
Technical Note

Project No: ITB9105
Project Title: North Angmering – Land North of Water Lane
Title: Highways England Transport Assessment Clarifications
Ref: A/40/18/OUT
Date: 14 May 2018

1.0 Introduction and Context

- 1.1 Rydon Homes and Gleeson Strategic Land has submitted an Outline planning application to Arun District Council for Land North of Water Lane, Angmering for:

Outline application with some matters reserved for the development of up to 525 residential dwellings (Class C3), 3 ha (gross) of employment land (Class B1), public open space, play areas, access, associated infrastructure and landscaping.

- 1.2 i-Transport prepared a Transport Assessment (TA) (ITB9105-018) and Framework Travel Plan (ITB9105-020) to support the planning application. This provides a detailed assessment of the potential traffic impacts of the development on both the local and strategic highway networks.

- 1.3 Highways England (HE) is the highway authority responsible for the management and maintenance of the Strategic Road Network, which in this context is the A27. In considering the planning application, HE has sought clarification on three elements of the TA:

- *7.2.3 - we note that the TEMPRO growth rates in Table 7.1 differ to those provided in the Transport Assessment Scoping Note dated 8th August 2017 and thus clarification is requested on this.*
- *7.3 - we note that the "Site 101 (SHLAA) west of Dappers Lane for 100 residential dwellings" site was included as a committed development in the Transport Assessment Scoping Note dated 8th August 2017 but is not included in the TA and thus clarification is requested on this.*
- *7.15.6 – we note that Drawing ITB9105-GA-023 is referred to in the text but Drawing ITB9105-GA-024 is appended to the document and thus clarification is sought that it is the latter that is being put forward as mitigation.*

- 1.4 This Technical Note provides a response to the HE queries to enable it to formulate its recommendations on the planning application.

2.0 Transport Assessment Growth Rates

2.1 The TA considers existing and future traffic conditions for the following scenarios:

- 2017 Baseline
- 2021 Opening Year
- 2031 End of Local Plan

2.2 Prior to the completion of the TA, a Transport Assessment Scoping Note was prepared and agreed with HE (and WSCC in relation to local highway network assessments). This identified a methodology for estimating future year traffic conditions which comprised:

- Investigation of relevant committed development sites in the local area (those sites with either a Local Plan allocation or with an extant planning consent where there is a reasonable prospect of the site coming forward). Traffic estimates for committed developments were derived from the Transport Assessments that supported each site; and
- Use of the TEMPRO Database (version 6.2) for 'urban' and 'all roads' for the Arundel (45UC5) area to generate future year traffic growth estimates. Within this assessment, the Planning Assumptions function in the TEMPRO database was used to adjust growth estimates to remove a proportion of housing growth on the basis that committed developments are manually included. This removes double-counting of traffic growth.

2.3 The Transport Assessment Scoping Note identified the following Traffic Growth Rates (Table 2.1).

Table 2.1 – Transport Assessment Scoping Note Growth Rates

Date Range	Morning Peak	Evening Peak
2015-2017	1.0169	1.0170*
2015-2019	1.0538	1.0554
2015-2031	1.1946	1.2075

Source: Transport Assessment Scoping Note Growth Rates -Table 6.5

**Note there was a typographical error in the TA Scoping Note which stated a Growth Rate of 1.1017 rather than 1.0170*

2.4 The TA presented Traffic Growth Rates that are marginally different to those presented in the Transport Assessment Scoping Note. These are presented in Table 2.2.

Table 2.2 – Transport Assessment Growth Rates

Date Range	Morning Peak	Evening Peak
2015-2017	1.0174	1.0184
2015-2021	1.0586	1.0620
2015-2031	1.1527	1.1659

Source: Transport Assessment Scoping Note Growth Rates -Table 6.5

2.5 The difference between the two Traffic Growth estimates is two-fold:

1. The Transport Assessment Scoping Note considered an Opening Year of 2019 rather than 2021. On the basis of Pre-application comments received from WSCC, this was revised to 2021 to better reflect the likely development phasing; and
2. The Transport Assessment Scoping Note growth appraisal identified that between 2015-2019, TEMPRO assumed development growth of 26 jobs and 76 dwellings in the study area (Arundel 45UC5) and removed only the housing growth element from the assessment using the Planning Assumptions function. The TA appraisal considered the development assumptions between 2015-2021 and identified that TEMPRO included 33 jobs and 279 dwellings.

On the basis that the development site itself is proposing significant employment (and assesses the traffic impact of this within the TA), and that committed development input to the TA amounts to 778 dwellings, far exceeding this TEMPRO estimates, all job and housing growth was removed from the assessment. A similar exercise was carried out for the 2031 Future Year appraisal where 461 dwellings and 38 jobs were removed.

2.6 As outlined at Paragraph 7.2.5 of the TA, a more recent version of the TEMPRO Database has now been released (Version 7.2) which updates earlier assessments of traffic growth. To determine the robustness of the traffic growth estimates in the TA, a Sensitivity Test was carried out using TEMPRO 7.2, applying the same criterion. This generated lower traffic growth estimates than those applied in the TA. To demonstrate a robust assessment, the TA therefore retained the TEMPRO 6.2 growth estimates presented in Table 2.2.

2.7 On this basis, the Traffic Growth Rates applied in the TA are considered to be appropriate and robust for the purposes of assessing traffic conditions on both the local and strategic road networks.

3.0 Site 101 (SHLAA) West of Dappers Lane

3.1 The application site forms part of the draft allocation SD9 for North Angmering which comprises:

- Land South of Water Lane
- Land North of Water Lane
- Land at Herons Farm (formerly West of Dappers Lane)

3.2 The Transport Assessment Scoping Note proposed to include Land West of Dappers Lane (for 100 dwellings) as a Committed Development (this is the same site as the TA refers to as 'Herons Farm'). The Scoping Note also proposed to carry out a Sensitivity Test to consider the cumulative impact of Land North of Water Lane alongside delivery of the current application for development at Land South of Water Lane for 175 dwellings. On review, this proposed approach was incorrect as Herons Farm (or 'West of Dappers Lane') does not benefit from planning consent or a Local Plan allocation at this stage, and as such should not be considered to be a Committed Development, but instead should have been included in the Sensitivity Test.

3.3 The TA therefore considers the cumulative effect of the full draft SD9 North Angmering allocation through a Sensitivity Test (paragraph 7.3.4 of the TA). This includes a total of 800 dwellings across Land North of Water Lane (525 Dwellings + employment), Land South of Water Lane site (175 Dwellings) and Land at Herons Farm (100 dwellings).

3.4 In the context of the A27 corridor, Tables 7.20 and 7.21 of the TA demonstrate the impact of the delivery of the full SD9 allocation on the Strategic Road Network. This confirms that:

- The Long Furlong / Arundel Road / A27 / A280 roundabout would operate effectively in its current form both 'with' and 'without' the full draft SD9 allocation and that no improvement is necessary; and
- The proposed mitigation scheme for the A280 / Titnore Lane / A27 junction is sufficient to address the cumulative impacts of the cumulative development of North Angmering.

4.0 A27 / Titnore Lane / A280 Junction Mitigation

4.1 The Transport Assessment proposes a mitigation scheme at the A27 / A280 / Titnore Lane junction which comprises the provision of an extended two-lane approach to the junction on the A280 south-west approach. This scheme is shown on Drawing ITB9105-GA-024.

4.1.1 References to Drawing ITB9105-GA-023 are incorrect.