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**From:** Matthew Lewis [REDACTED]  
**Sent:** Thursday, October 5, 2023 7:56 AM  
**To:** David Easton <David.Easton@arun.gov.uk>; Planning.Responses <Planning.Responses@arun.gov.uk>; Patrick Arthurs [REDACTED]

**Subject:** Condition Response - 94046 - BN/11/22/OUT - Barnham, Eastergate, Westergate, BEW Parcel SC1, Barnham

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Dear Mr Easton,

We have carried out a review of the application papers and our comments are set out in the NHPR attached. Our recommendation is that we raise no objection to this development proposal, subject to conditions.

Thank you for consulting with National Highways and please continue to consult on other planning applications via our inbox [REDACTED]

Regards,

**Matt Lewis** (he/him) Assistant Spatial Planner  
Planning and Development  
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ  
[REDACTED]

**Web:** [nationalhighways.co.uk](https://nationalhighways.co.uk)

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**National Highways Limited | General enquiries** [REDACTED] **National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |** <https://nationalhighways.co.uk> |  
[REDACTED]

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**National Highways Planning Response (NHPR 22-12)**  
**Formal Recommendation to an Application for Planning Permission**

**From:** Christine Allen, Regional Director  
Operations Directorate  
South East Region  
National Highways  
[REDACTED]

**To:** Arun District Council - FAO Mr D Easton & Mr P Arthurs  
[planning.responses@arun.gov.uk](mailto:planning.responses@arun.gov.uk)

**CC:** [REDACTED]

**Council's Reference:** BN/11/22/OUT

**Location:** Barnham, Eastergate, Westergate BEW Parcel SC1 Barnham

**Proposal:** Outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class E/F2/Sui Generis), a Primary School plus open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29 including construction of a new road carriageway, junctions and associated infrastructure.

**National Highways Ref:** 94046

Referring to the consultation on a planning application dated 16 Feb 2022 referenced above, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

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

**National Highways Planning Response (NHPR 22-12) December 2022**

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [REDACTED] and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [REDACTED]

Signature:

[REDACTED]

Date: 06 October 2023

Name: Matt Lewis

Position: Assistant Spatial Planner

National Highways

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

[REDACTED]

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

## Annex A      National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a 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 we work 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.

Since our last response dated 06 Apr 2023, National Highways have had positive engagement with the applicant and is currently internally agreeing wording of planning conditions to be requested to be attached to any planning determination.

Unfortunately, our previous response is due to expire on 06 Jul 2023 and therefore requires renewal. However, it should be noted that this response can be amended/ updated prior to the date of extension, and it is anticipated that a positive agreement will be reached ahead of this time.

### **Recommendation**

We are satisfied that the proposal would not materially affect the safety, reliability and/ or operation of the strategic road network. As such, National Highways would recommend:

**No objections, subject to the following conditions:**

#### **1. A27 / A259 (Bognor Road Roundabout)**

**Condition:** No part of the development hereby permitted shall be occupied until the improvement scheme identified for the A27/ A259 Bognor Road Roundabout junction, as shown in general accordance with SYSTRA drawing reference 103800\_D002, titled A27/ A259 BOGNOR\_ROAD\_ROUNDABOUT (or such other scheme that substantially accords with the principles of this scheme, as may be approved in writing by the local planning authority [and National Highways and WSCC Highways]) is complete and open to traffic. The improvement scheme shall be subject to the outcome of the required Road Safety Assessment and Walking, Cycling and Horse-riding Audit processes.

**Reason:** To mitigate any severe or unacceptable impact from the development on the A27 Trunk Road in accordance with paragraph 111 National Planning Policy Framework (July 2021) and paragraph 40 DfT Circular 01/2022

**Informative:** This development involves work to the public highway (strategic road network and local road network) that can only be undertaken within the scope of a

legal Agreement or Agreements between the applicant and National Highways (as the strategic highway company appointed by the Secretary of State for Transport) and, as necessary and appropriate, the Local Highway Authority. Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with National Highways and the Local Highway Authority.

Advice on this matter can be obtained from the Spatial Planning Team, National Highways, Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Email [REDACTED]

## **2. A27 / B2149 (Whyke Roundabout)**

**Condition:** No part of the development hereby permitted shall be occupied until the improvement scheme identified for the A27/ B2145 Whyke Roundabout junction as shown in general accordance with drawing number JNY8840-19 Rev A, titled "Further improvements to the existing signalized scheme at the A27 Whyke Hill junction" (or such other scheme that substantially accords with the principles of this scheme, as may be approved in writing by the local planning authority [and National Highways and WSCC Highways]) is completed and open to traffic. The improvement scheme shall be subject to the outcome of the required Road Safety Assessment and Walking, Cycling and Horse-riding Audit processes.

**Reason:** To mitigate any severe or unacceptable impact from the development on the A27 Trunk Road in accordance with paragraph 111 National Planning Policy Framework (July 2021) and paragraph 40 DfT Circular 01/2022

**Informative:** This development involves work to the public highway (strategic road network and local road network) that can only be undertaken within the scope of a legal Agreement or Agreements between the applicant and National Highways (as the strategic highway company appointed by the Secretary of State for Transport) and, as necessary and appropriate, the Local Highway Authority. Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with National Highways and the Local Highway Authority.

Advice on this matter can be obtained from the Spatial Planning Team, National Highways, Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Email [REDACTED]

### 3. Construction Management Plan

**Condition:** No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a Construction Management Plan have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways). Thereafter the construction of the development shall proceed in strict accordance with the approved Construction Management Plan unless otherwise agreed in writing by the local planning authority (who shall consult National Highways).

**Reason:** 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.

**Informative:** The CMP shall include details (text, maps and drawings as appropriate) of the scale, timing and mitigation of all construction related aspects of the development. It will include but is not limited to: site hours of operation; numbers, frequency, routing and type of vehicles visiting the site; measures to ensure that HGV loads are adequately secured, travel plan and guided access/egress and parking arrangements for site workers, visitors and deliveries; and wheel washing and other facilities to prevent dust, dirt, detritus etc from entering the public highway (and means to remove if it occurs).

### 4. Travel Plan

**Condition:** No part of the development hereby permitted shall be occupied until a detailed Travel Plan has been approved in writing by the local planning authority (who shall consult with National Highways) and implemented. The Travel Plan shall include arrangements for monitoring, review, amendment and effective enforcement. For the business uses, all businesses occupying any part of the development shall be responsible individually and severally for the monitoring, review, amendment, and effective enforcement of the approved Travel Plan.

**Reason:** To minimise traffic generated by the development and to ensure that the A27 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

**Informative:** The Travel Plan may either be a single entity covering the whole site or made up of bespoke Plans for each plot or subsequent occupier on the site. Where multiple Plans are used, provision must be made for the Plans to be fully coordinated.

Thank you again for consulting with National Highways and please continue to consult on other planning applications via our inbox [REDACTED]

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.