



From: Karl Roberts <Karl.Roberts@arun.gov.uk>
Sent: 20 December 2019 10:06
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: A/100/19/PL - Arundel Acre - response to Highways England

From: Ian Hayward [redacted]
Sent: 06 December 2019 16:25
To: Karl Roberts <Karl.Roberts@arun.gov.uk>
Subject: RE: A/100/19/PL - Arundel Acre - response to Highways England

Morning Karl,

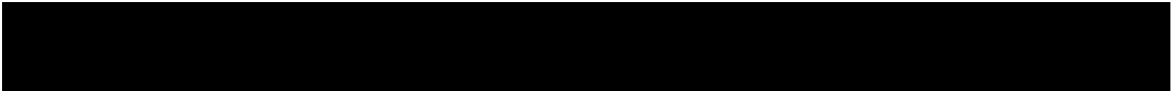
I do not think this (email below and previously attached) will change anything from our perspective. Our concerns have always been regarding the intensification of use and substandard visibility to the south.

I would note that from Highways England Comments below they are requesting that visibility splays be provided (via condition) to the north and around the bend using DMRB methods. You may want to be aware that depending on how Highways England interpret DMRB guidance, and if they apply any departures from standards, these splays will likely be greater than the 25 metres that have been demonstrated in this direction to date. The 25 metre splays have been formulated using the Manual for Streets Stopping Sight Distance Calculation Coefficient.

I note you have sent another email with additional information; I will review this and responded independently.

Kind Regards

Ian Hayward | Data & Information Officer | Information Management | Planning Services
West Sussex County Council
Location: Ground Floor, Northleigh, Chichester, PO19 1RH



From: Karl Roberts [<mailto:Karl.Roberts@arun.gov.uk>]
Sent: 05 December 2019 09:33
To: Ian Hayward
Subject: FW: A/100/19/PL - Arundel Acre - response to Highways England

FYI

Ian, does this change the WSCC response at all. Please advise.

Regards

Karl

From: Franklin, Richard <[REDACTED]>
Sent: 04 December 2019 12:06

[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:

[REDACTED]

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 [mailto:joney.ramirez@highways.gov.uk]

Sent: 29 November 2019 12:46

To: Franklin, Richard <richard.franklin@highways.gov.uk>

[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
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Milton Park
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