



Our ref: TQ 052 055
Your ref: A/74/13/

Paul Airey
Paul Airey Planning Associates Ltd
The Coach House, Taylors
Rusper Road
Capel
Surrey
RH5 5HF

Elizabeth Cleaver
Assistant Asset Manager
4C
Federated House
London Road
Dorking RH4 1SZ

Direct Line: [REDACTED]

17 July 2013

Dear Mr Airey

FARGRO, THE VINERY, POLING

Thank you for your email of 26 June sending a Transport Statement in support of planning application A/74/13/ for a proposed distribution warehouse and covered storage, trade counter and associated offices. The application includes the upgrading of the access road and improvement of the existing junction with the A27. We note that this application is a Departure from the Development Plan and also affects a public Right of Way.

The Highways Agency is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport. In the case of development at 'The Vinery', we are concerned with the operation of the A27, in particular the A27/A284 (Crossbush) and A27/A280 junctions. These junctions, and others on the A27 within Arun are known to experience capacity issues, as is set out within supporting information to the Arun Local Plan, notably the Arun Transport Study for Strategic Development (WSP, 2013).

We were consulted on this application by Arun District Council on 6 June and our response letter dated 27 June reviewed the Transport Context Report prepared by Millwood House Consultants, dated May 2013 and the Planning, Design and Access Statement prepared by your consultancy, also dated May 2013. Our letter raised a number of concerns with the assessment, notably that insufficient information had been provided in accordance with the relevant requirements, including the Guidance on Transport Assessment, (GTA) (DfT, 2007).

This letter reviews the Transport Statement prepared by Millwood House Consultants that was issued to us on 26 June.

Firstly, we have some concern that the document takes the form of a Transport Statement, whereas according to the GTA, the size of the development requires the

preparation of a Transport Assessment which entails a more rigorous analysis of a proposed development.

Section 4 of the Transport Statement presents a summary (as first set out the Transport Context Report), of the multiple uses, including extant and committed development that could use The Vinery to access the compound and residential areas. We are content that this information is acceptable, and that traffic survey information is also now provided. However, we note that whilst the overall trip information is supplied, this is not broken down into the AM and PM peak periods. Given that the location off the A27 is close to busy major intersections to the east and west, we may require assessment of the impacts of extra traffic at these junctions.

Section 4.2 provides a forecast of Fargo traffic based upon their Operations Manager's assessment of traffic movements. We expressed some concern in our letter to Arun that the trip generation of the existing Fargo site may not be identical to the new premises at the Vinery given the changes in location, GFA and the inclusion of more office space. Please can you clarify this point?

Peak hour surveys of the existing facility would be more robust to determine the current site's trip generation. Understanding the traffic generation of the proposals for the AM and PM peak hour periods is a key requirement of the GTA. We also require that trip distribution diagrams are prepared to illustrate the impact of the proposals on the SRN, including the A27 Crossbush roundabout.

The Transport Statement notes that the proposed site at The Vinery is less sustainable in accessibility terms than the current premises on Toddington Lane, and that the principal means of access will be via car. However, no information is provided on staff travel to work at the Toddington Lane site, such as whether people currently using sustainable modes to access the site would subsequently need to use a car. We ask for clarification on this point, and how it may affect the overall trip generation. According to the GTA, the applicant should also prepare a Travel Plan; although we acknowledge that access to the site will largely be by car, such a document should consider access by bus (from Poling Corner), walk and cycle (via the shared path on the A27) and initiatives such as car sharing or a staff minibus from an appropriate pick-up point.

The Transport Statement contains information on the revised access proposals which we examined as part of our initial consultation response to Arun. The proposal to improve the junction is broadly acceptable in its compliance with highway standards, and in our letter to Arun we outlined our formal processes for progressing the design. We also issued a detailed technical note which examined the proposals against the Design Manual for Roads and Bridges (DMRB) standards.

In summary, whilst some of the relevant information has been supplied, the Transport Statement does not meet our requirements to enable us to determine the impact of the development.

We would be happy to meet you / your client at our Dorking office in order to progress the application and to ensure that the correct information is supplied. Please call or email me if you have any questions or to arrange a meeting.

Yours sincerely

Elizabeth Cleaver
NDD Asset Development Team - Sussex

