

[REDACTED]

From: Serena Page [REDACTED]
Sent: 07 May 2017 09:49
To: David Easton; Planning.Responses
Subject: FW: Land west of Brook Lane and South of A259 Angmering BN16 3JL.

David,

Please see below for your reference and by way of update.

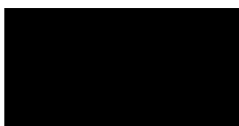
Kind regards,

Serena

Serena Page
BA MA (Cantab) MSc MRTPI
Partner



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From: Richard Gregory [REDACTED]
Sent: 02 May 2017 17:13
[REDACTED]
Cc: Serena Page; Vera Lamont
Subject: RE: Land west of Brook Lane and South of A259 Angmering BN16 3JL.

Hello Paul, David,

In response to your consultation response for the proposed residential development on land west of Brook Lane (A/44/17/OUT) and subsequent conversation with my colleague Vera Lamont, we have assessed the impact of the development on the A27. We have based this on the predicted trip generation of the development as illustrated in Table 6.8 of our Transport Assessment assigned to the network in accordance with the distribution model attached which is derived from 2011 Census Journey to Work data. The resulting impact is shown in the table below.

Land use	Development traffic					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
1/2 bed flats	2	6	8	7	3	10
2/3/4 bed houses	9	25	34	22	11	33
Care Home	6	8	14	5	6	11
TOTAL	18	39	56	34	20	54
A27/A280 Impact (18%)	3	7	10	6	4	10
A27/A284 Impact (15%)	3	6	8	5	3	8

The table above demonstrates that the impact on the A27 is minimal.

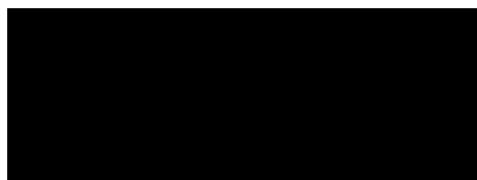
In addition, we note that the DfT have acknowledged that TEMPRO can over-estimate traffic growth and can therefore be considered to be a robust approach.

Do let us know if you require any further information at this time.

Kind regards,

Richard.

Richard Gregory, BSc (Hons) MCIHT
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GU22 8AR



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From: Harwood, Paul [REDACTED]
Sent: 19 April 2017 16:26
To: Bowie, David [REDACTED]
Cc: Vera Lamont [REDACTED]
Subject: FW: Land west of Brook Lane and South of A259 Angmering BN16 3JL.
Importance: High

David

Please could you ring Vera Lamont of Mayer Brown. Her client is not aware of any pre application advice from West Sussex CC as per point 1 below and WSCC were unable to assist. Vera's phone number is [REDACTED]

Vera wonders whether the advice referred to another site?

Paul

From: Harwood, Paul
Sent: 11 April 2017 15:22
To: Planning SE
Cc: Bowie, David; Bown, Kevin; Cleaver, Elizabeth
Subject: FW: Land west of Brook Lane and South of A259 Angmering BN16 3JL.
Importance: High

PI log response on dc database and store reply on SHARE

Paul

From: Harwood, Paul
Sent: 11 April 2017 15:21
To: 'planning.responses@arun.gov.uk'
Cc: 'david.easton@arun.gov.uk'
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

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 TEMPPO 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

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

[REDACTED]

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

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