

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY SUB-COMMITTEE ON 30 JUNE 2020

PART A : REPORT

SUBJECT: Arun Local Plan Transport Evidence Update

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PORTFOLIO AREA: Planning

EXECUTIVE SUMMARY:

This report provides an update on technical work being undertaken to support the delivery of the Arun Transport Study junction mitigation measures. The report asks Planning Policy Sub-Committee to note a transport apportionment paper which identifies funding contributions from strategic housing allocations towards all Arun Transport Study junction mitigation schemes; and also, a report which presents safety mitigation schemes at Comet Corner and Oystercatcher junctions on the A259 between Bognor Regis and Littlehampton.

RECOMMENDATIONS:

That Planning Policy Sub-Committee: -

- 1) Notes the Arun Local Plan Transport Apportionment Paper (ADC, 2020) and the Comet Corner and Oystercatcher Design Report (WSP, 2019).

1. BACKGROUND:

- 1.1 The Arun Local Plan was adopted on July 2018 (the ALP). The ALP includes several strategic policies and supporting evidence studies that set out specific highway infrastructure which must be provided to support the delivery of strategic housing allocations in the plan.
- 1.2 The evidence base used to support the preparation of the ALP includes the Arun Transport Study 2016 and the Enterprise Bognor Regis Transport Review 2017 (for the remainder of this report, these will be referred to together as the ATS).
- 1.3 The ATS used a district-wide transport model to identify the impact that planned growth from the strategic allocations would have on junctions. This resulted in a list of mitigation measures to address severe capacity impacts resulting from the planned growth.
- 1.4 The mitigation measures, along with some additional requirements identified by WSCC (to mitigate impacts on the A259) were considered through the Local Plan Examination

and were found to be sound and deliverable. As such, the strategic transport package (the total list of junction improvements required) was approved as part of the Arun Local Plan at Full Council on 18 July 2018.

- 1.5 It must be clearly emphasised at this point in the report, that the extent of mitigation required to deliver the ALP, was agreed and approved by the Council on 18 July 2018 when the Local Plan was adopted. The reports below include details around the delivery of the agreed mitigation requirements, for noting only, and there is not an opportunity, at this stage, to re-look at the totality of the highways evidence or mitigation.

2. THE ARUN TRANSPORT STUDY MITIGATION PACKAGE

- 2.1 The ATS focused mainly on providing designs for mitigation measures that addressed junction capacity. In addition to this, the study highlighted the need for safety mitigation (at Comet Corner and Oystercatcher junctions on the A259 between Bognor Regis and Littlehampton) and environmental mitigation at the Ford Level Crossing (to mitigate air quality impacts from increased queuing). Further mitigation measures were also proposed by West Sussex County Council which included link improvements on the A259. The full package was updated following the examination and approved by Full Council as part of the adoption of the ALP.
- 2.2 With the transport mitigation package approved in principle, further work was required, following adoption of the ALP, to design the mitigation schemes. These included the safety schemes at Comet Corner and Oystercatcher junctions. Therefore, in late 2018 Arun District Council and West Sussex County Council jointly commissioned WSP to undertake work to design schemes that addressed the safety matters identified through the ATS at these junctions.
- 2.3 The final report is provided in Background Paper 1 and provides scheme designs and costs. In particular, the report shows a proposed lengthened auxiliary lane at Comet Corner, and a more significant roundabout scheme at Oystercatcher. It should be emphasised that these mitigation measures focus on providing safety mitigation, in line with the ATS recommendations. They do not provide for schemes which would increase junction capacity over and above what the ATS identifies as being required, unlike potential future schemes for the A259, as outlined below.
- 2.4 It should be noted that, at this time, West Sussex County Council is investigating more strategic options for improving the full stretch of the A259 between Bognor Regis and Littlehampton in order to support future funding applications (in particular because this stretch has been identified as part of the Major Road Network (MRN) by Transport for the South East).
- 2.5 MRN schemes may involve a different approach to improving the flow on this stretch of the A259, compared to the delivery of safety mitigation schemes only. Therefore, contributions towards Oystercatcher and Comet Corner safety improvements are a minimum, whilst future contribution requests may be more tailored towards the delivery of the MRN scheme alongside safety mitigation. This is covered under paragraphs 3.7-3.10 of the Apportionment Paper in Background Paper 2.

3. PLANNING CONTRIBUTIONS APPORTIONMENT

3.1 The Community Infrastructure Regulations 2010 (as amended) sets out strict criteria for the use of planning obligations as follows:

The obligation must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

3.2 Therefore in order to demonstrate compliance with these criteria, when negotiating S.106 developer contributions for applications on the strategic housing sites, it was agreed that an apportionment paper should be prepared.

3.3 The final ALP Transport Apportionment Paper can be found in Background Paper 2 for noting. It was prepared using data gathered by consultants WSP who used a process called 'select link analysis' to determine the number of cars that each strategic site would send through each junction identified as having severe capacity impacts in the ATS. Once the relative impact of each site was identified, the total cost of each ATS scheme (costs provided in the ATS for most schemes) was divided by the number of cars travelling through the junction from each site. This provides a contribution amount for each site which is relative to the impact that they have on the junctions.

3.4 In using this paper, it must be noted by both planning officers and by those intending to understand the delivery of the ATS mitigation package that firstly, the paper must be seen as a minimum starting point for negotiation for the delivery of the ATS mitigation package. This is because the paper can only provide a snapshot in time in relation to scheme costs and site-specific requirements and development quanta.

3.5 For example, when a planning application is submitted, a transport assessment will be required to identify the full local and strategic impacts of the site on the transport network. This analysis may identify additional mitigation measures required. Furthermore, the cost and design of mitigation schemes identified through the ATS (cost estimates are now 4 years old) will need to be reviewed and revised by West Sussex County Council or Highways England as more information becomes available. Officers will undertake an exercise to update the costs in line with inflation and update the report once these figures become available.

3.6 Furthermore, the approach taken by WSCC may change over time in relation to the delivery of certain schemes. This relates in particular to the A259 link between Bognor Regis and Littlehampton, where the MRN schemes may become more detailed over time and will incorporate the safety schemes for Comet Corner and Oystercatcher.

3.7 Secondly, if each strategic site paid a small amount to each mitigation scheme that it impacted, the total mitigation package would not be delivered until after the end of the plan period – 2031 at the earliest. So, the total amounts that each strategic site is required to pay (as shown in Appendix 1 of Background Paper 2) has been distributed to specific schemes that the data shows it impacts on the most; or is closest to geographically to ensure necessary elements of the ATS mitigation packages are

delivered coincident with key development as it needs mitigating. This may be subject to change if scheme delivery priorities change and will be affected by site specific assessment upon receipt of planning applications for the strategic sites.

3.8 And finally, due to viability reasons, the paper does not include employment sites in the apportionment table. This results in an overall funding shortfall for the transport package. Any funding shortfalls will need to be addressed through s.106 negotiations and through the normal identification of additional funding streams, to ensure delivery of the full package.

4. CONCLUSION

4.1 This report provides an update on the current technical work undertaken to support the delivery of the Arun Local Plan strategic transport mitigation package. It emphasises the importance of demonstrating compliance with Regulation 122 of the CIL Regulations 2010 (as amended) when requesting developer contributions and provides the data to support the council's S.106 developer contribution requests. The Background Papers are now available on the Arun District Council website to ensure a transparent approach is taken to developer contributions.

5. PROPOSAL(S):

5.1 That the Arun Local Plan Transport Apportionment Paper and the Oystercatcher and Comet Corner Design Report are noted.

6. OPTIONS:

6.1 Not to note the papers with the risk that evidence is not provided to support s.106 negotiations.

7. CONSULTATION:

7.1 Both the junction report and the transport apportionment paper have been prepared in consultation with West Sussex County Council and the Arun Strategic Development Team to ensure that the evidence can be applied at planning application stage and to ensure that there is alignment with current and emerging transport schemes.

Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		x
Relevant District Ward Councillors		x
Other groups/persons (please specify): The technical work has been prepared together with Arun District Council Strategic Planning Team and West Sussex County Council Transport Policy and Transport Development Management Teams	x	
8. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial	x	

Legal	x	
Human Rights/Equality Impact Assessment		
Community Safety including Section 17 of Crime & Disorder Act	x	
Sustainability	x	
Asset Management/Property/Land		
Technology		
Other (please explain)		

9. IMPLICATIONS:

9.1 The evidence studies will support the negotiation of S.106 negotiations in order to secure the delivery of key infrastructure necessary to mitigate the impact of development and achieve safe and sustainable outcomes.

10. REASON FOR THE DECISION:

10.1 To note technical work to support S.106 negotiations

11. EFFECTIVE DATE OF THE DECISION:

12. BACKGROUND PAPERS:

Background Paper 1: Oystercatcher and Comet Corner Design Report (WSP obo WSCC/ADC February 2020):

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n15483.pdf&ver=15910>

Background Paper 2: Transport Apportionment Paper (WSCC/ADC, May 2020):

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n15482.pdf&ver=15909>