

From: Michael Eastham
Sent: 22 September 2017 07:17
To: Planning.Responses
Subject: FW: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

Please upload on Ocella.

Thanks,

Michael

From: David Innes
Sent: 21 September 2017 17:39
To: Michael Eastham
Subject: FW: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

David Innes | Planning Consultant , Strategic Development, [Arun District Council](#) | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF DX 57406 Littlehampton
Internal: 37776 | External: +44 (0) 1903 737776 | E-mail: David.Innes@arun.gov.uk

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Save the environment - think before you print.

From: [REDACTED]
Sent: 21 September 2017 17:29
To: 'jwerby@motion.co.uk'
Cc: David Innes; Andrew Whittingham; Planning SE; Bown, Kevin; Bowie, David; Cleaver, Elizabeth
Subject: RE: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

Dear James,

Thank you for your email of 13th September with additional information in response to the attached email. We have reviewed the information and have the following comments:

- In relation to the trampoline centre trip generation, while there still appears to be a discrepancy in calculating the number of trips, Highways England is satisfied with the gross level of trips assessed (305 in the PM peak and 363 in the Saturday peak).

- The explanation of the distribution description in paragraph 3.1 is acknowledged, although Highways England is still concerned that the distribution underestimates the trips using the A27.
- The note provides information on the net trips in the retail trip generation section. In this respect, reference to the TA submitted with the previous planning application (A/77/16/PL) indicates that the trips associated with this application appear to be 229 in the PM peak and 156 on the Saturday in Table 7.6, which would make the net trips 76 in the PM peak and 207 in the Saturday peak. This differs to the net trips calculated in the latest TA (Table 7.9 calculates a difference of 38 and 183 for the PM and Saturday peaks respectively), which appears to be the basis for the figures in Table 1 of the 13th September letter, and therefore appears to be an underestimate of net trips.
- We note the information provided in the section “Stage 3 of the Arun Transport Study – 2016”, although Highways England is not just looking for reference to this document. As outlined in the attached email, the impact on the A27 needs to be considered for the development in its entirety based on gross trips. Even if the proposed distribution is accepted (which Highways England considers low for the A27 as previously outlined), there would be 43 two way trips in the PM peak hour and 51 in the Saturday peak at the A27 / A280 junction. As such, Highways England is still concerned that the proposed development has the potential to cause severe harm to the Strategic Road Network. As previously outlined, the cumulative impacts will require assessment (i.e. using Junctions 9) using this level of gross trips as a minimum 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.

As such, as the required assessment has not been provided to date, Highways England has no option but to recommend that the application should continue not be determined (other than a refusal) until it is provided. This is consistent with other applications that we are considering within the area and elsewhere.

I trust that this is of assistance and if you require further information please contact us accordingly.

Regards,

Sent on behalf of Elizabeth Cleaver, Assistant Spatial Planning Manager Area 4

Richard Franklin

Highways England Company Limited | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ | Registered in England and Wales No. 9346363

Web: www.highwaysengland.co.uk

From: [REDACTED]

Sent: 13 September 2017 15:11

To: Bowie, David

Cc: Bown, Kevin; Franklin, Richard; Andrew Whittingham

Subject: Rustington Golf Centre, Golfers Lane, Angmering, BN16 4NB - app no. A/84/17/PL

David,

Please find attached letter, sent in response to your latest set of comments dated 24 August 2017 for the above scheme.

I note that you are currently on leave, so I would appreciate if one of your colleagues could review the letter as decision date for this application is 21 September 2017.

If you have any questions in relation to the letter, please feel free to contact me.

Kind regards,

James Werby | Transport Planner

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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,

Further to our email below, we note that the applicant has provided a Technical Note in response to Highways Englands comments, which has been uploaded to the planning application website, although please note that we have not formally been made aware of this by the applicant.

Nevertheless, we have taken the opportunity to review the note, and have the following comments:

- While the individual elements of the trip generation now add up to the total trip generation, we note that the trips differ from those in the TA and those associated with the trampoline centre are now lower. Thus clarification is requested on this.
- While the trip distribution has now been considered beyond the closest junctions as far as the A27, we note that:
 - Paragraph 3.1 states that *“employment destinations of the local population has been derived and it has been assumed that the development traffic will disperse in accordance with the data..”*, implying that the distribution of development traffic would be assessed on the basis of it being a trip generator, although Appendix C appears to include data for Arun as an employment destination, which would be more appropriate with the site being a trip attractor, and thus clarification is requested on this.
 - Given the specialist nature of the proposed development, Highways England expects that proportionally more traffic would use the A27 junctions than proposed (2% of traffic is predicted to route via the A27 / A284 junction and 14% via the A27 / A280 junction), and thus the use of travel to work data may not be appropriate in this situation. In particular, we note that 12% of westerly traffic has been routed south down the B2187, while 14% of easterly traffic has been routed down the B2140 in addition to the 17% that routes south from the development.

- As outlined in the email below, 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, and thus it was requested that it should either be demonstrated that the proposed development has no detrimental impact on affected A27 junctions or where this is not the case provide appropriate mitigation. The net increase in trips at the A27 beyond the proposed scheme is outlined in the note. However, when the proposed development is considered in its entirety based on gross trips, even if the proposed distribution is accepted (which Highways England considers low for the A27 as outlined above), there would be 43 two way trips in the PM peak hour and 51 in the Saturday peak at the A27 / A280 junction. As such, Highways England is still concerned that the proposed development has the potential to cause severe harm to the Strategic Road Network.
- Therefore, as outlined below, 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.

As such, our position on this application is still 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, and until such time as sufficient information has been provided, 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

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

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

From: Bowie, David

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

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

[REDACTED]

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