Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 07 February 2017 10:12
To: Planning Scanning
Subject: FW: CM/1/17/OUT - Land West of Church Lane & South of Horsemere Green Lane Climping

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From: Lisa Coney **On Behalf Of** Planning
Sent: 07 February 2017 09:19
To: Planning.Responses; Claire Potts
Subject: FW: CM/1/17/OUT - Land West of Church Lane & South of Horsemere Green Lane Climping

Mandy

Please record as a consultation response.

Claire – for your information.

Thanks
Lisa

[redacted]
Sent: 06 February 2017 16:14
To: Planning
Cc: Planning SE; Cleaver, Elizabeth; Franklin, Richard
Subject: CM/1/17/OUT - Land West of Church Lane & South of Horsemere Green Lane Climping

For the attention of: Claire Potts

Site: Land West of Church Lane & South of Horsemere, Green Lane, Climping.

Development: Outline application with all matters reserved for the erection of up to 300 dwellings & ancillary development comprising open space, a building within use class D1 of up to 875 sqm net, a building for A1 use having a floor area of up to 530 sqm , together with open space & ancillary works, including car parking & drainage arrangements. This application is a Departure from the Development Plan & affects the setting of Listed Buildings.

Planning Application No: CM/1/17/OUT

Highways England Ref: HAMIS 76689

Dear Claire,

Thank you for your consultation of 16 January 2017 regarding the above outline 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

ARUN DISTRICT COUNCIL CM/1/17/OUT

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 current position on this application is that there is insufficient information provided on which to base an informed decision in relation to the potential impacts of the development on our road network. In particular the following comments should be passed onto the applicants Transportation consultants as follows:

1. The proposals fall outside of the current Development Plan and as far as we are aware has not formed part of the Strategic Sites considered in the emerging Local Plan. The Local Plan is now sufficiently progressed within the public domain that the consultants will need to consider this proposed site in relation to the cumulative impacts of the Local Plan proposals. This was noted in the County Councils Pre App advice but appears not to have been transferred to the supporting transport assessment.

2. 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. Of key concern are the junctions on the A27 from Arundel to Chichester and its bypass as the vast majority are already over capacity. Accordingly, the consultants should either demonstrate that the proposed development has no detrimental impact on affected A27 junctions and where this is not the case provide appropriate mitigations. 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).

3. The proposed residential trip rates are acceptable to Highways England.

4. The distribution analysis results in all west (Chichester) trips joining the A27 at Bognor Road roundabout with all Yapton Road trips being local. However, no details of the potential impact on the Bognor Road Roundabout has been provided. Geographically, it would be expected that some west trips would travel via Yapton Road and join the A27 at the Nyton Road junction. In addition, depending on where a trip leaves the proposed development (either Church Lane or Horsemere Green Lane) appears to influence the route taken west (along with time of day (congestion)). It appears that in peak periods there is a minimal difference in the journey time between using the A259 against Ford Road across to North End for Yapton Lane to the A27 west. The assignment proposed may therefore not accurately assess the distribution of trips related to this development. Accordingly, as a strategic Saturn model has been produced for the Arun Local Plan this site should be tested within that model which was developed for Arun by consultants Systra.

5. Table 2 in the report does not make it clear what the car trips are – e.g. AM peak hour? A clarification is required.

6. Appendix 12 (development traffic diagram) appears to be the same as Appendix 7 (existing 2016 traffic diagram) and even states "2016 base"? Appendix 12 should show the future year flows with development and this should be to the end of the Local Plan period 2031.

7. Table 3 contains one traffic flow figure for both AM and PM peak hours per road but differences would be expected between the two peak hour periods. These should be provided for clarity.

Until Highways England can obtain a clear view of the cumulative impacts on the SRN of this proposed development, I would be grateful if your Council could refrain from determining this application. I trust that the above is of assistance and would be grateful if you could pass our comments on to the Applicant and his consultants to resolve. If in the meantime the Council are minded to determine the application with a view to anything other than a refusal then please advise accordingly and we will provide a formal response for planning committee on the basis of the information already supplied at this point.

Kind regards

David

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

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https://www.gov.uk/government/organisations/highways-england [redacted]

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