on Yapton Level Crossing

The applicant has consulted with Network Rail and a copy of an email response is included within the transport statement appendix.

Parking

166 spaces are to be provided in line with the WSCC parking demand calculator and Cycle parking is to be provided in accordance with standards

Servicing

Swept path analyses have been provided and are accepted.

Sustainable Transport

Within our pre app response we raised the issue of options to be explored to introduce a pedestrian connection towards the south of the site through to North End lane, to minimise the distances for residents at the southern end of the development site.

Section 6.10 of the Transport Statement states, a possible future pedestrian/cycle link to North End Road is shown running through the existing farm property which is also under the applicant's ownership and currently subject of a planning application for 2 dwellings (ref Y/33/17/PL).

It is also noted that an application for a residential development is currently under consideration (Y/1/17/OUT) to the south of the site. A link between the two developments would be of benefit to residents of both proposed developments.

Without either of the above links being in place residents of the southern half of the development could face an additional 450 to 500m being added to each trip to facilities such as the local convenience store, village hall, recreation green and bus stops serving the 700 service.

As such land should be safeguarded within the development to provide a link to both of these potential developments

A contribution should be secured towards the provision of cycling improvements between Barnham and Littlehampton (scheme ID 82) as identified within the West Sussex walking and cycling strategy

Travel Plan

A travel plan would be required that incorporates application Y/93/14 for 38 dwellings.

Conditions

Any approval of planning consent would be subject to the following conditions:

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

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

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

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),
- details of public engagement both prior to and during construction works.

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

Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

S106 Obligations

Contribution towards cycling improvements between Barnham and Littlehampton

Stephen Gee
Planning Services

**WEST SUSSEX COUNTY COUNCIL
LOCAL DEVELOPMENT DIVISION: SECTION 106 CONSULTATION RESPONSE
(excluding Transport (known as TAD) contributions)**

DATE: 24th July 2017

FROM: Eloise Short, Monitoring and Records Team

TO: Stephen Gee, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: Y/44/17

The Provision of Service Infrastructure Related to: Land at Stakers Farm, North End Road, Yapton, Arundel, West Sussex

Planning Application details – Outline Planning Application for 70No. residential dwellings including 30% affordable, public open space & associated landscaping. All matters to be reserved apart from Access (access to be achieved via permitted road (reference Y/93/14/OUT)). This application is a Departure from the Development plan.

Without prejudice to the informal representations of the County Council in respect of the above planning proposal, I am writing to advise you as to the likely requirements for contributions towards the provision of additional County Council service infrastructure, other than highways and public transport that would arise in relation to the proposed development.

The basis for my advice is contained in the adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1.

The planning obligation formulae below are understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

The advice is as follows:

1. School Infrastructure Contribution

1.1 The Director for Children and Young People's Services advises that it appears that at present primary/secondary/further secondary schools within the catchment area of the proposal currently would not have spare capacity and would not be able to accommodate the children generated by the assumed potential residential development from this proposal. Accordingly, contributions would need to be requested. However, the situation will be monitored and further advice on all of the main education sectors, (i.e. Primary/Secondary/Further Secondary) should be sought if this planning application is to be progressed.

1.2 Financial Contribution

The financial contribution sought by the County Council would be based on: the estimated additional population that would be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings) for occupation by persons already residing in the education catchment area; the County Council's adopted floorspace standard for education provision; and the estimated costs of providing additional education floorspace. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the school infrastructure contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the School Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

DfE Figure x ACP = School Infrastructure Contribution where:

Note: x = multiplied by.

ACP (Additional Child Product) = The estimated additional number of school age children likely to be generated by the development calculated by reference to the total number of dwellings, less any allowance for affordable dwellings, as approved by a subsequent reserve matters planning application. The following criteria are used to generate a child product:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

Using the above occupancy rates to determine an overall population increase the following factors are applied. According to 2001 census data, there are 14 persons per 1000 population in each school year group for houses and 5 persons per 1000 population in each school year group for flats. There are 7 year groups for primary (years R to 6) and 5 for secondary (years 7 to 11). For Sixth Form, a factor of 0.54 is applied to the Child Product figure as this is the average percentage of year 11 school leavers who continue into Sixth Form colleges in West Sussex.

DfE Figure = Department for Education (DfE) school building costs per pupil place (for pupils aged 4 to 16) as adjusted for the West Sussex area applicable at the date when the School Infrastructure Contribution is paid (which currently for the financial year 2014/2015 are – Primary £15,558, Secondary £23,442, Further Secondary £25,424), updated as necessary by the Royal Institute of Chartered Surveyors Building Cost Information Service All-In Tender Price Index.

- 1.3 The contributions generated by this proposal shall be spent on small scale improvements at Yapton CofE Primary School.

The contributions generated by this proposal shall be spent on expansion at Ormiston Six Villages Academy.

The contributions generated by this proposal shall be spent on a restructure of the sixth form to cater for the additional student population at St Philip Howard Catholic High School Sixth Form.

2. Library Infrastructure Contribution

- 2.1 The County Librarian advises that the proposed development would be within the area served by Littlehampton Library and that the library would not currently be able to adequately serve the additional needs that the development would generate.

However, a scheme is approved to provide additional floorspace or facilities at the library. In the circumstances, a financial contribution towards the approved scheme would be required in respect of the extra demands for library services that would be generated by the proposed development.

- 2.2 Financial Contribution

The financial contribution sought by the County Council would be based on: the estimated additional population that would be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings) for occupation by persons already residing in the library's catchment area; the County Council's adopted floorspace standard for library provision; and the estimated costs of providing additional library floorspace. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the library contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the Libraries Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

$L/1000 \times AP = \text{Libraries Infrastructure Contribution}$ where:

Note: x = multiplied by.

AP (Additional Persons) = The estimated number of additional persons generated by the development calculated by reference to the total number of dwellings, less any allowance for affordable dwellings, as approved by a subsequent reserve matters planning application. The following figures are given as a guideline:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

$L/1000$ = Extra library space in sqm. per 1,000 population x the library cost multiplier (which currently for the financial year 2016/2017 are 30sq.m and £4,560 per sqm respectively).

- 2.3 The contributions generated by this proposal shall be spent on expansion of the facilities at Littlehampton Library.

3. Fire & Rescue Service Infrastructure

3.1 Fire Stations

The County Fire Officer advises that a financial contribution from the proposed development towards the cost of fire and rescue infrastructure, principally fire stations and services serving the area within which the proposal stands, would be required. This is necessary due to proposed development in the Southern division and the resultant need to improve service provision across the area. The proposed development should proportionately contribute towards the cost of necessary infrastructure needed to support development.

3.2 Financial Contribution (excluding provision of fire hydrants)

The financial contribution sought by the County Council would be based on: the estimated additional population that would be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings) for occupation by persons already residing in the fire service provision area; the County Council's adopted standards of fire service cover provision; and the estimated costs of providing additional fire stations. As the housing mix is not known at this stage, I propose the

insertion of a formula into any legal Agreement in order that the fire service contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the Fire and Rescue Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

$Y \times (Z / M)$ = Fire and Rescue Infrastructure Contribution where:

Note: / = divided by, x = multiplied by.

Y = The estimated adjusted increase in population generated by the development using the following figures as a guideline:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

Z = the estimated costs of providing additional Fire and Rescue Infrastructure in the Southern Service Division of West Sussex at the time of payment (which, for information, for 2007/2008 was £5,530,000).

M = the projected population of the Fire and Rescue Service Southern Service Division of West Sussex in 2016 at the time of payment (which, for information, for the 2007/2008 financial year was 429,647).

- 3.4 Fire and Rescue Service Contribution to be used towards the supply and installation of additional fire safety equipment to vulnerable persons homes in West Sussex Fire Rescue Services Southern Area serving Yapton.

General points

Please ensure that the applicants and their agents are advised that any alteration to the housing mix, either size, nature or tenure, may generate a different population and require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Review of the contribution towards the provision of additional County Council services should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.

Should you require further general information or assistance in relation to the requirements for contributions towards the provision of County Council service infrastructure please contact, in the first instance, the Planning Applications Team officer, named above.

Where the developer intends to keep some of the estate roads private we will require provisions in any s106 agreement to ensure that they are properly built, never offered for adoption and that a certificate from a suitably qualified professional is provided confirming their construction standard.

Where land is to be transferred to the County Council as part of the development (e.g. a school site) that we will require the developer to provide CAD drawings of the site to aid design/layout and to ensure that there is no accidental encroachment by either the developer or ourselves.

cc: Karen Wallace, WSCC Library Services (via email),
Vanessa Cummins, Tracey Dunn, WSCC Children and Young People's Services (via email),
David Boarer, WSCC Fire Services (via email),

From: Simon Davis

Sent: 20 December 2017 10:52

To: Planning.Responses

Subject: FW: FAO Simon Davis: Highways England response - Y/44/17/OUT Land at Stakers Farm, North End Road, Yapton, BN18 0DU

Highways England comments

Y/44/17/OUT

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
Location: 1st Floor, Arun Civic Centre, Maitravers Road, Littlehampton, BN17 5LF
Internal: 37874 | External: +44 (0) 1903 737874 | E-mail: simon.davis@arun.gov.uk

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

From: [REDACTED]

Sent: 20 December 2017 09:24

To: Planning.Responses; Simon Davis

[REDACTED]
Elizabeth

Subject: FAO Simon Davis: Highways England response - Y/44/17/OUT Land at Stakers Farm, North End Road, Yapton, BN18 0DU

For the attention of: Simon Davis

Application No: Y/44/17/OUT

Site: Land at Stakers Farm, North End Road, Yapton, BN18 0DU.

Proposal: Outline Planning Application for 70No. residential dwellings including 30% affordable, public open space & associated landscaping. All matters to be reserved apart from Access (access to be achieved via permitted road (reference Y/93/14/OUT). This application is a Departure from the Development plan.

Highways England reference: 78400

Dear Mr Davis,

Thank you for your consultation of 10 July 2017 regarding the above application and for your kind assistance during the period of Highways England's deliberations on this 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 are satisfied that the development proposals can be achieved, subject to certain necessary conditions following discussions with the applicant, without detriment to the safe and efficient operation of the Strategic Road Network. Accordingly, I attach our formal conditional response for your attention.

Should you have any questions regarding this response, please contact me.

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: www.highwaysengland.co.uk

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<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Simon Jones (Divisional Director),
Network Delivery and Development
South East Region
Highways England.

To: [REDACTED]
Arun District Council – FAO Simon Davis

CC: [REDACTED]

Council's Reference: Y/44/17/OUT

Location: Land at Stakers Farm, North End Road, Yapton, BN18 0DU.

Proposal: Outline Planning Application for 70 No. residential dwellings including 30% affordable, public open space & associated landscaping. All matters to be reserved apart from Access (access to be achieved via permitted road (reference Y/93/14/OUT)). This application is a Departure from the Development plan.

Highways England Reference: HAMIS 78400

Referring to the notification of a planning application dated 10 July 2017 referenced above, in the vicinity of the A27 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;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

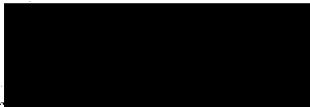
~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

HIGHWAYS ENGLAND (“we”) have 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 we work 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.

This response represents our formal recommendations with regard to Y/44/17/OUT and has been prepared by the Area 4 Spatial Planning Team and is copied to the Department for Transport as per the terms of our Licence.

Should the Council disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gov.uk. If you need a copy of the Direction, please contact us.

Signature: 	Date: 19 December 2017
Name: Kevin Bown	Position: Spatial Planning Manager
Highways England:	
Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	
	

¹ Where relevant, further information will be provided within Annex A.

Annex A Highways England recommended Planning Conditions

We recommend that the following condition and informative be attached to any permission granted in connection with planning application Y/44/17/OUT:

Condition: Strategic Road Network Mitigation Scheme

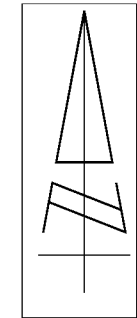
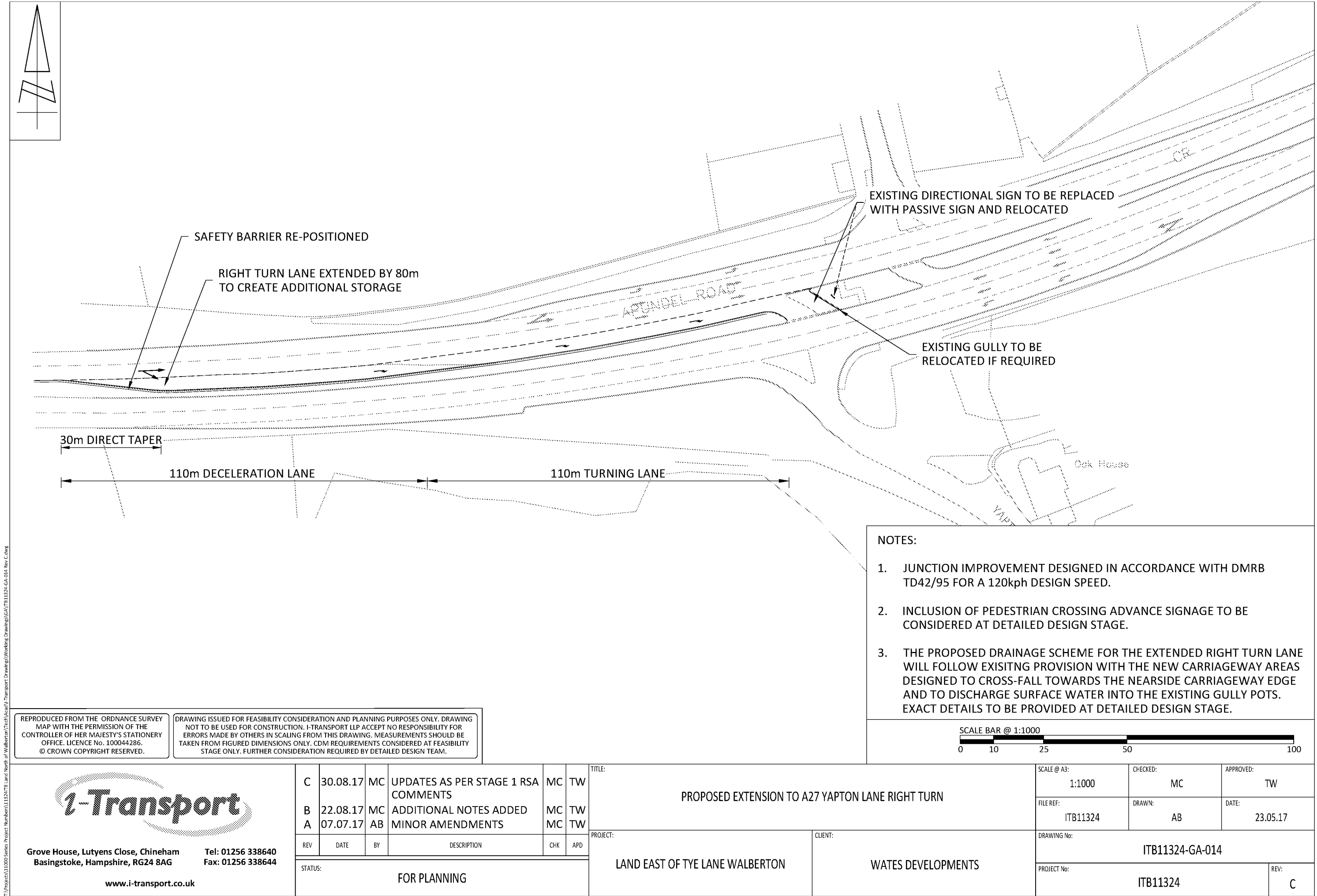
- 1) Prior to the occupation of 50 dwellings within the permitted development, the improvement works at the A27 / Yapton Lane junction shall be completed and open to the travelling public as shown on i-Transport's drawing number ITB11324-GA-014 Revision C "*Proposed extension to A27 Yapton Lane right turn*" dated 30/8/17.

Reason: This is to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Condition: Construction Management Plan

- 2) No works shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England). The plan shall include details of the management of traffic during the construction period. 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 Highways England).

Reason: To ensure that construction of the development does not result in avoidable congestion of the A27 Trunk Road, to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.



EXISTING DIRECTIONAL SIGN TO BE REPLACED WITH PASSIVE SIGN AND RELOCATED

SAFETY BARRIER RE-POSITIONED

RIGHT TURN LANE EXTENDED BY 80m TO CREATE ADDITIONAL STORAGE

EXISTING GULLY TO BE RELOCATED IF REQUIRED

30m DIRECT TAPER

110m DECELERATION LANE

110m TURNING LANE

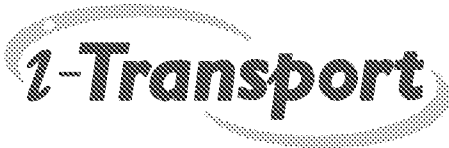
NOTES:

- JUNCTION IMPROVEMENT DESIGNED IN ACCORDANCE WITH DMRB TD42/95 FOR A 120kph DESIGN SPEED.
- INCLUSION OF PEDESTRIAN CROSSING ADVANCE SIGNAGE TO BE CONSIDERED AT DETAILED DESIGN STAGE.
- THE PROPOSED DRAINAGE SCHEME FOR THE EXTENDED RIGHT TURN LANE WILL FOLLOW EXISITNG PROVISION WITH THE NEW CARRIAGEWAY AREAS DESIGNED TO CROSS-FALL TOWARDS THE NEARSIDE CARRIAGEWAY EDGE AND TO DISCHARGE SURFACE WATER INTO THE EXISTING GULLY POTS. EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE.



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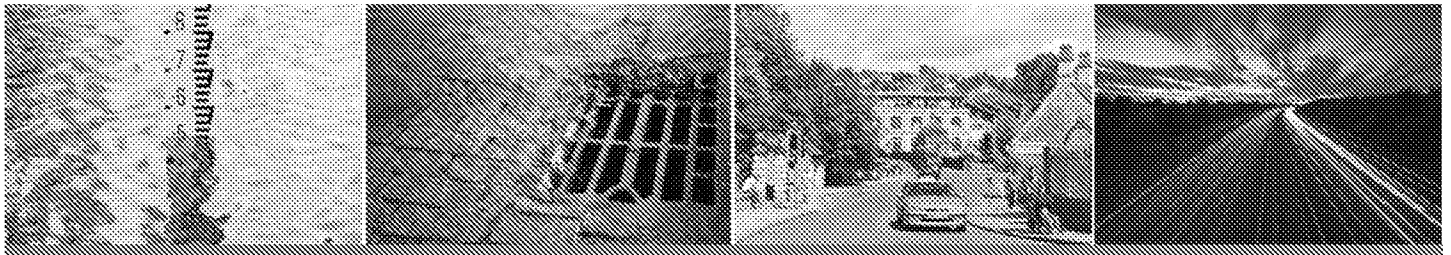
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C	30.08.17	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	MC	TW
B	22.08.17	MC	ADDITIONAL NOTES ADDED	MC	TW
A	07.07.17	AB	MINOR AMENDMENTS	MC	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR PLANNING

TITLE: PROPOSED EXTENSION TO A27 YAPTON LANE RIGHT TURN		SCALE @ A3: 1:1000	CHECKED: MC	APPROVED: TW
PROJECT: LAND EAST OF TYE LANE WALBERTON		FILE REF: ITB11324	DRAWN: AB	DATE: 23.05.17
CLIENT: WATES DEVELOPMENTS		DRAWING No: ITB11324-GA-014		
		PROJECT No: ITB11324		REV: C



Drainage - Flood Risk - Highways - Transport

