

[REDACTED]

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**From:** David Innes  
**Sent:** 19 June 2017 17:51  
**To:** Michael Eastham  
**Cc:** Zoe Knott  
**Subject:** FW: A/99/17/OUT - Land South of Water Lane Angmering

Michael

Attached are Highways England comments. If you can organise to get these uploaded to the portal.

I have copied in Zoe Knott, Nexus Planning.

Regards

David

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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](mailto:David.Innes@arun.gov.uk)

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**From:** Bowie, David [REDACTED]  
**Sent:** 19 June 2017 17:34  
**To:** David Innes [REDACTED]

**Subject:** A/99/17/OUT - Land South of Water Lane Angmering

**For the attention of:** Mr David Innes

**Site:** Land South of Water Lane Angmering

**Development:** Outline application with some matters reserved (Access only) for development up to 175 No. residential dwellings, public open space, play areas with associated infrastructure including roads, drainage & landscaping. This application affects the character & appearance of Angmering Conservation Area & the setting of Listed Buildings. This application is a Departure from the Development Plan.

**Planning Application No:** A/99/17/OUT

**Highways England Ref:** HAMIS 77987

Dear David,

Thank you for your consultation of 30 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.

As part of pre-application discussions with the applicant's transport consultant, Highways England received the attached note reference ITB9105-013 TN. It is noted that this document has not been submitted in support of the planning application. However, on the basis of the note provided, Highways England does not object to the proposed development but recommends that conditions are attached to any planning permission that you may be minded to granted. I attach our formal response in this regard along with the highway improvement drawing related to the condition.

If you need any further information please contact me again.

Kind regards,

David

**David Bowie**

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

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

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## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Simon Jones (Divisional Director),  
Network Delivery and Development  
South East Region  
Highways England.

To: Arun District Council – FAO Mr D Innes  
[planning.responses@arun.gov.uk](mailto:planning.responses@arun.gov.uk)

CC:

Council's Reference: **A/99/17/OUT**

Location: Land South of Water Lane, Angmering.

Proposal: Outline application with some matters reserved (Access only) for development up to 175No. residential dwellings, public open space, play areas with associated infrastructure including roads, drainage & landscaping. This application affects the character & appearance of Angmering Conservation Area & the setting of Listed Buildings. This application is a Departure from the Development Plan.

Referring to the planning application referenced above, received by Highways England on 30 May 2017, in the vicinity of the A27 that forms part of the strategic road network, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

**Highways England Planning Response (HEPR 16-01) January 2016**

~~d) recommend that the application be refused (see Annex A — Reasons for recommending Refusal).~~

Highways Act Section 175B that requires consent to be obtained from the strategic highways company for the construction, formation or laying out of any access to or from a trunk road in England ~~is~~ / is not relevant to this application.<sup>1</sup>

=====

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.

This application has been assessed by the Highways England South East Region Spatial Planning Team. This HEPR form represents Highways England's formal recommendation regarding the application. It is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you must consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via [REDACTED]

|                                                                         |                                    |
|-------------------------------------------------------------------------|------------------------------------|
| Signature: [REDACTED]                                                   | Date: 19 June 2017                 |
| Name: Elizabeth Cleaver                                                 | Position: Spatial Planning Manager |
| Highways England:                                                       |                                    |
| Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ |                                    |
| [REDACTED]                                                              |                                    |

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## Annex A      Highways England recommended Planning Conditions

We recommend that the following condition be attached to any permission granted:

**Condition 1:**

No part of the development hereby permitted shall be commenced until completion of the highway improvement works as shown on i-Transport's drawing number ITB9105-GA-023 A280 / A27 / Titnore Lane Junction Interim Improvement Scheme shown (or such other scheme of works substantially to the same effect, as may be approved in writing by the local planning authority (who shall consult with Highways England)), including any necessary transfer of lands to enable the construction and maintenance of the scheme, and that scheme is brought into use.

**Reason:** The modifications have been proposed to provide sufficient capacity at the A280 / A27 / Titnore Lane Junction. This is to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

## TECHNICAL NOTE

**Project No:** ITB9105  
**Project Title:** Land South of Water Lane, Angmering  
**Title:** Traffic Impact Summary Assessment  
**Ref:** TW/MC/ITB9105-013 TN  
**Date:** 08 February 2017

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### SECTION 1 INTRODUCTION

- 1.1 Rydon Homes and Gleeson Developments Ltd are proposing the residential development of Land South of Water Lane, Angmering, for up to 175 residential dwellings. Land to the north of Water Lane is also being promoted to the Arun Local Plan for further development.
- 1.2 i-Transport has been appointed to provide highways and transport advice in relation to the proposed development and has produced the Transport Assessment and Travel Plan to consider the impacts of the proposed development.
- 1.2.1 Highways England (HE) has provided comments on the Transport Assessment and Travel Plan with respect to highways and transport matters affecting the Strategic Road Network, in this case the A27 corridor. A copy of HE's comments is provided at **Appendix A**.
- 1.2.2 This technical note provides a response to the comments raised by HE and provides further information where requested. This note follows the same headings as HE's comments for ease of reference.

## SECTION 2 RESPONSE TO HIGHWAY ENGLAND COMMENTS

- 2.1.1 Comments were received from HE (email dated 22 December 2016 at **Appendix A**) with regards to the Transport Assessment and Travel Plan. These comments have been reproduced below (underlined in italics) and a response to each comment is thereafter provided.

*Para 7.2.2 – Can you confirm that the year should read 2026 not 2016? Notwithstanding, please note that in accordance with Circular 02/2013, the future year to be assessed should be the end of the Arun Local Plan (i.e. 2031). Whilst the Arun Local Plan has yet to be scrutinised fully I consider that it is sufficiently advanced for this to be appropriate.*

- 2.1.2 The year should read 2026 and not 2016 and this will be updated in the final TA.

- 2.1.3 The future year of 2026 (i.e. 10 years after the date of registration) has been agreed with West Sussex County Council (WSCC) for assessment purposes, and in view of the absence of an adopted Local Plan for Arun DC, accords with the HE guidance. Notwithstanding this, we have undertaken further assessments on the two junctions of the A27 for a 2031 future year. The assessment is provided in Section 3 of this note.

*Para 7.2.4 – Can further detail be provided on the methodology outlined in this paragraph? (The planning assumptions that underpin the assessment of traffic growth have been considered and manually adjusted to remove the potential impacts of double counting in relation to the direct assessment of committed development (Section 7.3)).*

- 2.1.4 The growth factors to 2019 and to 2026 have been derived from the TEMPRO database for 'urban' and 'all roads in the Arundel (45UC5) area.

- 2.1.5 The data contained within TEMPRO's database has been generated by DfT making use of a standard set of planning assumptions. These include growth forecasts for the number of Households and Jobs for each of the geographical unit. For the Arundel area the planning assumption assumes the following:

- 2015 to 2019 assumes that 26 additional jobs will have been created and 76 new dwellings will have been built; and
- 2015 to 2026 assumes that 41 jobs will have been created and 206 dwellings will have been built.

2.1.6 There is significant local committed development in the local area, primarily that at Roundstone Lane, where some 419 dwellings have been permitted and are under construction. The impact of this committed development has already been directly input into the TA in agreement with WSCC.

2.1.7 To take account of the committed development at Roundstone Lane already included in the TA (i.e. well above the level of growth assumed by TEMPRO), and to remove the double counting of development growth, 76 dwellings and 206 dwellings have been removed from the planning assumptions for 2019 and 2026 respectively using an adjustment to the planning assumptions in TEMPRO.

Table 7.2 – The private housing trip rate is considered acceptable in relation to the Arun transport study but the affordable trip rate appears low when compared to affordable housing sites in England on edge of town. However:

2.1.8 Noted. Appendix G of the TA presents the full TRICS assessment for affordable dwellings and in line with agreement with WSCC, this excluded edge of town centre sites (Angmering being a village not a town). Notwithstanding this, as set out at Table 7.3 the generated trip rates have been compared to locally derived trip rates observed at Mill Road in Angmering and are shown to compare well.

Para 7.4.7 – Can confirmation be provided that the locally derived trip rates are to be used?

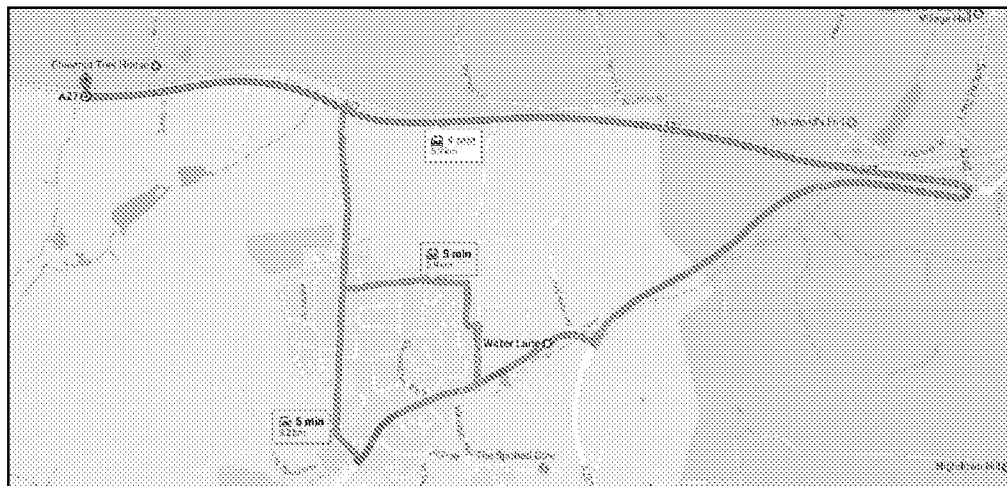
2.1.9 Yes. The locally derived trip rates have been used to assess the proposed development as confirmed at paragraph 7.4.7 of the TA and can be cross-checked with Figure TF14 and TF15. These trip rates have been agreed with WSCC.

Table 7.6 – Can the impact on the Arundel Road junction with A27 be considered for strategic traffic heading west?

2.1.10 During the peak hour it has been assumed that there will be no impact on the junction of Arundel Road with the A27. This is based on the routing via the A280 being a more attractive and fast route to the A27. The A280 is a higher standard and derestricted route whereas routing via Arundel Road uses lower order roads where on-street parking and constrained alignments need to be navigated.

2.1.11 Figure 2.1 presents a screen capture from Google Maps which shows that the A280 offers the fastest route for westbound traffic on the A27.

**Figure 2.1 – Journey Time Routing to A27 West**



Source: Google Maps Direction Facility

2.1.12 Notwithstanding this assessment, in the event that a proportion of A27 westbound traffic generated from the development uses the junction on the A27 with Arundel Road, this is likely to be a negligible impact on the junction.

2.1.13 A total of 10% traffic is expected to route to and from the A27 westbound which equates to some 6 vehicles in the morning and 3 in the evening. Assuming that say 50% of those vehicles travelling on the A27 west used the junction with Arundel Road rather than the A280, this would equate to less than three vehicles in the morning peak and less than two vehicles in the evening peak.

Tables 7.13 and 7.14 - Junction assessments have been undertaken for 2019 but what about the future year – these need to be provided?

2.1.14 The future year assessments for 2026 were provided in Appendix J of the Transport Assessment (report reference ITB9105-007C R) and have been summarised below for reference.

### A280 / Titnore Lane / A27 roundabout (mitigation scheme)

2.1.15 The results of mitigation scheme for 2026 are summarised in **Table 2.1**.

**Table 2.1: A280 / Titnore Lane / A27 Roundabout Junction Assessment Results**

|                                                                | Morning Peak (08:00 – 09:00) |      | Evening Peak (17:00 – 18:00) |      |
|----------------------------------------------------------------|------------------------------|------|------------------------------|------|
|                                                                | Queue                        | RFC  | Queue                        | RFC  |
| <b>2026 Opening Year + Committed Development + Development</b> |                              |      |                              |      |
| A27 Off-slip                                                   | 1                            | 0.50 | 1                            | 0.56 |
| Titnore Lane                                                   | 1                            | 0.49 | 2                            | 0.63 |
| A280 South West                                                | 7                            | 0.89 | 1                            | 0.52 |
| A280 North                                                     | 3                            | 0.72 | 5                            | 0.84 |

Source: Junctions 9

2.1.16 The results demonstrate that the proposed improvements on A280 south-west arm will effectively mitigate the effects of the additional development traffic, and in 2026 the junction will continue to operate within capacity.

### Long Furlong / Arundel Road / A27 / A280 roundabout

2.1.17 The results of the assessment are summarised in **Table 2.2**.

**Table 2.2: Long Furlong / Arundel Road / A27 / A280 Roundabout**

|                                                                | Morning Peak (08:00 – 09:00) |      | Evening Peak (17:00 – 18:00) |      |
|----------------------------------------------------------------|------------------------------|------|------------------------------|------|
|                                                                | Queue                        | RFC  | Queue                        | RFC  |
| <b>2026 Opening Year + Committed Development + Development</b> |                              |      |                              |      |
| A280 Long Furlong                                              | 2                            | 0.67 | 5                            | 0.85 |
| A280 South                                                     | 2                            | 0.66 | 1                            | 0.44 |
| A27 Off-slip                                                   | 4                            | 0.79 | 1                            | 0.40 |
| Arundel Road                                                   | <1                           | 0.15 | <1                           | 0.08 |

Source: Junctions 9

2.1.18 These results demonstrate that the junction would operate within capacity during both peak periods in 2026 with development, with a maximum RFC of 0.85 on A280 Long Furlong and queue of five vehicles in the evening peak.

*Para 8.4.12 – I have a copy of drawing ITB9105-GA-023 but reference is made to drawing ITB9105-GA-024 (plan of further improvements to SW arm of A280 / Titnore Lane / A27 Roundabout Junction) – can you send this through please (assume it will be on the disc anyway when it arrives)?*

2.1.19 Drawing ITB9105-GA-024 is provided at **Appendix B** of this note and was included in the full Transport Assessment.

## SECTION 3 ASSESSMENT PARAMETERS

### 3.1 Introduction

- 3.1.1 This section of the note summarises the traffic impact of the proposed development on the A280 / Titnore Lane / A27 roundabout junction and the Long Furlong / Arundel Road / A27 / A280 roundabout junction for 2031.

### 3.2 Growth Rates

- 3.2.1 The growth factors to 2031 have been derived from the TEMPRO database for 'urban' and 'all roads' in the Arundel (45UC5) area. The growth factors are summarised in Table 3.1.

**Table 3.1: Calculated Local Peak Period Growth Rates**

| Date Range | Morning Peak | Evening Peak |
|------------|--------------|--------------|
| 2015-2031  | 1.1946       | 1.2075       |

Source: TEMPRO

- 3.2.2 The planning assumptions assume that 38 additional jobs will have been created and that 297 new dwellings will have been built in Arundel between 2015 and 2031. To take account of the committed development at Roundstone Lane, 297 dwellings have been removed from the planning assumptions.
- 3.2.3 The baseline traffic flows have been increased to take account of the growth to 2031 and is shown on **Figure TN1-2** with the 2031 plus committed development traffic shown on Figures **TN3-4** for the morning and evening peaks respectively.

### 3.3 Trip Rates

- 3.3.1 The trip rates have been agreed with WSCC and are provided in Section 7.4 of the Transport Assessment (*report reference ITB9105-007C R*) and have been summarised in Table 3.2 for reference.

**Table 3.2: Trip Rate and Trip Generation**

| Time Period                               | Trip Rate per unit |       |         | Vehicular Trip Generation |     |         |
|-------------------------------------------|--------------------|-------|---------|---------------------------|-----|---------|
|                                           | In                 | Out   | Two-way | In                        | Out | Two-way |
| <b>Private and Affordable units – 175</b> |                    |       |         |                           |     |         |
| <b>0800-0900</b>                          | 0.135              | 0.325 | 0.460   | 24                        | 57  | 81      |
| <b>1700-1800</b>                          | 0.283              | 0.167 | 0.450   | 50                        | 29  | 79      |

Source: TRICS

3.3.2 The 2031 with development traffic flows are shown on **Figure TN5-6** for the morning and evening peaks respectively.

### 3.4 Operational Assessments

3.4.1 Capacity analysis has been undertaken to determine the operation of the following junctions and their ability to accommodate the additional traffic from the proposed development.

- A280 / Titnore Lane / A27 roundabout; and
- Long Furlong / Arundel Road / A270 / A280 roundabout.

### 3.5 A280 / Titnore Lane / A27 roundabout

3.5.1 The Transport Assessment (*report reference ITB9105-007C R*) assessed the A280 / Titnore Lane / A27 junction for 2019 with development traffic. This identified that whilst the junction does operate within theoretical capacity and the impacts of the development are small, it does exceed design capacity (Taken as 0.85 RFC) on the A280 south-western arm leading from Angmering. This is the case with and without the proposed development.

3.5.2 An additional assessment of the junction in 2031 has been assessed in Junctions 9 and is summarised in Table 3.3.

**Table 3.3: A280 / Titnore Lane / A27 Roundabout Junction Assessment Results**

|                                                                | Morning Peak (08:00 – 09:00) |      | Evening Peak (17:00 – 18:00) |      |
|----------------------------------------------------------------|------------------------------|------|------------------------------|------|
|                                                                | Queue                        | RFC  | Queue                        | RFC  |
| <b>2031 Opening Year + Committed Development</b>               |                              |      |                              |      |
| A27 Off-slip                                                   | 1                            | 0.53 | 2                            | 0.60 |
| Titnore Lane                                                   | 1                            | 0.52 | 2                            | 0.67 |
| A280 South West                                                | 28                           | 1.02 | 2                            | 0.61 |
| A280 North                                                     | 3                            | 0.75 | 7                            | 0.87 |
| <b>2031 Opening Year + Committed Development + Development</b> |                              |      |                              |      |
| A27 Off-slip                                                   | 1                            | 0.54 | 2                            | 0.62 |
| Titnore Lane                                                   | 1                            | 0.52 | 2                            | 0.68 |
| A280 South West                                                | 41                           | 1.05 | 2                            | 0.62 |
| A280 North                                                     | 3                            | 0.75 | 7                            | 0.88 |

Source: Junctions 9

- 3.5.3 In 2031 without development, Table 3.3 identifies that the junction would operate over capacity with a maximum RFC of 1.02 and a maximum queue of 28 vehicles on the A280 South west. In the evening peak the junction operates within capacity and the impact of the development is small.

#### Mitigation Scheme

- 3.5.4 The Transport Assessment (*report reference ITB9105-007C R*) identified an improvement scheme, which would improve the A280 south-west arm by utilising existing carriageway to develop a two-lane entry. The proposed improvement scheme is presented in i-Transport drawing no. ITB9105-GA-023 contained in **Appendix C**.
- 3.5.5 The performance of the improvement scheme was assessed within the Transport Assessment for 2019 which is the Opening Year of development and is used for mitigation purposes, in line with HE guidance, and also presented a 2026 assessment for information. HE has requested that further assessments be carried out to understand the affects in 2031.
- 3.5.6 To assess the performance of the scheme, Junctions 9 has been used. The results of the improvement to the junction are shown in Table 3.4 for 2031 with development scenario.

**Table 3.4: A280 / Titnore Lane / A27 Roundabout Junction Assessment Results**

|                                                                | Morning Peak (08:00 – 09:00) |      | Evening Peak (17:00 – 18:00) |      |
|----------------------------------------------------------------|------------------------------|------|------------------------------|------|
|                                                                | Queue                        | RFC  | Queue                        | RFC  |
| <b>2031 Opening Year + Committed Development + Development</b> |                              |      |                              |      |
| A27 Off-slip                                                   | 1                            | 0.55 | 2                            | 0.62 |
| Titnore Lane                                                   | 1                            | 0.52 | 2                            | 0.68 |
| A280 South West                                                | 12                           | 0.94 | 1                            | 0.56 |
| A280 North                                                     | 3                            | 0.76 | 7                            | 0.88 |

Source: Junctions 9

- 3.5.7 The results demonstrate that the proposed improvement on A20 South West arm will effectively mitigate the effects of the additional development traffic in the 2031 Future Year and the junction will perform more efficient than if the development does not proceed. The junction would perform within capacity in each peak period.

### 3.6 Long Furlong / Arundel Road / A27 / A280 roundabout

3.6.1 HE has requested that the operation of the junction is considered in 2031 (end of the emerging Local Plan).

3.6.2 To assess the results of Long Furlong / Arundel Road / A27 / A280 roundabout, Junctions 9 has been used. The results of the assessment are summarised in Table 3.5.

**Table 3.5: Long Furlong / Arundel Road / A27 / A280 Roundabout Junction Assessment Results**

|                                                                | Morning Peak (08:00 – 09:00) |      | Evening Peak (17:00 – 18:00) |      |
|----------------------------------------------------------------|------------------------------|------|------------------------------|------|
|                                                                | Queue                        | RFC  | Queue                        | RFC  |
| <b>2031 Opening Year + Committed Development</b>               |                              |      |                              |      |
| A280 Long Furlong                                              | 2                            | 0.71 | 7                            | 0.89 |
| A280 South                                                     | 2                            | 0.68 | 1                            | 0.46 |
| A27 Off-slip                                                   | 5                            | 0.83 | 1                            | 0.42 |
| Arundel Road                                                   | <1                           | 0.17 | <1                           | 0.09 |
| <b>2031 Opening Year + Committed Development + Development</b> |                              |      |                              |      |
| A280 Long Furlong                                              | 2                            | 0.71 | 8                            | 0.90 |
| A280 South                                                     | 2                            | 0.69 | 1                            | 0.46 |
| A27 Off-slip                                                   | 5                            | 0.85 | 1                            | 0.43 |
| Arundel Road                                                   | <1                           | 0.18 | <1                           | 0.09 |

Source: Junctions 9

3.6.3 These results demonstrate that the junction would operate within capacity during both peak periods in 2031 with development, with a maximum RFC of 0.85 on A27 off-slip and a queue of five vehicles in the morning peak and a maximum RFC of 0.90 on Long Furlong and queue of eight vehicles in the evening peak. The impacts of development at the junction are minimal.

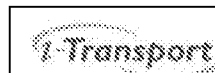
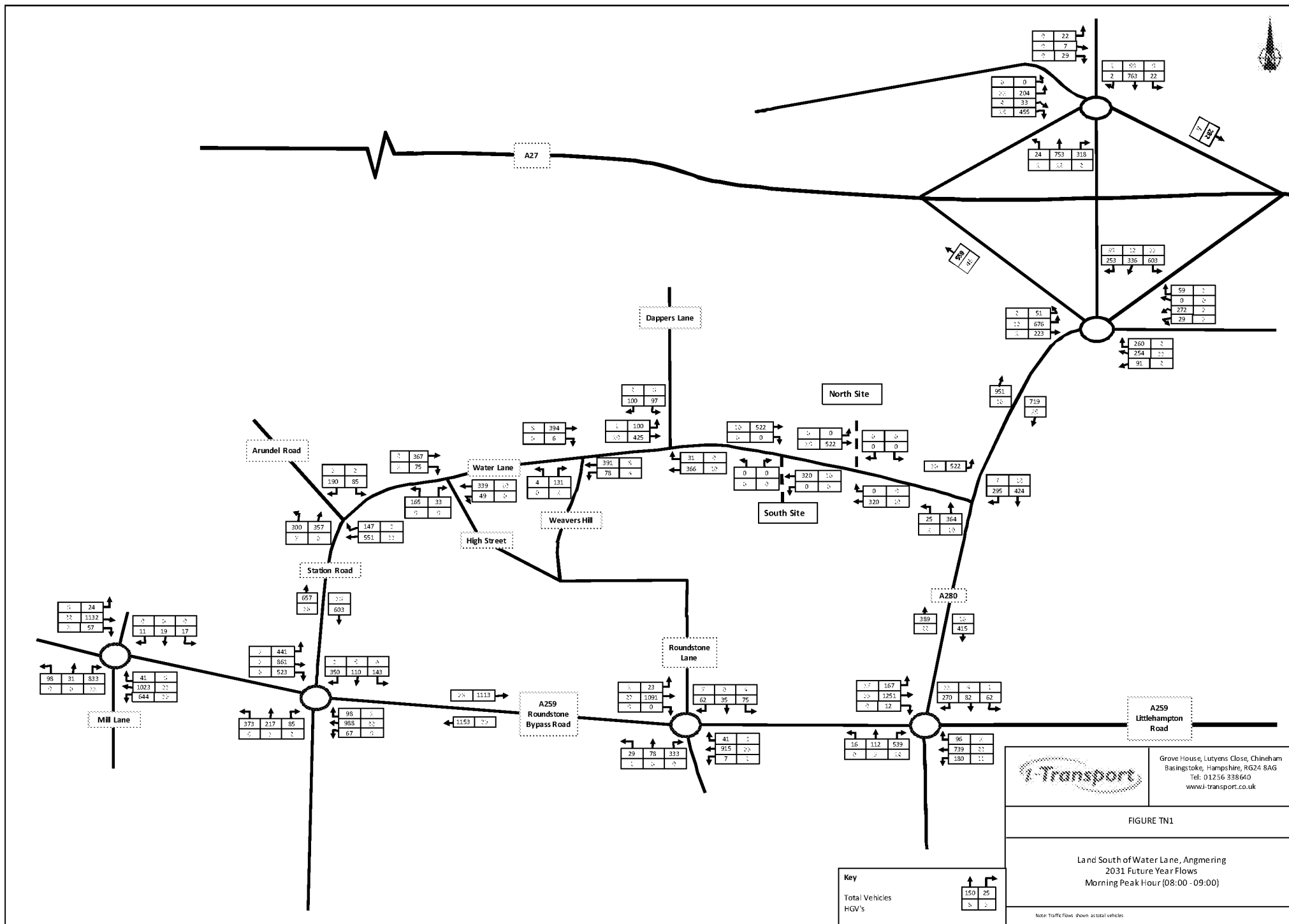
## **SECTION 4 SUMMARY**

4.1.1 This technical note provides additional analysis and clarification in response to comments received by Highways England. In summary, it has provided:

- Further information on the manual adjustment to the growth rates to remove the potential impacts of double counting;
- Confirmation that the local trip rates have been used;
- Consideration of the impact on the Arundel Road / A27 junction; and
- Future assessments on the A280 / Titnore Lane / A27 roundabout junction and the Long Furlong / Arundel Road / A27 / A280 roundabout junction for a 2031 future year in line with the emerging Arun Local Plan.

4.1.2 On the basis of the additional assessment contained within this Note it is considered the conclusions of the TA remain valid.

## FIGURES

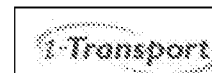
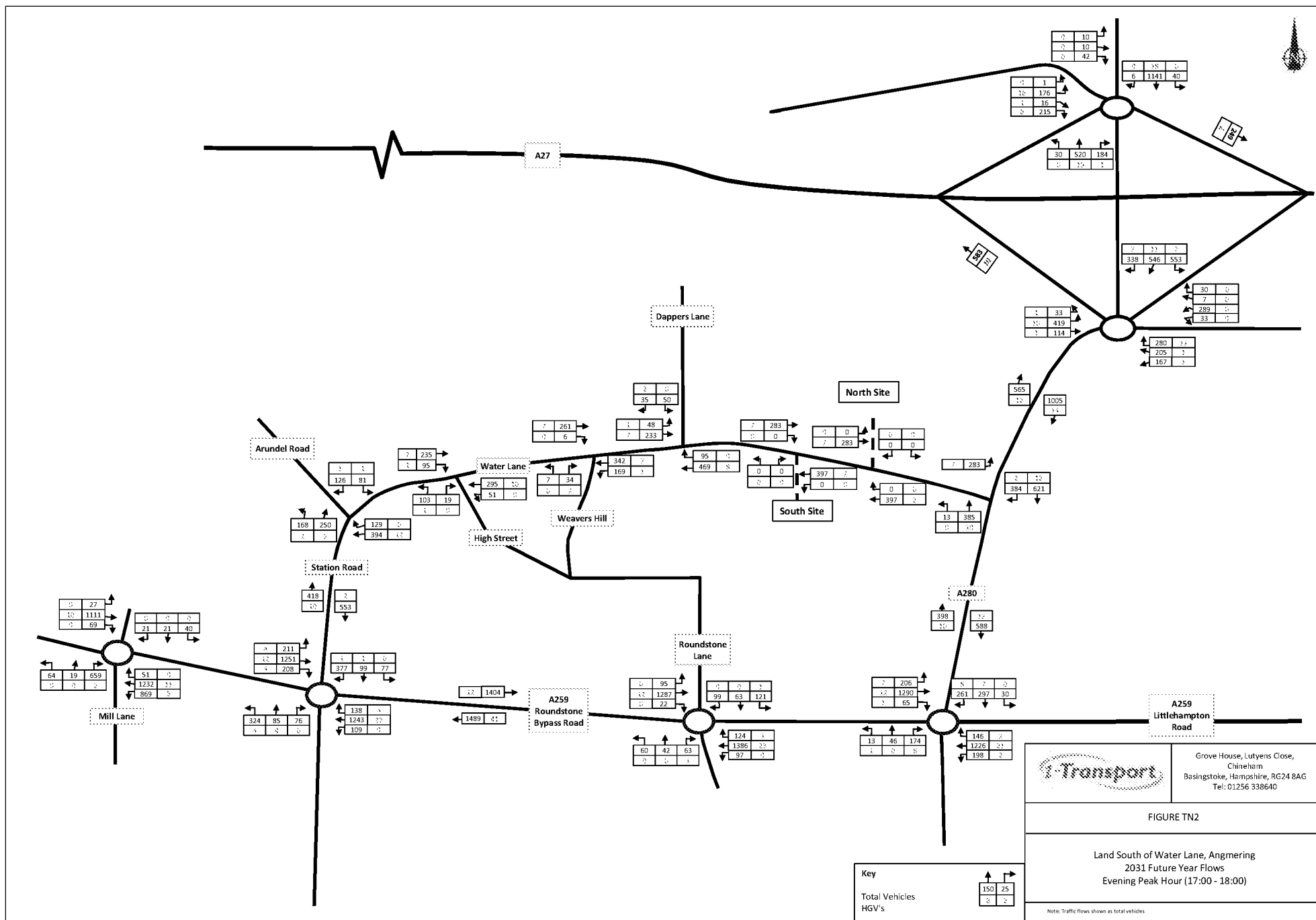


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Tel: 01256 338640  
www.i-transport.co.uk

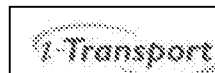
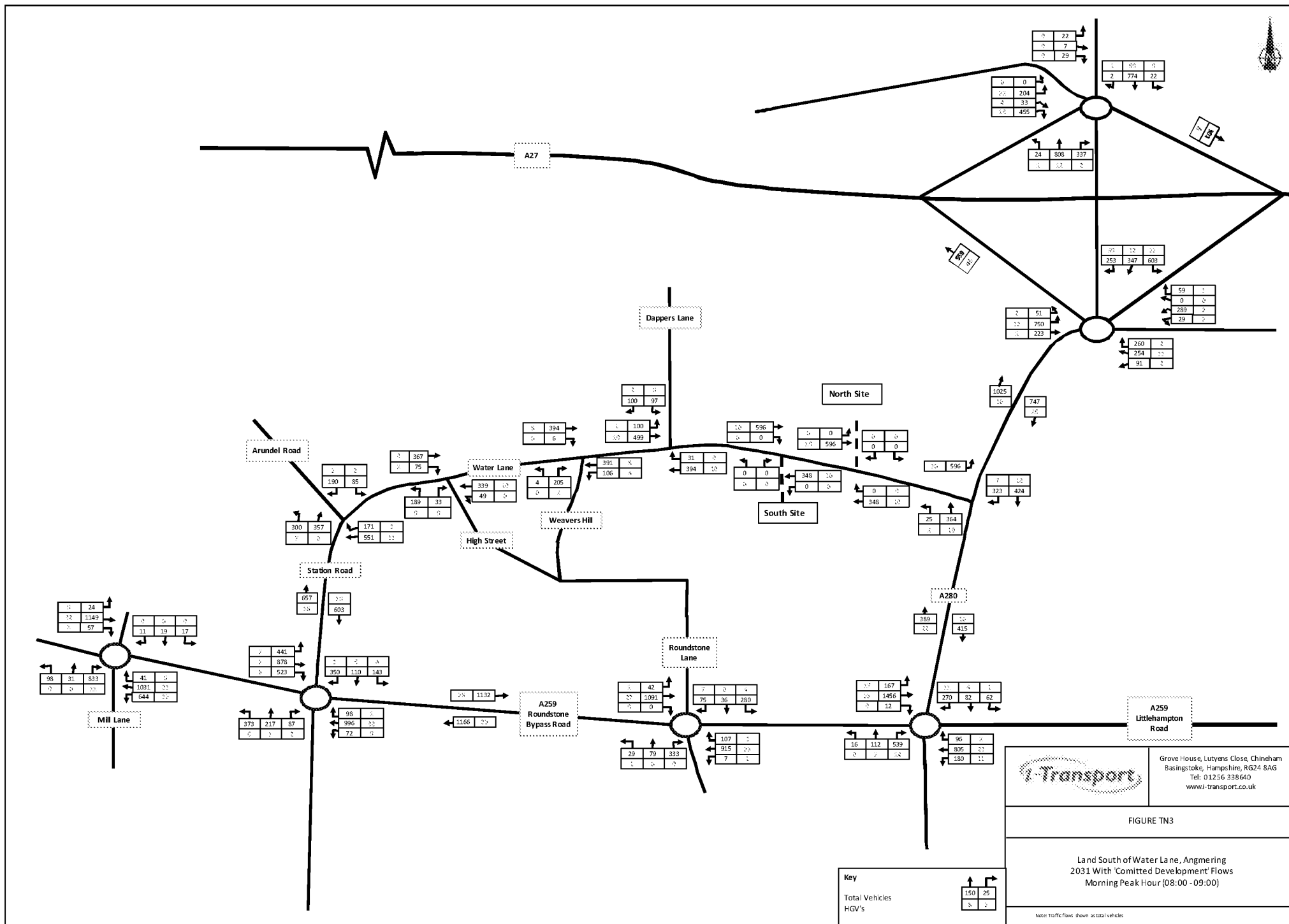
FIGURE TN1

Land South of Water Lane, Angmering  
2031 Future Year Flows  
Morning Peak Hour (08:00 - 09:00)

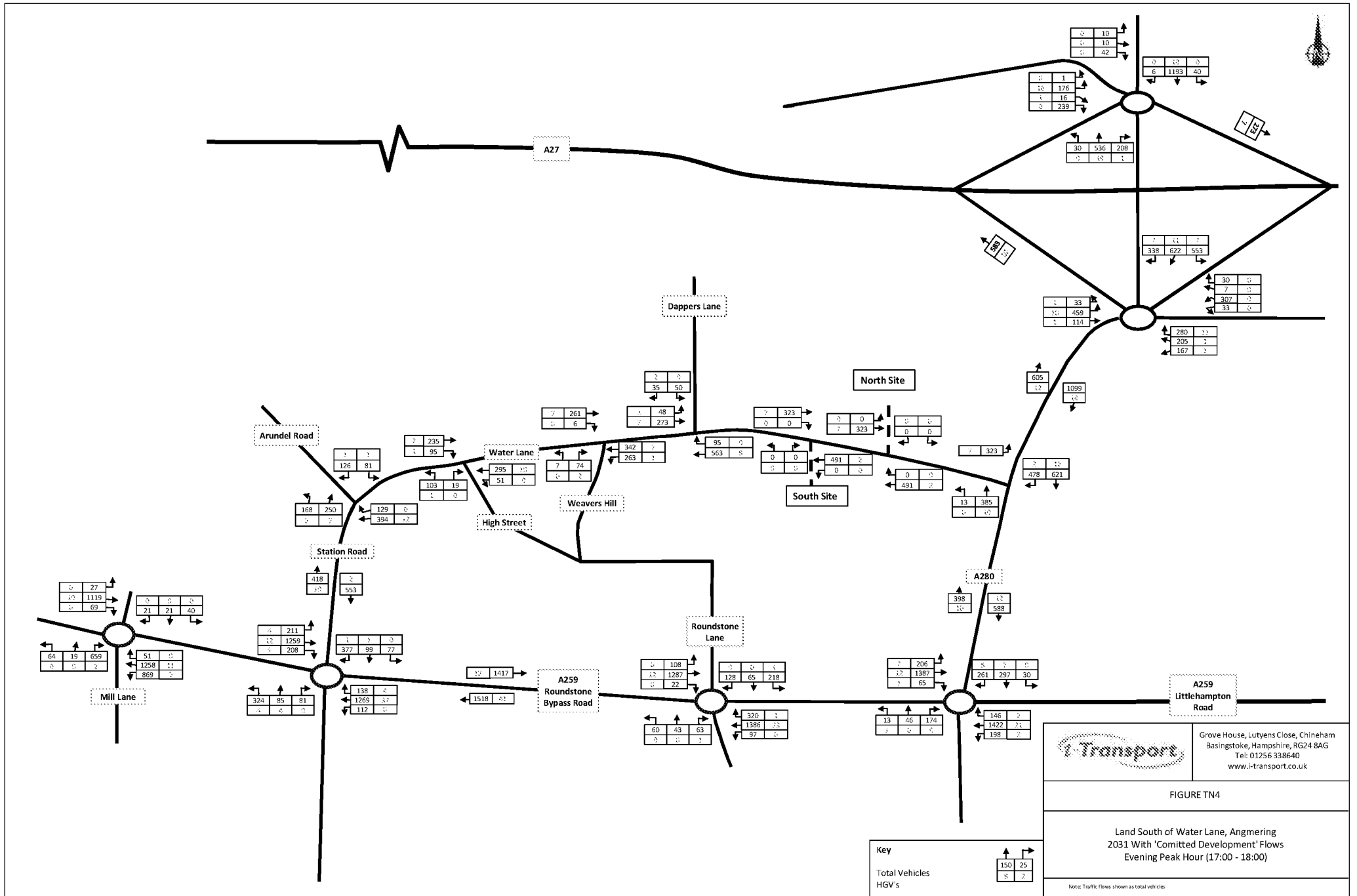
Note: Traffic flow shown actual vehicles

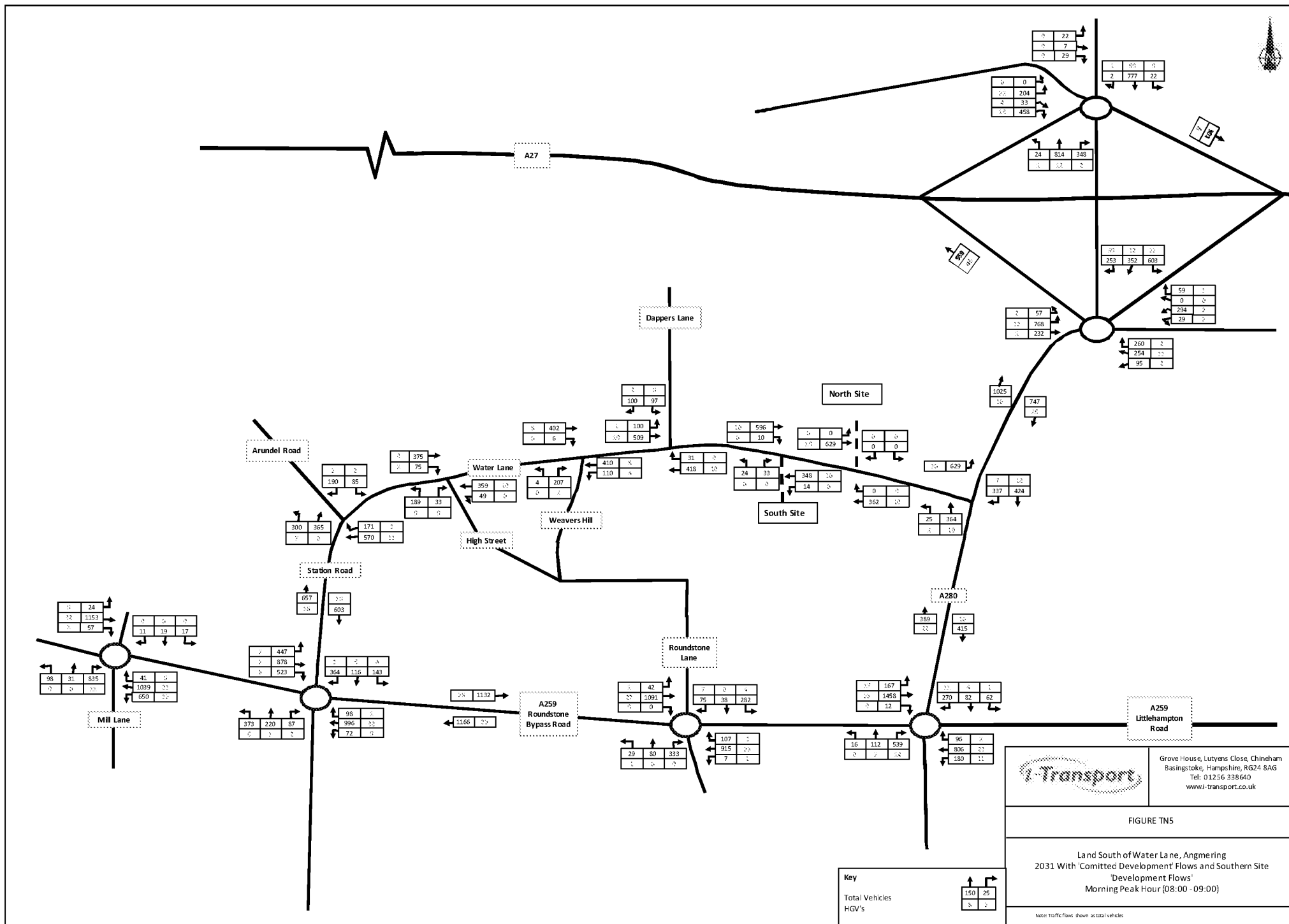


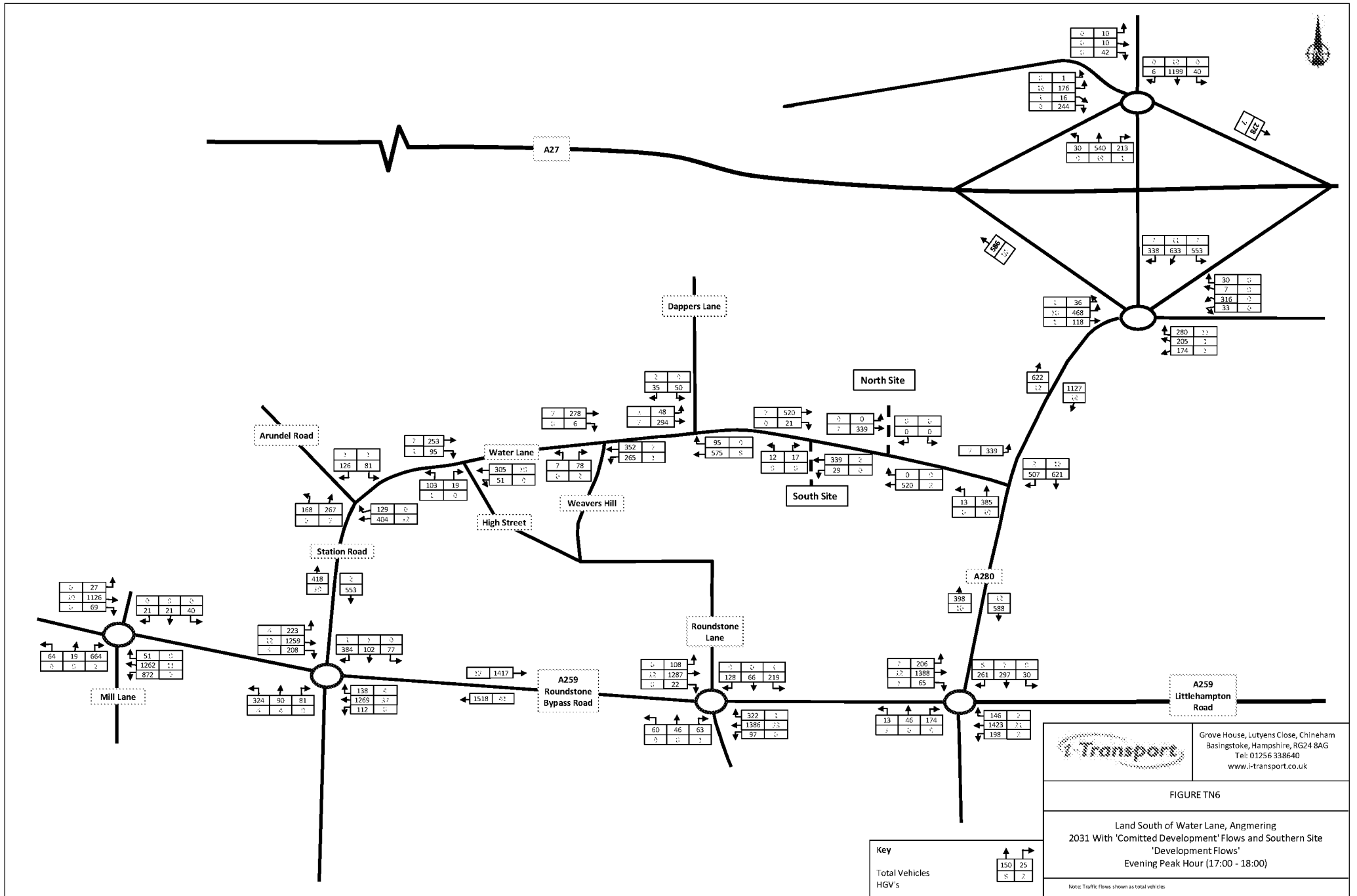
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Tel: 01256 338640



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Basingstoke, Hampshire, RG24 8AG  
Tel: 01256 338640  
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## **APPENDIX A     HIGHWAYS ENGLAND RESPONSE**

**From:** Bowie, David [REDACTED]  
**Sent:** 22 December 2016 11:53  
**To:** Matthew Craddy  
**Cc:** Planning SE; Cleaver, Elizabeth; Franklin, Richard  
**Subject:** Angmering - Land adj to Water Lane

Dear Matthew,

### **Angmering - Land adjacent to Water Lane**

Thank you for providing me with the Transport Assessment and Travel Plan on the 2<sup>nd</sup> December. Unfortunately, having kept an eye on our post, I haven't received the full version on disc as requested. However, I have reviewed the emailed documents and have the following initial observations which I hope are of assistance:

**Para 7.2.2** – Can you confirm that the year should read 2026 not 2016? Notwithstanding, please note that in accordance with Circular 02/2013, the future year to be assessed should be the end of the Arun Local Plan (i.e. 2031). Whilst the Arun Local Plan has yet to be scrutinised fully I consider that it is sufficiently advanced for this to be appropriate.

**Para 7.2.4** – Can further detail be provided on the methodology outlined in this paragraph? (*The planning assumptions that underpin the assessment of traffic growth have been considered and manually adjusted to remove the potential impacts of double counting in relation to the direct assessment of committed development (Section 7.3)*).

**Table 7.2** – The private housing trip rate is considered acceptable in relation to the Arun transport study but the affordable trip rate appears low when compared to affordable housing sites in England on edge of town. However:

**Para 7.4.7** – Can confirmation be provided that the locally derived trip rates are to be used?

**Table 7.6** – Can the impact on the Arundel Road junction with A27 be considered for strategic traffic heading west?

**Tables 7.13 and 7.14** - Junction assessments have been undertaken for 2019 but what about the future year – these need to be provided?

**Para 8.4.12** – I have a copy of drawing ITB9105-GA-023 but reference is made to drawing ITB9105-GA-024 (plan of further improvements to SW arm of A280 / Titnore Lane / A27 Roundabout Junction) – can you send this through please (assume it will be on the disc anyway when it arrives)?

I await your further comment on the above matters and complete TA and supporting docs on disc accordingly. In the meantime have a very merry Christmas and Happy New Year.

Kind regards

David

**David Bowie**

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Web: [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

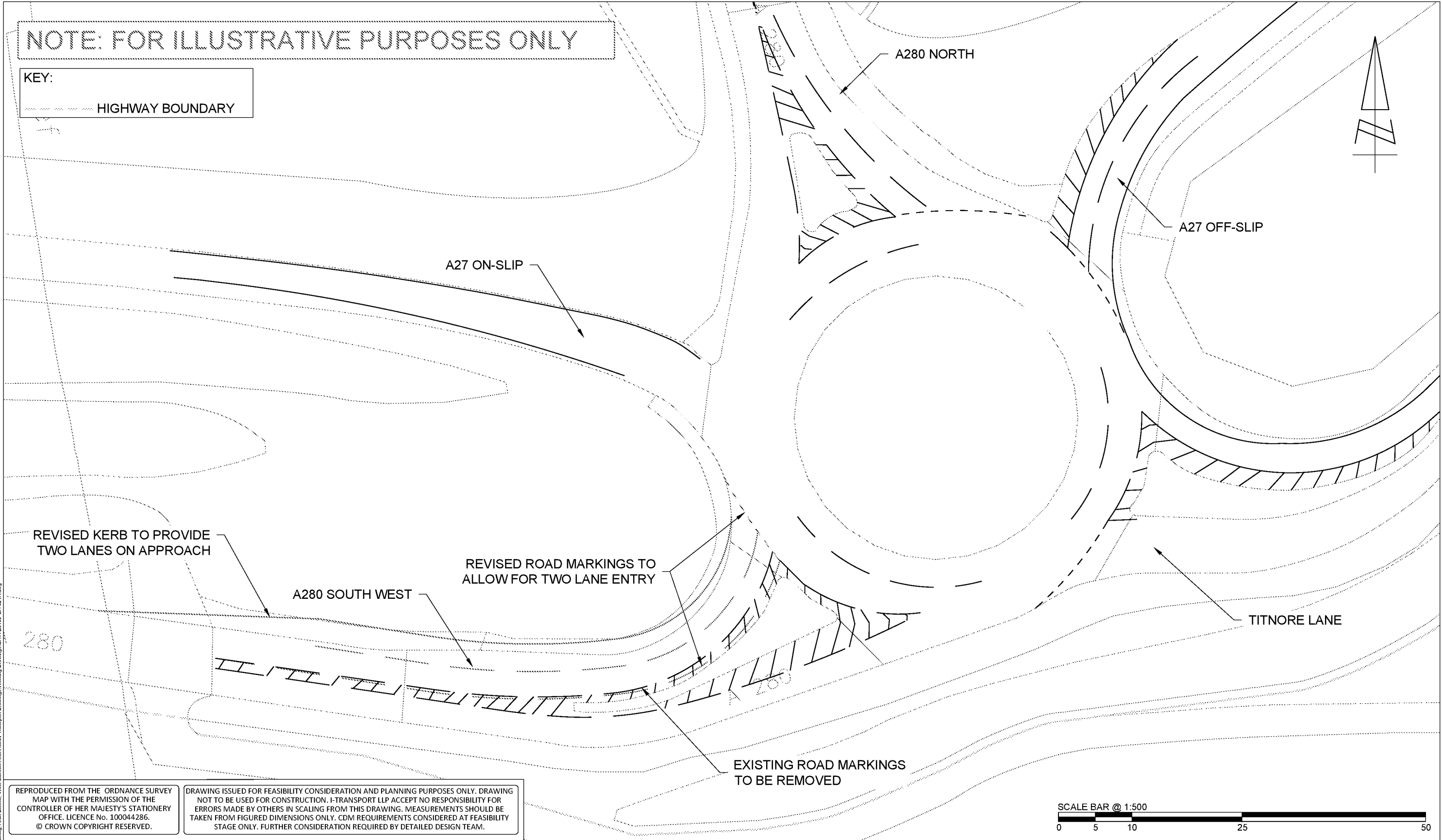
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**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |**  
<https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

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**APPENDIX B      DRAWING ITB9105-GA-024**



|                                                                                                                                                                                                                                                                         |                 |          |    |                  |     |     |                                                                                   |  |                                       |                    |                                   |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------|----|------------------|-----|-----|-----------------------------------------------------------------------------------|--|---------------------------------------|--------------------|-----------------------------------|--|
| <div></div> <div>Grove House, Lutyens Close, Chineham<br/>Basingstoke, Hampshire, RG24 8AG</div> <div>Tel: 01256 338640<br/>Fax: 01256 338644</div> <div>www.i-transport.co.uk</div> |                 |          |    |                  |     |     | TITLE:<br><br>PROPOSED IMPROVEMENT SCHEME TO A280 / A27 / TITNORE LANE ROUNDABOUT |  | SCALE @ A3:<br><br>1:500              | CHECKED:<br><br>TW | APPROVED:<br><br>TW               |  |
|                                                                                                                                                                                                                                                                         | A               | 04.11.16 | MC | MINOR AMENDMENTS | TW  | TW  |                                                                                   |  | FILE REF:<br><br>ITB9105-GA-024       | DRAWN:<br><br>MC   | DATE:<br><br>14.07.16             |  |
|                                                                                                                                                                                                                                                                         | REV             | DATE     | BY | DESCRIPTION      | CHK | APD | PROJECT:                                                                          |  | CLIENT:                               |                    | DRAWING No:<br><br>ITB9105-GA-024 |  |
|                                                                                                                                                                                                                                                                         | STATUS:         |          |    |                  |     |     | LAND SOUTH OF WATER LANE, ANGMERING                                               |  | RYDON HOMES, GLEESON DEVELOPMENTS LTD |                    | PROJECT No:<br><br>ITB9105        |  |
|                                                                                                                                                                                                                                                                         | FOR INFORMATION |          |    |                  |     |     |                                                                                   |  |                                       |                    | REV:<br><br>A                     |  |
|                                                                                                                                                                                                                                                                         |                 |          |    |                  |     |     |                                                                                   |  |                                       |                    |                                   |  |

## **APPENDIX C      DRAWING ITB9105-GA-023**



