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From: Cleaver, Elizabeth [REDACTED]
Sent: 24 September 2020 12:41
To: Planning.Responses <Planning.Responses@arun.gov.uk>; James Cross <James.Cross@arun.gov.uk>
Cc: Planning SE [REDACTED]
Subject: Highways England response:

For the attention of: James Cross

Your reference: BE/99/20/EIS

Site: Land West of Bersted

Proposal: Scoping opinion request relating to 2500 new homes, up to 3.52ha of employment land, a 3 Form Entry primary school, 2 local centres and associated infrastructure across approximately 141 ha of land.

Highways England Ref: HAMIS 6584, Tracker #11191

Dear Mr Cross,

Thank you for your email of 7 September regarding the planning proposal referenced above.

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.

Highways England have no comment on whether an EIA is required; but if it is, it should be compatible and consistent with the required Transport Assessment for the application site. The method of assessment for the EIA should be in line with Highways England's recommended method of drawing upon the information presented in the Transport Assessment that we expect to be produced for this site.

Any assessment should be undertaken in accordance with the DfT Circular 02/2013 "*The Strategic Road Network and the Delivery of Sustainable Development*" outlining how Highways England will engage with developers including assessment requirements to deliver growth and safeguard the operation of the SRN. This includes a robust assessment of the vehicular impacts "with" and "without" development for the horizon year (full occupation) and the end of the Local Plan period to examine the net impact of non-consented development.

We are pleased to see that a Transportation Assessment Scoping note will be produced and we will be happy to provide advice and comments on this. The Scoping note will need to be agreed prior to commencement of the main transport study by both Highways England and West Sussex County Council as Strategic and Local Highway Authorities. To this end, we have already responded to the transport consultant (Stephen Moody at Pell Frischmann) with regard to the strategic modelling scenarios on 29th July 2020, while we have also responded to Arun District Council regarding the Framework Masterplan on 21st September 2020.

Through work already undertaken taken with colleagues at West Sussex County Council and Arun District Council with consultants Systra as part of the Transport Assessment for the Arun Local Plan, impacts from this strategic development site at Bersted will affect the safe and efficient operation of both the local and strategic road networks.

As Strategic Highway Authority, we have concerns about the implications of development traffic on the A27 Chichester Bypass. Of particular concern is the impact of the development site on the A27 Bognor Road Roundabout, and A27 Whyke Roundabout. Both junctions will need detailed consideration as part of the Transportation Assessment. The assessment of these junctions will need to take into account Chichester District Council's Local Plan proposals (plus committed development) and the agreed necessary junction mitigations on the A27 coupled with the cumulative impacts of Arun's committed development and that from its adopted Local Plan. It will be necessary to undertake the assessment at the end of both Local Plan periods which is currently 2031 as well as year of opening at full occupancy.

As the Chichester Local Plan mitigation schemes on the A27 Chichester Bypass only account for the impacts of Chichester's own strategic development and deliver a 'no worse' than existing scenario on the highway network, it is highly unlikely that additional impacts from strategic development at Land West of Bersted can be accommodated without increasing the severity of congestion already encountered at these junctions. Accordingly, the Transport Assessment will need to consider appropriate highways mitigations at the A27 Bognor Road and Whyke junctions as well as measures targeted at reducing travel demand by car in favour of more sustainable transport modes. Similarly, consideration will also need to be given to the development's impact at the A27 Fontwell East roundabout, which was identified in the latest Arun Local Plan strategic

modelling report (Systra's Enterprise Bognor Regis Transport Review of November 2017), and we note that the latter junction is not referenced in the EIA scoping opinion.

Highways England are happy to continue working with the transport consultants for the development as well as colleagues from West Sussex County, Arun District and Chichester District councils and look forward to our continued involvement as the Bersted strategic site is brought forward.

If you have any queries regarding this response, please contact us at

Kind regards,

Elizabeth Cleaver, Assistant Spatial Planning Manager

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