



From: Harwood, Paul [REDACTED]
Sent: 11 April 2017 15:21
To: Planning.Responses
Cc: David Easton
Subject: FW: Land west of Brook Lane and South of A259 Angmering BN16 3JL.
Importance: High

For the attention of: Mr D Easton

Site: Land west of Brook Lane and South of A259 Angmering BN16 3JL.

Development: Outline application (with all matters reserved) for demolition of existing buildings on site and the erection of a mixed use development comprising 90No. residential units and a care home (Use Class C2 and C3) & ancillary facilities, including railway crossing, together with associated access, car parking & landscaping.

Planning Application No: A/44/17/OUT

Highways England Ref: HAMIS 77357

Dear Mr Easton,

Thank you for your consultation of 21 March 2017 regarding the above outline planning 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 this case the A27. Our position on this application is that there is currently insufficient information provided by the applicant on which to base an informed decision in relation to the potential impacts of the development on the strategic road network. In particular the following comments should be passed onto the applicant's transportation consultants as follows:

1. The proposal falls outside of the current Development Plan and accordingly was not considered in the transportation assessment which supports the Strategic Sites being promoted in the emerging Local Plan. The Local Plan is now sufficiently progressed within the public domain such that the applicant needs to consider this proposed site in relation to the cumulative impacts of the emerging Local Plan proposals at the end of the emerging Local Plan period. This accords with the policy set out in Department for Transport Circular 02/2013. It is noted that this issue was raised in the County Council's pre application advice but appears not to have been transferred to the supporting Transport Assessment.
2. No consideration has been given to the impact of the proposed development on the SRN (A27), particularly in relation to the other strategic development contained within the emerging Local Plan. Accordingly, the consultants should either demonstrate that the proposed development has no detrimental impact on affected A27 junctions or where this is not the case provide appropriate mitigation. The cumulative impacts will require assessment at the end of the Local Plan period 2031 with a view to a 'no worsening' of impacted junctions (no worse in terms of delay, queue length, RFC's and safety) compared with the development proposals and mitigation proposed as part of the emerging Local Plan – it should be noted that TEMPRO is not considered representative for local traffic growth arising from residential development in this regard.
3. The trip distribution is not 100% clear - the site is directly accessed from the A259, yet the distribution also includes Horsham Road and Mill Lane (presumably these are accessed after the A259?) and thus it would be useful if a separate distribution and traffic flow diagrams were provided for development traffic only. Similarly, the distribution/traffic flows are not considered beyond the closest 2 roundabouts and thus it is not clear how many trips are expected to end up at the A27.

Until such time as sufficient information has been provided to enable Highways England to obtain a clear view of the cumulative traffic impacts of this proposed development on the SRN, our informal advice is that you should not approve this application because of the potential for severe harm to the Strategic Road Network.

I trust that the above is of assistance and would be grateful if you could pass the above comments to the applicant and his consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England. We will provide formal recommendation later when we can be confident that the application is in its final form. To assist us with this we would be grateful if you would advise when you expect to determine the application.

Kind regards,

Paul Harwood, Regional Lead Spatial Planning

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