

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 15 June 2017 08:22
To: Planning Scanning
Subject: FW: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

From: David Innes
Sent: 14 June 2017 16:09
To: Planning.Responses
Subject: FW: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

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From: Bowie, David [REDACTED]
Sent: 13 June 2017 17:04
To: David Innes
Cc: Planning SE; Cleaver, Elizabeth; Franklin, Richard
Subject: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

For the attention of: Mr D Innes

Site: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB.

Development: New retail unit with mezzanine together with associated car parking & service road
- This is a Departure from the Development Plan

Planning Application No: A/84/17/PL

Highways England Ref: HAMIS 77953

Dear David,

Thank you for your consultation of 25 May 2017 regarding the above 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:

1. Whilst the application incorporates much of the previously committed scheme, Highways England is concerned that the traffic impact of the proposed development is now much higher following replacement of the football pitches with the proposed retail unit, and as such, more information is requested on the type of retail unit proposed.
2. Based on the trip generation section, a total of 305 two way movements is predicted in the Friday PM peak hour and 363 two way movements in the Saturday peak hour. However, it is noted that this is based on a floor area of 936m² for the pub/restaurant where paragraph 1.3 states that it will be 963m², while the total trips in Table 7.6 do not appear to reflect the total of the individual land use trips in paragraphs 7.3 to 7.12 and thus clarification is requested on the above.
3. The distribution/traffic flows are not considered beyond the closest roundabout and thus it is not clear how many trips are expected to end up at the A27 and 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.
4. As the proposal falls outside of the current Development Plan, it was not considered in the Transportation Assessment which supports the Strategic Sites being promoted in the emerging Local Plan. In addition, 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.
5. Accordingly, the consultants should either demonstrate that the proposed development has no detrimental impact on affected A27 junctions (with A284 to the west and with A280 to the east in particular) 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.

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,

David

David Bowie

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