



PLANNING COMMITTEE REPORT

TO: Planning Committee South
BY: Head of Development and Building Control
DATE: 19th March 2024

DEVELOPMENT: Outline application for the demolition of existing buildings and the erection of up to 65 dwellings, of which 35% will be affordable, with associated public open space, landscaping, with all matters reserved except for access.

SITE: Greendene, Stane Street, Codmore Hill, Pulborough, West Sussex, RH20 1BQ

WARD: Pulborough

APPLICATION: DC/21/2466

APPLICANT: **Name:** Castle Properties Ltd and Huntstowe Greenacre
Address: C/O Agent RH20 1RL

REASON FOR INCLUSION ON THE AGENDA: The application has returned to Committee in order to clarify a number of points on access, flooding / drainage and the railway crossing.

RECOMMENDATION: To approve the application, subject to the previously recommended planning conditions and the completion of a Section 106 Legal Agreement.

In the event the legal agreement is not completed within three months of the decision of this Committee, the Director of Place be authorised to refuse permission on the grounds of failure to secure the obligations necessary to make the development acceptable in planning terms.

1 THE PURPOSE OF THIS REPORT

1.1 The application was presented to Members at Planning Committee South, 23rd January 2024, where members resolved that the application be deferred to allow for the clarification of the following three matters:

- 1) The sewerage capacity in the local area and whether the proposed development could adversely overburden the existing infrastructure and contribute to a worsening of an existing localised problem and associated flooding issues
- 2) Confirmation on the costing and provision of miniature stop lights, and / or footbridge over the 'at grade' railway crossing at PRow_2330.
- 3) Confirmation that the access onto the A29 would be provided with visibility splays to the satisfaction of the Local Highways Authority.

1.2 This report should be read alongside the previous committee report shown at Appendix A, which together form the assessment of this application.

2 BACKGROUND TO THE QUERIES RAISED

Sewerage / Neighbourhood Plan

- 2.1 The concerns in this instance arise on account of the apparent ongoing sewerage / surface water inundation of the existing infrastructure in the locality, resulting in instances of backing up and flooding, affecting areas and properties to the south-west of the application site. The instances appear to worsen during significant rainfall events.
- 2.2 During the committee meeting, reference was made to the pumping station (Wickham Bridge) pumping sewerage into the River Stor for some 620 hours, which, when added to the localised reports of flooding and gardens and properties being flooded with sewage on a regular basis, contributes to the concern that the local foul water system, operated and maintained by Southern Water, is already at capacity and cannot cope with the current level of demand. The concern is therefore that the additional 65 dwellings resulting from this development would detrimentally add pressure to an already at risk system.
- 2.3 It was also put forward at the meeting, that the application site at Greendene was removed from the site allocations as part of the Neighbourhood Plan process and local plan process, on account of these flooding / drainage issues. Furthermore, reference was made during the meeting that the examining inspector of the Neighbourhood Plan would have had sight of all the potential sites identified within the background documents and did not progress with allocating the Greendene site as a housing allocation in the NP, having taken note of the ongoing sewage issues experienced in the locality.

Railway Crossing

- 2.4 The existing pedestrian 'at grade' crossing of the railway line and PRow 2330 has been assessed by Network Rail, who are obliged to run a 'safe and efficient' railway network. This proposed development is considered to lead to an increased number of users crossing the railway line at this point in order to access some of the village services which lie to the south, such as the Primary School, sports ground and shops and services along the A283.
- 2.5 Officers referred to the delivery of a new footbridge at the crossing point, which is to be funded from the s106 infrastructure contributions of the outline permission granted for the New Place Farm development to the south of the railway line. The delivery of this footbridge would remove the risk from the increased numbers of users of the existing 'at grade' crossing. However, the current application is not tied to the delivery of the footbridge.
- 2.6 In recognition of this, Network Rail have requested a sum of money by way of site-specific s106 infrastructure contributions, to deliver a miniature stop light system (MSL) at the crossing, in the event that the adjacent development does not proceed and the footbridge is not delivered as a consequence.
- 2.7 Clarification was sought by members on the funding and delivery of the footbridge and the MSL, recognising the apparent deficit in funding between the £500,000 being sought for the s106 contributions, and the reference to the systems cost of £800,000 as per a Network Rail consultation response.

Highways Access

- 2.8 Concern was raised at the committee meeting over two particular aspects in relation to Highways matters: the network capacity to accommodate the additional traffic generated by way of the proposed development and the ability of the proposed development to achieve safe access onto the highway / A29, with particular regard to the road geometry and the transition point close to the site between a 40mph/ 30mph zone.
- 2.9 Clarification and assurance was therefore sought in relation to the earlier 'desk-based' highways response, taking particular note of the site-specific context which results in the

north-bound carriageway bend potentially affecting sightlines, a footpath crossing to the north of the site where the speed limit transition occurs, and the access of Coombelands Equestrian onto the A29 close to the proposed site access.

3 ADDITIONAL REPRESENTATIONS

- 3.1 Since the case was considered at the January Planning Committee South meeting, two additional representations have been received, raising concerns in relation to drainage issues in the locality, and the overloading of sewers resulting in discharge into rivers.

4 ASSESSMENT

Sewerage / Neighbourhood Plan

- 4.1 Following the previous committee meeting, officers have sought to understand more on the flooding issues experienced in the locality and have sought further clarification from Southern Water on the local network capacity.

- 4.2 Nationally, Officers are aware that there have been numerous instances reported of raw sewage being discharged into the sea with water companies referring to these instances happening when significant rainfall overloads the available tank capacity at sewerage plants. Looking closer at the water treatment works and sewage pumping stations in the district, or adjacent to our district, there is data available via the Rivers Trust website, which reveals similar events that affect local rivers. Wastewater companies have a licence to discharge treated water into rivers up to a particular volume per year, as per agreement with the EA. However, during storm events, the volume of surface water flows which enter the foul flows and treatment works can exceed the volume of water that can be stored, and this can lead to these events, referred to as 'Hydraulic Overload'. Power outages and mechanical failures can also lead to the pumping station failures.

- 4.3 The data from the Rivers Trust website clarifies that the 620 hours of sewage discharged into the River Stour across 44 separate occasions, averaging out to some 14 hours per occurrence. Data also reveals that this type of incident is not isolated in the district, with these 'sewer storm overflows' and 'emergency overflows' designed to relieve the pressure on the combined rainfall and sewerage network during excess rainfall events, with a view of preventing flooding of streets and residential properties. During this time, excess rainwater and raw sewerage is mixed and temporarily bypasses the treatment plant. The data also revealed the following instances during 2022:

- *Fittleworth – 81 times / 1468 hours*
- *Loxwood – 7 times / 1234 hours*
- *Monks Gate – 77 times / 1151 hours*
- *Bury – 39 times / 837 hours*
- *Mannings Heath – 53 times / 830 hours*
- *Partridge green – 64 times / 882 hours*
- *Farhalls Crescent Horsham – 42 times / 672 hours*
- *Billingshurst – 45 times / 582 hours*
- *Barns Green- 43 times / 411 hours*
- *Warnham – 26 times / 291 hours*
- *Hollands Road, Henfield – 49 times / 274 hours*
- *Rudgewick Rec – 15 times / 101 hours*
- *Billingshurst Pumping Station – 14 times / 72 hours*
- *Abbey Road, Steyning – 25 times / 73 hours*

- 4.4 According to the Southern Water website, issues such as un-flushable products and grease / oil build up in the sewers can also contribute to blockages and flooding events, which Southern Water are seeking to address by way of consumer awareness and education, and

using new sensors to monitor water levels in a sewer, which could provide an early indication of an imminent problem.

- 4.5 Southern Water have, through a freedom of information request initiated by the applicants, provided the applicant with their records of flooding which have occurred on or near this part of the A29 within the last 10 years, the majority of which are the result of blocked drains. These details have been made available to officers following the previous committee meeting:
- 2013 - 7 instances of blocked drains resulting in flood to property or curtilage
 - 2014 - 1 instance of blocked drain resulting in flood to property or curtilage, 1 instance of hydraulic overload resulting in external flood to property
 - 2015 - 2 instances of blocked drains resulting in flood to curtilage
 - 2016 - 5 instances of blocked drains resulting in flood to property or curtilage
 - 2017 - 3 instances of blocked drains resulting in flood to curtilage, 1 instance of blocked drain resulting in flood to highway
 - 2018 - 0 instances reported
 - 2019 - 1 instance of blocked drain resulting in flooding of highway
 - 2020 - 1 instance of blocked drain resulting in flood to property
 - 2021 - 2 instances of blocked drain resulting in flood to property or curtilage, 1 instance of burst drain resulting in flood to highway
 - 2022 - 4 instances of blocked drain resulting in flood to property or curtilage
- 4.6 In a direct response to officers (rec'd Jan 2024) following the previous planning meeting, Southern Water (SW) confirm that they have a duty under the Water Industry Act 1991 to provide a suitable sewer network and the opportunity for all domestic properties to connect to the sewer system. They also have a duty to plan and implement works and improvements to ensure the network of sewers and associated facilities, continues to operate satisfactorily. Infrastructure reinforcements are identified and delivered by SW. When assessing planning applications, SW assess whether there is infrastructure capacity to serve the development and that there would be no adverse amenity impacts for existing or prospective users as a result. In some instances, SW may advise that a phased development be delivered in line with improvements to the infrastructure, as identified.
- 4.7 Officers can confirm that this approach to phase development has been advised in SW consultation responses in other locations in the district, where capacity in the existing system would be insufficient to accommodate a proposed development at the point of connection. In these instances, a phased delivery program is required in consultation with SW, to ensure that any improvements are made prior to the connections.
- 4.8 However in the instance of Greendene, SW advised in their initial consultation response (rec'd Dec 2021) that SW could facilitate foul sewerage disposal to the site, without the need to any phasing necessary to ensure the proposed development can suitably be accommodated within the existing network. Subsequent comments from SW relating to the sewer capacity in the area have also not referred to a need to phase development on this site, nor a need to prevent development from taking place.
- 4.9 As part of their assessments, SW model the data of a development proposal to arrive at a likely capacity requirement, and therefore comment on whether the existing local infrastructure can accommodate that capacity. In this instance, the proposed development would first connect to a new pumping station within the site, which is designed with a holding tank. This system then pumps the waste water into the sewer system at a more constant rate. This therefore clarifies the difference between the incoming capacity rate of the Type 3 pumping station of 3l/s and the out-going pumped rate of 0.65l/s from the pumping station to the sewer network.

- 4.10 As referenced above under the Rivers Trust data, storm overflows happen when excess surface water during storms and extended periods of rainfall is mixed with the anticipated loading of the sewer network. In order to reduce these 'hydraulic overload' instances, new development is required to include sustainable urban drainage features (SuDS), which are designed to hold and manage surface water rather than causing excessive infiltrations of the sewer system. Following assessment, advice and revisions of the proposed surface water drainage systems presented by the application the Local Lead Flood Authority (LLFA) are satisfied with the proposed details and have requested a number of conditions in the event that outline consent is granted. The proposed development is therefore capable of ensuring that it can accommodate and satisfactorily manage its own surface water without adding to the existing infrastructure network during excessive rainfall events.
- 4.11 SW acknowledge the local concern raised by residents in relation to this development and the potential impact on future sewerage / flooding issues. SW advise that they cannot refuse connections to the existing sewer system, but also acknowledge that they have a duty to ensure that the service they provide to existing customers does not deteriorate as a result of new development. SW have the option to request that a development be phased to ensure adequate infrastructure is provided in a time and have requested other developments in the district be phased. SW have not requested that this development be phased as they consider the sewer system to be sufficient to cater for the development's demand. Accordingly, officer advise that whilst the issues identified by the community are recognised, SW as the statutory undertaker have been made aware of these issues but have advised that the development can proceed without the need for phasing or bespoke mitigation. In light of this an argument that the development would overload the local sewer system is very difficult to sustain and substantiate.
- Neighbourhood Plan / draft Reg 19 Local Plan
- 4.12 The Independent Examiner reviewed the draft Pulborough Parish Neighbourhood Plan as presented during the NP examination. The Greendene site was not included in the draft NP for consideration at examination stage, and the Examiner's report makes no reference to the merits of otherwise of development on the Greendene site accordingly. This is because the Examiner is charged with assessing whether the plan as presented is sound, rather than assessing each and every site that was promoted for inclusion in the Plan. The plan includes sufficient housing to meet its identified needs therefore the Examiner had no reason to need to re-assess the excluded sites. There is therefore no evidence that the Examining Inspector considered the site as 'unsuitable' for development in principle.
- 4.13 Having reviewed the available background 'evidence' documents associated with the Neighbourhood Plan, there is a document entitled Sewerage and Drainage Report (2019), by Dr Andy Tilbrook, which refers to several issues experienced in the village on account of drainage and flooding issues, and inundation arising from surface water run-off and recent development over culverts. One issue cited is the drainage / sewer pipe which runs alongside the A29, and which is said to be at a shallow angle which leads to solid matter blocking the pipe when there is little rainfall to flush through. During subsequent heavy rainfall, these blockages are then forced southwards to north of Pigeon Gate Bridge, where the pipe is understood to still be an old narrow pipe, despite newer connections, upgrading works and pipe linings having been undertaken as documented in the report.
- 4.14 Also part of the evidence documents, is the AECOM site assessment report for the Pulborough Neighbourhood Plan (Feb 2019), which considered the site as 'Amber' in the RAG rating (Red, Amber, Green), concluding that the site was potentially suitable if identified issues could be resolved/mitigated, with reference to landscape, heritage, access, viability and sewerage / drainage. The slightly later Site Assessment Report (April 2019), carried out by Pulborough Parish Council concluded that 'development above the roundabout on Codmore Hill is unsustainable' and therefore discounted 5 identified sites for the following reasons (including the Greendene site):

- 1) *The A29 has recently been upgraded to be part of the Major Road Network. This upgrading is the result of studies having been undertaken which have shown that there has been a significant increase in vehicles on this road and it can no longer be classified as a Local Lorry Network route. Pedestrians will therefore be at greater risk from exhaust fumes.*
- 2) *All the main infrastructure such as schools, primary care, village hall and recreational facilities are located south of the railway bridge.*
- 3) *Paragraph 3.27 within the Pre-Submission Plan refers to safer crossings needed across the railway. Two new footbridges are proposed.*
- 4) *The first footbridge is close to the southern side of Pigeon Gate Bridge which carries the A29 across the railway. Section 106 monies have already been set aside to mitigate the dangers to pedestrians on this bridge but as yet no action has been instigated.*
- 5) *The second footbridge is to enhance Footpath No. 2330 to enable pedestrians from Codmore Hill to avoid walking and cycling beside the busy main road to reach the school and other parts of the village. A bridge over the railway and the replacement of steps up the hillside with a sloping path will be necessary.*

- 4.15 Officers are also aware that the site was included in the Reg 18 draft Horsham District Local Plan (2019), but has not been carried into the Reg 19 version which is currently out for public consultation. Only the land at Highfield has been retained as an allocation (for some 25 dwellings), with the land at new Place Farm having gained outline planning consent under DC/21/2321) for up to 170 dwellings. Incidentally, the land at Highfield also lies north of the railway line, and would be subject to connection with the same sewerage network as the application site at Greendene. Paragraph 10.147 of the Reg 19 Horsham District Local Plan states:

“There are strong local concerns that further development in the north of the village will exacerbate existing and ongoing issues reported with sewage overflow at times of heavy rainfall, particularly in light of the expected increase in frequency and intensity of these rainfall events in the light of climate change. The Council will seek to ensure that such issues are appropriately addressed at the planning application stage. Applicants will need to be mindful of this issue in the design of any scheme which in particular will need to ensure that rainfall events do not increase runoff and adversely affect site drainage and storm overflows.”

Railway Crossing

- 4.16 Network Rail (NR) in their consultation response (rec'd 22 April 2022) noted that the existing pedestrian 'at grade' crossing of the railway line would likely see increased traffic as a result of the proposed development. Network Rail, who are obliged to run a 'safe and efficient' railway network, would therefore seek to eliminate or mitigate any risks associated with the proposed development. In this instance, risk reduction would be to implement some betterment of the crossing point for pedestrian users; elimination of risk would be the closure of the crossing point for all.
- 4.17 In assessing schemes to mitigate risk, NR use a Cost Benefit Analysis process to ensure their financial viability and value for money, which is also then used in the prioritisation of safety schemes within the network. To this end, there are two viable and costed options to lower the risk of the existing crossing:
- 1) Close existing 'at grade crossing' and install a new stepped footbridge – Cost £1,200,000
 - 2) Improve existing crossing with miniature stop lights (MSL) – cost £200,000, but, including the need to carry out surveys to determine which type of MSL would be appropriate, the worst-case scenario costing would be £800,000

- 4.18 The approved development to the south of the railway line, New Place Farm (DC/21/2321) includes a commitment in the relevant s106 agreement to deliver the footbridge and ensure it is open to members of the public prior to the occupation of the 51st dwelling of the development (at New Place Farm). NR have recently confirmed that the tendering process for the new footbridge 'design phase' is currently underway with anticipated build out and completion by the end of 2025. It is currently expected that the funding contributions arising from the permitted outline consent at New Place Farm would cover the provision of the new footbridge in its entirety, and so no deficits are envisioned to stall the delivery of the bridge.
- 4.19 However, at the time of responding to the planning consultation of the current application at Greendene, the involvement between NR and the developers at the adjacent New Place Farm site was much less advanced, and pre-dated the completion of the associated s106 agreement. Therefore, in order to address the lack of certainty in relation to the build-out of the adjacent development at New Place Farm, and to ensure that the proposed development would mitigate the increased risk at the crossing, a separate means of ensuring a safe rail crossing was recommended. Given the smaller scale of the Greendene development, NR recommended a less costly scheme involving the Miniature Stop Lights (MSL)
- 4.20 Further to the queries arising from the last committee meeting involving the funding of the MSL, NR have confirmed that the scheme could cost between £200,000 - £800,000 depending on the type of signalling system required. At this stage, NR have not carried out the assessments to determine which system would be required, but have requested a sum of £500,000 as being proportional when viewed against the New Place Farm development which is 3 times larger than the proposal at Greendene, and where the s106 infrastructure contributions are therefore 3 times greater.
- 4.21 However, NR have stated that there would likely be a funding shortfall in the event that the more costly 'integrated system' is required at the site (estimated cost of £800,000) and that NR do not consider they should bear the cost difference over and above the requested s106 contributions of £500,000.
- 4.22 The s106 agreement secured for the development at New Place Farm did not place a cap on the level of funding required to deliver the footbridge, simply requiring that the footbridge be delivered at the necessary and agreed point in time. Officers advise that a similar approach should be taken at Greendene, with the s106 agreement requiring that the applicants/owners ensure that the MSL system is delivered and operational prior to the occupation of the 51st dwelling, unless the footbridge to be delivered by the new Place Farm development has already been delivered or commenced with secured funding. This would provide the necessary certainty that no rail crossing safety issues would arise from the proposed development.
- 4.23 Furthermore, it needs to be clarified that the contributions being sought to deliver the MSL at the crossing point are considered to address a very narrow site-specific increase in risk at the crossing point only, arising by way of the increased pedestrian use of the Network Rail crossing. Officers acknowledge that the NP identifies a number of 'community aims', including a long-standing plan to install a separate footbridge alongside the existing 'Pigeon Gate Bridge' on the A29 which would create some separation between the roadway and pedestrians at this restricted rail crossing point. It is understood these projects could be funded from CIL funds available to the Parish. Although there may be a desire to re-direct the funding for the MSL to other projects, WSCC Highways officers have advised that no other sustainable infrastructure improvements are required to make this development acceptable in planning terms. Officers therefore advise that re-directing these funds towards other wider projects would not be directly related to the impact arising from the current proposal, failing the tests of Paragraph 57 of the NPPF.

Highways Access

- 4.24 Officers have sought clarification from the Local Highways Authority (WSCC) in respect of the access, sightlines and highways capacity. Reference is made to the pre-application advice between the applicant and WSCC in late 2020, in which a new junction / access to the site and the A29, was discussed and assessed.
- 4.25 The Stage 1 Road Safety Audit (RSA), submitted as part of the Transport Statement (Appendix E), refers to the removal of vegetation to ensure the northern visibility splay of 91m can be achieved, also noting that cars were parked on the verge to the front of Moyne and Arun Prestige car dealership. The associated Designer's response in Appendix B of the RSA further recommends that detailed works associated with the development would include the re-painting of the demarcation lines to the front of Arun Prestige car dealership to define the pedestrian zone, and the provision of bollards in the verge outside of Moyne to prevent parking in the verge.
- 4.26 WSCC confirm that, if permitted, the proposed bellmouth access to the development site from the A29 would be subject to a s278 agreement with the Highways Authority, and furthermore, that a Stage 2 RSA and technical Check would be undertaken as part of these works to identify and implement associated works such as the line painting and bollard placement to ensure suitable sightlines and mitigations can be achieved. It is also noted that these measures have been accepted by the applicant in their submitted documents, and illustrate that any deficiencies have been duly assessed and remedied.
- 4.27 Reference to the location of PRoW_1996 to the north of the site where it emerges between Willow Barn and Stane Street Hollow and then crosses the A29 is noted. However, following further discussions with Highways officers, it is considered that this situation has been present and operational for many years and would not be worsened by the proposed development. Similarly, the proximity between the access point to Coombelands Equestrian and the proposed new bellmouth access to the application site is considered to be acceptable in relation to junction design and proximity.
- 4.28 The Transport Statement submitted with the application calculates that the development (at the original capacity of 70 homes) would likely result in around 30 additional vehicle movements during the peak am / pm periods, and 301 two-way movements daily, which is within the network capacity of the public highway in this location. This is equivalent to one vehicle movement onto or off the A29 every two minutes. It is noted that the Transport Assessment for New Place Farm DC/21/2131) calculated that a similar number of vehicle movements would enter the A29 from that development, circa 30 in the am peak and 15 in the pm peak, and that WSCC Highways agreed that there was sufficient local highway capacity for the New Place Farm development in combination with all other committed development at that time. Considered in combination with the findings of the New Place Farm Transport Assessment there is no indication that the above additional traffic movements from Greendene will result in highway capacity issues, and WSCC Highways have not indicated otherwise.

5 Conclusion

- 5.1 Officers acknowledge that the site has not been allocated in either the post-examination Pulborough Parish Neighbourhood Plan (PPNP) or the Reg 19 Horsham District Local Plan, and that the site has not been progressed in the Reg 19 draft Horsham District Local Plan, taking a precautionary approach in relation to the identified flooding and foul water drainage issues. That does not mean to say though that these issues could not be mitigated and demonstrated as being overcome as part of detailed work in support of a planning application.

- 5.2 The proposed development would include its own pumping station within the site boundary, which would collect, hold and then pump the waste back into the public sewer network at a managed rate, as per the 0.65l/s identified by Southern Water. Furthermore, the surface water run off arising from the site and development would be held and managed on site via SuDS attenuation measures, which have been assessed by the Local Lead Flood Authority and amended to ensure they incorporate future climate change resilience.
- 5.3 Officers acknowledge the issues cited by members and local residents, and have referred these matters back to Southern Water for comment. SW consider that there is sufficient capacity within their network to accommodate the additional load without necessitating a phased development condition to enable improved infrastructure to be installed. Officers recognise the concerns raised but conclude based on the SW advice that there is no evidence that the proposed development would directly contribute to an increased risk of the public sewer network being inundated beyond its capacity to accommodate the increased foul load. Furthermore, the surface water run off would not contribute to inundation of the public sewer network as this is to be managed within the site at existing rates by way of surface water attenuation features.
- 5.4 One of the concerns cited in the PPNP and its associated background documents, is the poor pedestrian connection between the Codmore Hill side of the village to the north and the wider amenities within Pulborough to the south, noting that the existing footpath alongside the A29 is a particular detractor along with the narrowness of the Pigeon Gate Bridge. The proposed development is noted as increasing the likelihood of pedestrian use of the 'at grade' crossing point of the railway line along PRow 2330 to access the village amenities to the south of the railway line, as assessed by Network Rail. There has been a long-held community desire to improve this crossing point to facilitate an easier and safer connection between Codmore Hill and Pulborough's amenities to the south.
- 5.5 Officers understand that the delivery of the footbridge at this point is advancing, with an envisaged delivery date for the end of 2025, with delivery and funding dependant upon the adjacent development of New Place Farm and subject to the adherence of the relevant s106 agreement, which restricts occupation of more than 51 dwellings on this adjacent site until the footbridge has been delivered and opened for use. The delivery of the footbridge is therefore separate to the current application, but would deliver the desired improvements in pedestrian connectivity and safety at this crossing point.
- 5.6 In order to ensure there is a relevant mechanism built into the current application that would deliver risk mitigations at the crossing point in the event the footbridge is not delivered, the s106 agreement for Greendene would limit occupations until the miniature stop lights (MSL) have been provided, with the applicants and Network Rail to agree the final costings. In the event the footbridge is delivered or has commenced with secured funding, the requirement for the MSL will fall away. In this way the safety risk from increased rail crossings generated by occupants of the development wishing to access the school, PRow network and village south of the rail line will be suitably mitigated.
- 5.7 Officers can confirm that the Highways Authority has robustly assessed the proposed access arrangements for the site from the A29, including the available visibility splays and road geometry. As assessed by the Highways Authority, the visibility splays would exceed those required for a 30mph road as set out by the MfS (Manual for Streets), with the automated speed survey confirming that traffic is generally decelerating as it travels southward into the village from the 40mph to the 30mph zone. The new junction between the site and the A29 would necessitate a s278 agreement with the highways authority, which would also be subject to a Stage 2 Road Safety Audit and Technical Check to ensure the advised measures are implemented, in this instance the verge bollards and repainting of pedestrian demarcation lines to the frontage of Arun Prestige car dealership.

- 5.8 In conclusion, officers have sought advice and clarification on the points raised during the previous planning committee meeting, and consider that there is sufficient clarity in the responses provided within this addendum to enable certainty in reaching a decision on this application. Officers and statutory consultees consider that there is sufficient capacity in the network to accommodate the proposed development, and that planning conditions or relevant legal agreements will suitably mitigate for the outstanding details so that there are no undue adverse impacts arising as a result of the proposed development for up to 65 new dwellings.

6 RECOMMENDATIONS

- 6.1 To approve outline planning permission, subject to the completion of the Section 106 Agreement and subject to the previously set out list of conditions.