

For attention of:	James Cross
Site:	Chalcroft Nursery, Chalcraft Lane, Bersted, PO21 5ST
Proposal:	Outline application with some matters reserved for the development of 20 residential dwellings, 2,240 sqm of commercial space (Use Class A1, B1(b) B1(c) and B8), landscaping, access, parking and associated infrastructure.
Your Reference:	BE/81/20/OUT
Highways England's Reference:	88886

Dear Mr Cross,

Thank you for consulting Highways England regarding the above proposal on 7th August 2020.

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, particularly the A27.

Upon review of the documents provided, we note that the calculations undertaken for the Commercial element of the proposals appear not to match those noted in the application. Both the Transport Statement and the Travel Plan suggest that the proposals include 1,547sqm of Commercial space (and up to 199sqm of A1 land use), whilst the Planning Statement and application itself note that the proposals are for 2,240sqm of Commercial space (and a net reduction in A1 use by 698sqm, as noted in the Application Form) . If the latter is correct (which we assume it to be) then the trips forecast to be generated by the Commercial land use are incorrect and underestimate the impact of the proposals. Proposed Commercial trips should be calculated for 2,240sqm and the net impact should show the reduction in trips associated with the A1 land use (3 and 8 two-way trips in the AM and PM peaks respectively). This means that the information contained within the report should not be relied upon to demonstrate the acceptability of any other development proposals.

Nevertheless, we note that the proposed development forms part of the Arun Local Plan West of Bersted strategic development. As you will be aware, Arun District Council and your consultants worked extensively with Highways England and colleagues from West Sussex County Council Highways to examine the impacts of the council's adopted Local Plan proposals. The Transport

Assessment supporting the adopted Local Plan identified key mitigations required on both the local and strategic road networks. It was agreed between all parties that strategic development would fund those highway mitigations.

Accordingly, on the basis that the council will require a financial contribution from this development towards the agreed scheme of works on the A27 Trunk in line with the adopted Local Plan or other such scheme of works to similar of more beneficial effects, Highways England find the proposals acceptable and will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109), in this location location and its vicinity. In this respect, we note that Table 8.5 of the Transport Statement includes proposed contributions based on the housing element only. The Transport Assessment supporting the adopted Local Plan also included employment, and as this development also includes employment, the contributions proposed in the table are considered too low and the contribution collected should reflect the fact that the development also includes employment.

There made need to be a separate conversation between all parties to determine when the contribution needs to be paid to ensure that the agreed Local Plan highway mitigations or alternatives can be delivered ahead of when the adverse impacts of the development are experienced. I attached our formal HEPR response to this effect for your records. The applicant will need to understand that the contribution will be retained up until at least the end of the current adopted Local Plan period to enable the council to collect all contributions to enable the mitigation works to be fully funded and delivered.

Should you have any queries regarding our response please contact us at

[REDACTED]

Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

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

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

Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to [REDACTED]. Thank you.

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

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

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.