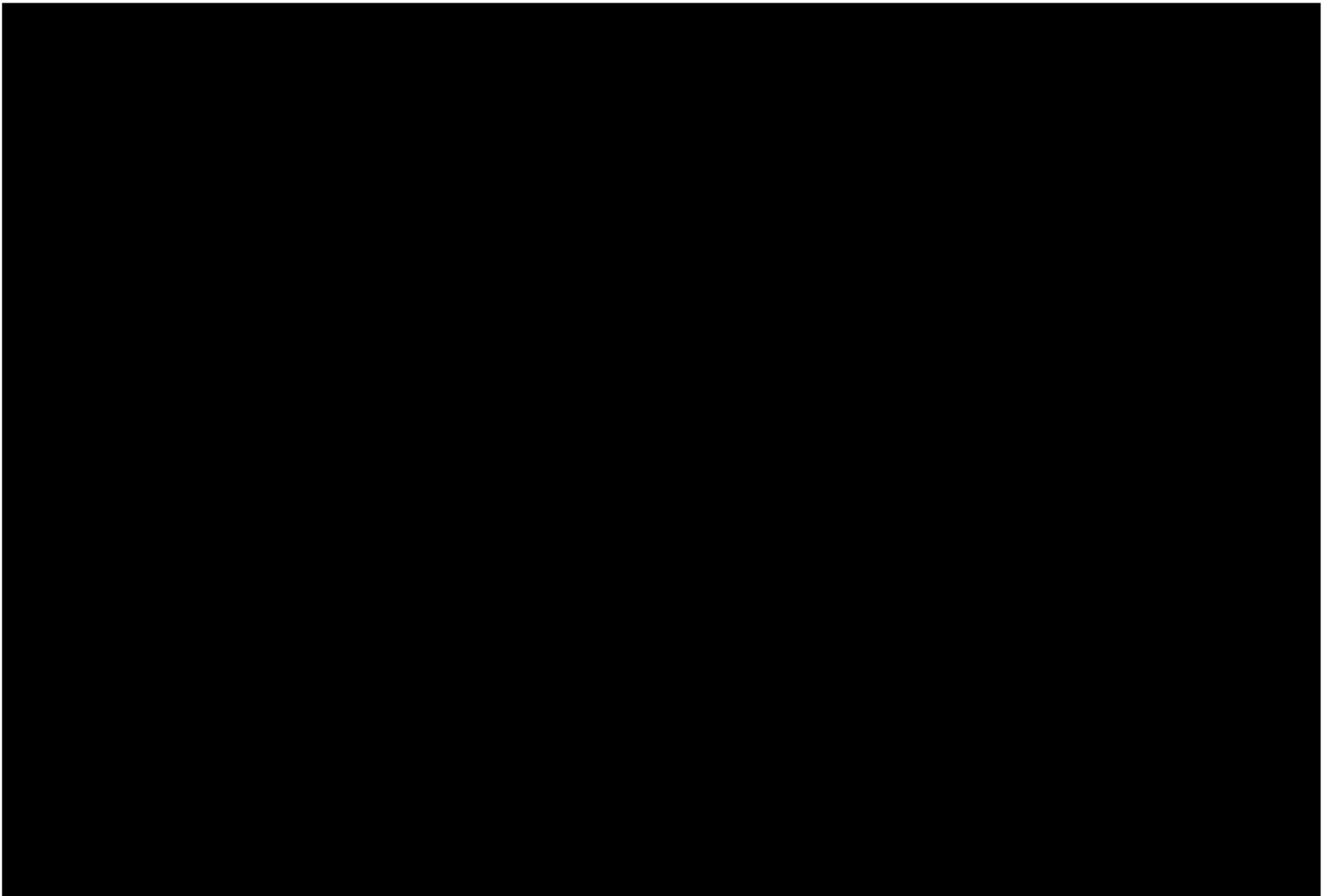




From: Edward Ledwidge [REDACTED]
Sent: 08 March 2018 16:31
To: Claire Potts
Subject: A/23/15/OUT and A/11/17/OUT

Claire

We have reviewed the access and highway position with Redwood Partnership having regard to permission A/169/17/OUT. This is an outline permission approval with all matters reserved. The access arrangements will therefore only be clarified and considered for approval at the reserved matters stage. Therefore, there is scope for access to development approved under A/169/17/OUT to whatever is approved in detail under A/23/15/OUT and A/11/17/OUT at the reserved matters stage.

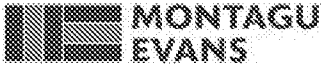
Furthermore, the Mayer Brown TA which accompanied planning permission A/169/17/OUT confirmed in Paras 6.10-6.11 (attached) that they have included traffic flows from the A1 retail/Public House development (Applications A/23/15/OUT and A/11/17/OUT). No further traffic impact assessment should therefore be required.

Hope this helps to clarify the position.

Regards

[REDACTED]
Edward Ledwidge MSc
Partner

Montagu Evans LLP
5 Bolton Street, London W1J 8BA
[REDACTED]



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significant amount of traffic in the local area will be associated with the existing retail developments, in particular the Rustington Retail Park and Sainsbury's foodstore. Traffic attracted to these developments would only increase if the retail offer were increased, which would require planning permission. Therefore the application of growth factors to all observed flows is very much a worst case. The growth factors were sourced through the National Transport Model (NTM) data within the TEMPRO software package using TEMPRO 7.0 datasets for the geographical area of Rustington (Arun 002), using NTM parameters, NTM Dataset: AF15, Area type: All, Road type: All. The growth factors used are set out in **Table 6.1**.

	2019 (Year of Occupation)	2022 (Five Years After Registration)
	2017 – 2019	2017 – 2022
Weekday AM peak	1.028	1.074
Weekday PM peak	1.028	1.075

Table 6.1: NTM/TEMPRO Growth Factors

- 6.9 The observed traffic flows in Diagrams 1 and 2 have been uplifted using the above growth factors. The resulting base traffic flows for the weekday AM and PM peak hours are set out in Diagrams 3 and 4 respectively for the year 2019 and 5 and 6 respectively for the year 2022, all contained at the end of this report.

Cumulative Development Traffic Flows

- 6.10 Although not a cumulative development, there is a proposal for a mixed-use retail park (New Road Retail Park) to the east of Brook Lane. This proposal has been taken into account when assessing the traffic impact of the proposed development. The proposal consists of an A1 retail unit of 1,487sqm and a public house (use class A4) of 581sqm.
- 6.11 The Transport Assessment, dated February 2015, assessed the impact of the development and the traffic flows associated with the development have been identified. Although the proposals for the New Road Retail Park do not currently have planning approval, due to its adjacent location it is considered appropriate for it to be assessed as cumulative development for this application.
- 6.12 The traffic flows for the weekday AM and PM peak hours are set out in Diagrams 11 and 12 respectively at the end of this report.