

Our ref: TQ 032 057
Your ref: LU/229/10

Arun District Council
Civic Centre
1 Maltravers Road
Littlehampton
West Sussex
BN17 5LF

1A
Federated House
London Road
Dorking
RH4 1SZ

Direct Line: 

31 August 2010

For the attention of Mrs C Rodway

Dear Mrs Rodway

WINDROOS NURSERY WORTHING ROAD LITTLEHAMPTON

Thank you for inviting the Highways Agency (HA) to comment on the planning application for the above site.

As you are aware, the HA, on behalf of the Secretary of State for Transport is responsible for managing and operating a safe and efficient Strategic Road Network (SRN), i.e. the Trunk Road and Motorway Network in England, as laid down in Department for Transport (DfT) Circular 02/2007 (*Planning and The Strategic Road Network*). Our main interest therefore relates to the impact of the above proposals on the A27 trunk road due to the proximity of the site to this road.

We understand that the site is currently operating as a haulage depot and that the development proposals are to redevelop the site to provide 91 residential units. The planning application is accompanied by a Transport Assessment, Traffic and Access Statement and Framework Travel Plan, which we have considered in our comments outlined below:

Transport Assessment

The HA expects Transport Assessments (TAs) to be undertaken in line with the DfT's Guidance on Transport Assessment (2007). There are several components missing from the TA, of particular importance to the HA is trip distribution and assignment and the associated assessment of the impact of the development on the A27. Accident history at the A27 junctions should also be assessed.

Existing Environment

The traffic generation from the existing site operation has been set out in Table 2, an average of 334 two way trips are generated each day. It is not clear whether this information is based on surveys of the site or other assumptions. The source of this data should be clarified.

Detail should also be provided about the distribution of the existing trips, specifically outlining the number of trips currently using the A27 and the proportion of these trips

that occur during the peak hours so that these can be compared to the proposed development.

Proposed Development

Table 8 sets out estimated trip rates for the site which have been sourced from the TRICS database. These are generally considered to be reasonable for this site. On the basis of these rates, the 91 houses proposed within this application would be expected to generate approximately 463 two way trips each day, with 51 of these expected in the AM peak hour. Further detail on how this compares with the existing peak hour traffic generated by the site is required.

Whilst the daily traffic generation from the existing site, when converted to PCUs, appears to be similar to that expected of the development proposals, no detail has been provided about the number of vehicles expected to use the A27 in the peak hours for either existing or proposed site use, and therefore it is not possible for the HA to assess the impact of this development on the SRN. We expect that a haulage depot could generate fewer trips in the peak hours than the proposed residential development and therefore the development proposals could have a more significant impact on the SRN than the existing operation.

Travel Plan

The HA expects Travel Plans (TPs) to be used to manage the demand for car trips from traffic generating developments, particularly those located close to congested sections of the SRN, such as this site.

The Framework Travel Plan produced for this application does not include specific targets, mitigation measures or monitoring. The nature of the development site is already known and therefore specific details should be established at this stage. The HA expect TPs to be supported by a strong monitoring framework in order to ensure that they are effective. Effective monitoring is important and should give a clear indication of performance against set targets. If targets are not being met then effective enforcement measures should be triggered through a Section 106 agreement.

Transport and Access Feasibility Report

This document relates to improved access to the A259, the HA does not have any specific comments in relation to this document.

Further information relating to the peak hour impact on the A27 from the development proposals is required before the HA can assess whether the development will have a significant impact on the SRN. A strong travel plan should also be developed that can effectively manage the demand for vehicular trips from the site.

I hope the above information is helpful in clarifying the HA's requirements for inclusion within the TA and TP. The HA would like to work constructively with the applicant to ensure that the TA contains sufficient evidence, an effective TP is delivered and that impact on the SRN is minimised. In view of this, the HA is directing that planning permission should not be granted for a period of 56 days to enable the applicant time to provide the information we require as set out in this letter.



TR110 (May 2010)

An Executive Agency of
The Department for Transport

Developments Affecting Trunk Roads and Special Roads

Highways Agency Response to an Application for Planning Permission

From: Divisional Director, Network Delivery and Development, South East, Highways Agency.

To: Arun District CouncilCouncil's Reference: LU/229/10

Referring to the notification of a planning application dated 9 August 2010, your reference LU/229/10, in connection with the A27, Windroos Nursery, Worthing Road, Littlehampton, BN17 6LY, notice is hereby given under the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport:-

- a) ~~offers no objection;~~
- b) ~~recommends that planning permission should either be refused, or granted only subject to conditions~~
- c) ~~directs conditions to be attached to any planning permission which may be granted;~~
- d) ~~directs that planning permission is not granted for an indefinite period of time;~~
- e) directs that planning permission not be granted for a specified period (see Annex A).

*(delete as appropriate)***Signed by authority of the Secretary of State for Transport****Date:** 31 August 2010**Signature:****Name:** Garry Frostick**Position:** Development Manager**The Highways Agency:** Federated House, London Road, Dorking RH4 1SZ

Condition(s) to be attached to any grant of planning permission:

Reason(s) for the direction given at b), c) or d) overleaf and the period of time for a direction at e) when directing that the application is not granted for a specified period:

Planning permission should not be granted until 26 October 2010.

This is to allow the applicant to supply us with the required further information.