

[REDACTED]

From: Amanda Scholes
Sent: 05 December 2019 09:56
To: Rebecca Payne
Subject: FW: A/100/19/PL - Arundel Acre - response to Highways England
Attachments: 20191204 HEPR re A_100_19_PL Arundel Acre.pdf; JNY10317-02 Tracking diagram Revised Access Location.pdf

[REDACTED]

From: Amanda Scholes **On Behalf Of** Planning.Responses
Sent: 05 December 2019 09:43
To: Planning Scanning [REDACTED]
Subject: FW: A/100/19/PL - Arundel Acre - response to Highways England

From: Karl Roberts [REDACTED]
Sent: 05 December 2019 09:31
To: Planning.Responses [REDACTED]
Subject: FW: A/100/19/PL - Arundel Acre - response to Highways England

FYI

From: Franklin, Richard [REDACTED]
Sent: 04 December 2019 12:06
To: [REDACTED] Karl Roberts [REDACTED]
Cc: [REDACTED] growthandplanning [REDACTED]; Planning SE [REDACTED] Cleaver, Elizabeth [REDACTED]
Subject: RE: A/100/19/PL - Arundel Acre - response to Highways England

Dear Mrs Ramirez (and Mr Roberts),

Thank you for your email of 29th November providing further information regarding 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 the case of this proposed development, Highways England is interested in the potential impact that the development might have on the A27.

With regard to comparison with the previous application, the proposed access has been moved closer to the A27, and therefore the distance between the A27 junction and the access has been

shortened and is not equivalent. The revised access is now on the apex of the bend's radius with associated limited visibility for vehicles manoeuvring in or out of the access.

We have been advised that no further information will be provided at this stage, and therefore, based on the information provided, Highways England will require conditions to be placed on any permission that require a further plan to be provided that shows the visibility splay all the way around the bend (not just from the site access), in order that a Safe Stopping Distance can be achieved around the corner in relation to any part of the vehicle and trailer shown in the swept path plan (Drawing No. JNY10317/02) manoeuvring into and out of the access. In this respect, please note that Manual for Streets is not appropriate for use associated with trunk roads or where speed limits are above 40mph. As such, the visibility splay will need to be provided in accordance with the results of the speed survey and DMRB calculations.

All vegetation within the visibility splay, including the oak tree, will need to be cleared and maintained in perpetuity so that the sightline can be achieved and maintained for the proposal to be acceptable. Such a plan will need to be provided to Arun District Council as the Local Planning Authority, who shall consult Highways England accordingly. As this is a retrospective application, the plan will need to be provided and agreed within 1 month of any permission, with the vegetation cleared before the bird breeding season and within 2 months of any permission.

If such action is taken, we are satisfied that the development proposals can be achieved, subject to certain necessary conditions, without detriment to the safe and efficient operation of the Strategic Road Network (the tests set out in DfT Circular 2/2013 para 10 and DCLG NPPF para 32). Accordingly, I attach our conditional response for your attention.

Should you have any queries regarding this response, please contact us at:

Regards,

Sent on behalf of Elizabeth Cleaver, Assistant Spatial Planning Manager Area 4

Richard Franklin

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highways.gov.uk>

From: Joney Ramirez [REDACTED]

Sent: 29 November 2019 12:46

To: Franklin, Richard [REDACTED]

Cc: Karl Roberts [REDACTED] Nick Laister <[REDACTED]> nic.burrell [REDACTED]

Subject: A/100/19/PL - Arundel Acre - response to Highways England

Importance: High

Dear Mr Franklin,

A response has been received from Highways England requiring more information on the proposal for Arundel Acre, Angmering (application ref. A/100/19/PL) and we would like to address this request as follows.

The current proposal is similar in scale and nature to one submitted in 2018 (LPA ref. A/3/18/PL). For this latter application, the attached response was received from Highways England (dated Feb 2018). As you can see, **no objection** was raised subject to an appropriately worded planning condition regarding surface water, which the applicant would be willing to accept for the current application. The application was later refused and dismissed on appeal due to inadequate visibility splays to the south. I attach a copy of the appeal decision for your information (**Appendix A**).

You have requested that the visibility splay be based on DMRB and not on MfS – You will note that, as during the assessment of the planning application, the planning Inspectorate accepted on Paragraph 8 of the Appeal Decision that the northern visibility splay, shown on **Appendix D** - Drawing SK01A achieving 21.2m **“now meets the requisite standard set out in Manual for Streets (MfS)”**. Such approach is consistent with the lack of objection received from Highways England for the previous proposal and therefore we consider it is unreasonable to request this visibility splay now to be based on DMRB.

In addition, we would like to highlight that we are proposing the access road to take place off Arundel Road and not the A27. Arundel Road is not a trunk road and therefore the visibility splays have been calculated based on MfS and not DMRB. We consider this approach to be consistent with previous assessments on the site and take into consideration MfS2 guidance which states that the strict application of DMRB to non-trunk routes is rarely appropriate in built up areas, regardless of traffic volume and that, even where DMRB is used, designers should bear in mind the key principles of MfS and apply DMRB in a way that respects local context (paragraph 1.3.3).

We hope this clarifies the proposal and its implications and that you reconsider the north visibility splay to be based on MfS and not on DMRB.

You have requested that a free flow survey of traffic turning left from the A27 is provided - We are of the view that it is unreasonable to request a free flow survey when this was not requested for the previous application and when Highways England raised no objection to either the proposal or the level and detail of information provided previously. We would also query the lateness of such request, which was not included within your first response to consultation, dated 29/08/2019.

Nonetheless, we are of the understanding that you have not received a copy of the ATC northbound survey carried out in 2017. Please find attached a copy of this speed survey carried out by Motion and Axion Traffic Ltd on Dec 2017 at the north point of the existing access to the site which looked at speeds of southbound vehicles entering Arundel Road from the A27. The survey was produced for the previous application (ref. A/3/18/PL). We are of the opinion that this survey remains relevant since conditions have not changed and therefore the conclusions reached regarding speed of vehicles coming out from the A27 have not changed. This concludes that the average 85%ile speed is 20.1mph.

We are of the view this information will assist Highways England to address the concerns regarding speeds and visibility at the site. We would also like to highlight that attached Drawing No. JNY10317/01a shows the proposed north visibility splay to be 25m and takes into consideration that the applicant has reduced the original hedges to significantly improve visibility, for the overall benefit of highway safety. Such visibility splay is considered to comply with MfS requirements.

You have asked for more information regarding the Oak Tree next to the proposed access - We can confirm that the proposal is to remove the existing tree and to replace it with a suitable specimen within the site. This would improve visibility to the north, towards the A27.

We also attach an updated vehicle tracking diagram (Drawing No. JNY10317/02) demonstrating that vehicles will be capable of entering and leave the site on forward gear.

We would be thankful if you can review the application on the light of the submitted information as well as previous responses. We look forward to hear from you soon.

Kind regards,

Joney

Mrs Joney Ramirez MRTPI
Senior Planner
RPS | Consulting UK & Ireland
20 Western Avenue
Milton Park
Abingdon, Oxfordshire OX14 4SH, United Kingdom
[REDACTED]



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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: Nicola Debnam (Regional Director, South East),
Operations Directorate
South East Region
Highways England.

To: Arun District Council (FAO Case Officer: Mr Karl Roberts)

CC:

Council's Reference: A/100/19/PL

Location: Arundel Acre, Arundel Road, Angmering.

Proposal: Change of use of land from agriculture for 3 No. travelling showpeople plots (Sui Generis) with associated storage barn, maintenance area, landscaping & infrastructure.

Highways England Ref: 85502

Referring to the planning application referenced above (consultation received 8 August 2019), in the vicinity of the A27 (which 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).~~

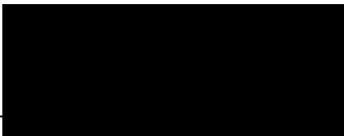
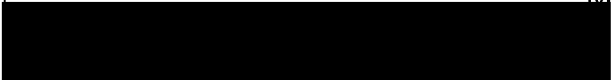
Highways Act Section 175B (covering new access to the SRN) is not relevant to this application.¹

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 represents Highways England’s formal recommendation (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 Local Planning Authority disagree with this recommendation they must consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via



Signature: 	Date: 4 th December 2019
Name: Elizabeth Cleaver	Position: Assistant Spatial Planning Manager
	
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 conditions be attached to any permission granted:

- 1) Within 1 month of permission being granted for the development, a further visibility splay plan will be provided to the Local Planning Authority (who shall consult Highways England) that shows the visibility splay all the way around the bend, and not just from the site access, in order that a Safe Stopping Distance can be achieved around the corner in relation any part of the vehicle and trailer shown in the swept path plan manoeuvring into and out of the access.

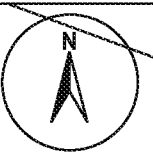
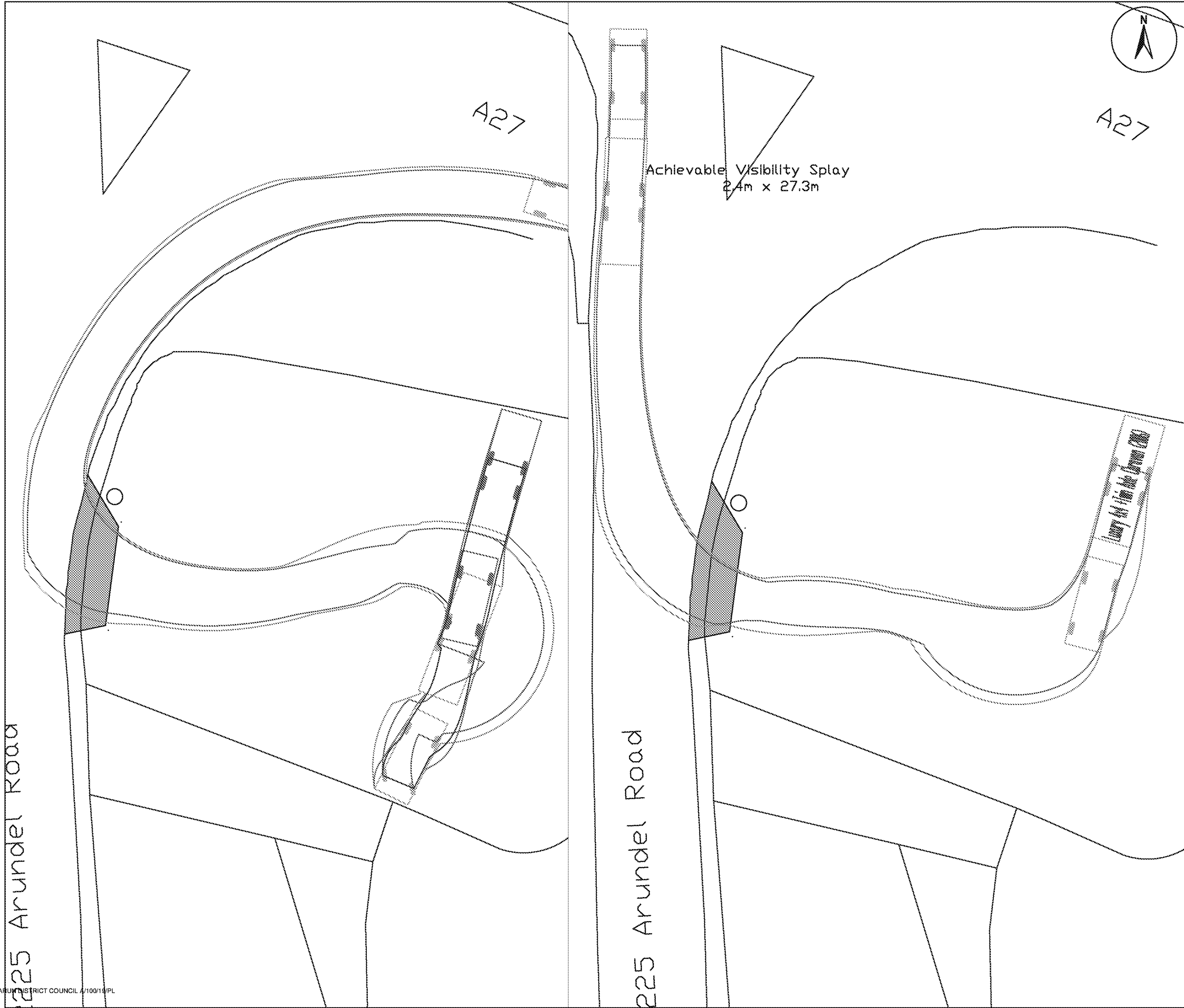
Reason: To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

- 2) Before the bird breeding season and within 2 months of permission being granted for the development, all vegetation, including the oak tree, within the agreed visibility splay (as subject to condition 1) will be cleared, and the area of the visibility splay within the applicant's site boundary thereafter will be maintained in perpetuity so that the sightline associated with the visibility splay can be achieved and maintained.

Reason: To ensure that the A27 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.

- 3) No surface water shall be permitted to run off from the development hereby permitted on to the highway or in to any drainage system connected to the strategic highway, nor any connections made to the strategic highway drainage network.

Reason: To ensure that the A27 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, to satisfy the reasonable requirements of road safety and to prevent environmental damage.



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 3. This drawing is to be read in conjunction with all relevant scheme drawings.



Luxury 4x4 7Twin Axle Caravan (2006)	
Overall Length	12.0m
Overall Width	2.5m
Overall Height	3.0m
Min Body Ground Clearance	0.5m
Max Track Width	2.0m
Lock to Lock Steer	18.0m
Kerb to Kerb Turning Radius	10.0m



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Nic & Ben's Entertainments

Project ARUNDEL ACRE

Title REVISED ACCESS LOCATION
SWEEP PATH ANALYSIS

Status	Drawn By P WARNER	PM/Checked by D ARCHIBALD
Project Number JNY10317	Scale @ A3	Date Created 30/10/2019

RPS Drawing/Figure Number
JNY10317/02

Rev
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