

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

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From: Bowie, David [REDACTED]
Sent: 04 February 2022 15:18
To: Michael Eastham <Michael.Eastham@arun.gov.uk>

Subject: WA/127/21/OUT - Land west of Tye Lane Walberton FAO Mr M Eastham

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For attention of:	Mr M Eastham
Site:	Land west of Tye Lane Walberton

Proposal:	Outline planning application with all matters reserved, other than means of access, for the construction of up to 131 No dwellings (30% affordable homes) and amendment to boundary of garden land to serve adjoining property (resubmission following WA/68/20/OUT). This application affects the character & appearance of the Walberton Village Conservation Area & is a Departure from the Development Plan.
Your Reference:	WA/127/21/OUT
National Highways Reference:	93617 /#15736

Dear Michael,

Thank you for your email of 10 January 2022 consulting National Highways (formerly Highways England) regarding the above application seeking a response by 10 February 2022.

Having reviewed the application, we note that there are a number of matters requiring further clarification or information in order for us to be able to assess the implications of the proposal on the Strategic Road Network.

Until such time as the requirements are fully met, we will not be able to assess whether the proposals comply with national planning and transport policy set out in DfT C2/13 (especially paras 8 to 11) and MHCLG NPPF2021 (especially paras 110 to 113). Accordingly, until sufficient information has been provided to enable us to obtain a clear view of the impact of this proposed development on the SRN, our formal recommendation is that your council should not determine this application (other than a refusal) because of the potential for harm to the strategic road network.

I attach our NHPR response recommending that planning permission should not be granted for a period of 3 months, expiring on 4 May 2022. This is to allow time for the applicant to provide the further information set out in the attached NHPR dated 4 February 2022. This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regard to the required further assessments.

If you or others have any questions regarding our response, please contact us at



Kind regards

David

David Bowie

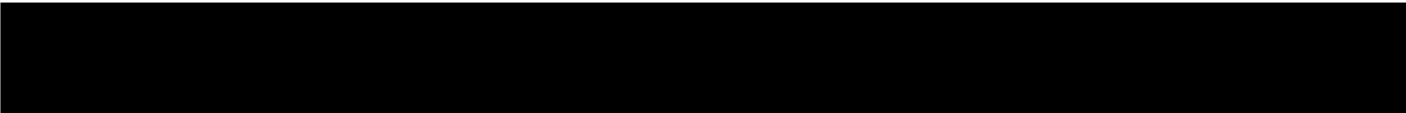
Area 4 Spatial Planning Manager (Acting)



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

Web: <http://www.highwaysengland.co.uk>

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Guildford, Surrey GU1 4LZ*

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National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director)
Operations Directorate
South East Region
National Highways
[REDACTED]

To: Arun District Council - FAO Michael Eastham
planning.responses@arun.gov.uk
michael.eastham@arun.gov.uk

CC: [REDACTED]

Council's Reference: WA/127/21/OUT

Location: Land west of Tye Lane Walberton

Proposal: Outline planning application with all matters reserved, other than means of access, for the construction of up to 131 No dwellings (30% affordable homes) and amendment to boundary of garden land to serve adjoining property (resubmission following WA/68/20/OUT). This application affects the character & appearance of the Walberton Village Conservation Area & is a Departure from the Development Plan.

National Highways Ref: 93617/#15736

Referring to the consultation on a planning application dated 10 January 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 21-09) September 2021

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

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

This represents National Highways formal recommendation (*prepared by the Area 4 Spatial Planning Team*) and is made available 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: 4 February 2022
Name: Elizabeth Cleaver	
Position: Assistant Spatial Planning Manager	
National Highways Bridge House 1 Walnut Tree Close Guildford GU1 4LZ	

¹ Where relevant, further information will be provided within Annex A.

² As announced on 19 August 2021 Highways England became National Highways; although our roles and responsibilities remain largely unchanged and our branding will transition over a period of time.

Annex A National Highway's 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.

Recommend that planning permission not be granted for a specified period: Reasons

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

Personal Injury Accident (PIA) Data

We have reviewed the supplied PIA maps and commentary presented in the TA. Insufficient detail is provided to allow for a review of the safety impacts of the proposed development on the operation of nearby junctions with the SRN. Full STATS19 accident analysis is required for the A27 junctions in vicinity of the site supported by the full accident data. Whilst the TA does provide some map outputs of PIA data, noting for example that two accidents are recorded on the eastbound carriageway on the A27 in proximity with the junction with Tye Lane, no detail on accident severity and causation factors is provided for the A27 junctions.

ACTION: The applicant must provide full STATS19 accident analysis including causation factor, severity and full PIA data for A27/Tye Lane, A27/ Yapton Lane and A27 Fontwell Roundabout.

Trip Distribution

The trip distribution has been informed by Census (2011) database, which provides journey to work origin and destination data for the Arun MSOA area 003 (Walberton), which is expected to reflect the future distribution of the proposed development Site.

68% of development traffic is expected to turn left out of the site and head northbound on Tye Lane to access the A27. The remaining 32% are anticipated to travel southbound on Tye Lane. Given that the A27/ Tye Lane junction is left turn only, all 68% of trips will route westbound on the A27 before continuing their journeys either northbound via the A29 or eastbound on the A27 by making a U-turn at the Fontwell East Roundabout. It is noted that the same routing distribution has been applied for vehicles returning to the site.

We do not fully agree with the Trip Distribution and Route Assignment in Table 9 – for example, we would expect 100% of Angmering trips to route via the A27 eastbound, and that Rustington should reflect Toddington, although, given the small percentages

involved, it is not anticipated that this would make a significant difference. However, we have not been able to corroborate the Trip Distribution and Route Assignment with the census data in Appendix K as it is illegible and therefore, a copy of the Transport Assessment is requested to be able to agree this issue.

ACTION: The applicant to provide a fully legible copy of the Transport Assessment to assess the Census route assignment and traffic distribution.

With regard to paragraph 8.11 of the TA, it is stated that 'For both the 5% travelling back from the A29 (NB) and the 43% continuing along the A27 towards the A27/Fontwell West Roundabout, these have been distributed onto the A27/A29 Fontwell West roundabout and specifically the A29 Fontwell Avenue (SB) arm. We do not agree with this route assignment and request that inbound development trips from A27 west and A29 north be routed along Arundel Road / West Walberton Lane rather than Eastergate Road as presented in the TA.

ACTION: The trip distribution to be updated to reflect inbound development trips from A27 west and A29 north be routed along Arundel Road / West Walberton Lane rather than Eastergate Road as presented in the TA. The outbound trips to these destinations must also be updated to reflect routing via Arundel Road.

Arundel Bypass Sensitivity Test

Section 10 of the TA presents an assessment which considers the impact on vehicle trip re-routing following construction of the A27 Arundel bypass should it be constructed as currently advertised, which would prohibit direct access from Tye Lane onto the A27. Consequently, it is stated that vehicle trips would route via West Walberton Road and Arundel Road to access the A27. Whilst in principle this routing arrangement is agreed, the traffic flow diagrams presented in Appendix L are illegible and therefore a copy of the Transport Assessment is requested to be able to review this sensitivity test.

ACTION: The applicant to provide a fully legible copy of the Transport Assessment to enable a review of the traffic flow diagrams in Appendix L.

TEMPRO Growth Factors

Table 11 of the submitted Transport Assessment outlines a range of TEMPRO Growth rates that have been applied to upscale survey data. It is noted that Table 11 includes growth factors for 2017 to 2020 which concur with the rates presented in the outline application for the Site (ref: WA/44/17/OUT) and these rates are acceptable to National Highways. For the growth rates with a 2018 baseline (2018-2020 and 2018-2023) the Transport Assessment states that these rates have been derived from the Draft Transport Assessment prepared by Mayers Brown. The applicant should provide detail on the methodology to derive the TEMPRO growth factors applied with a 2018 baseline.

ACTION: The applicant to provide detail on the methodology for obtaining 2018-2020, 2018 – 2023 growth rates used to upscale 2018 data in the highways impact assessment.

Cumulative Development

Paragraph 8.28 dismisses the traffic generated by some committed developments. However, these will have a cumulative impact and National Highways is concerned that the baseline traffic in 2031 has been underestimated. As such, it is requested that an exercise is undertaken to understand the cumulative traffic associated with these developments at the A27 junctions, with the future baseline scenario updated as required.

ACTION: Update 2031 baseline traffic flows to include traffic flow volumes associated with all committed developments referenced at paragraph 8.27 of the TA, in order for us to ascertain potential impacts of committed development on the A27 junctions.

Conclusion

At the present time, the proposed development impact on the SRN is not agreed. This response details the steps that need to be taken in order to resolve this issue.

For the reasons set out above, National Highways recommends that planning permission not be granted for a period of three months from the date of this response to allow the applicant to resolve the outstanding matters.

This application has been assessed by the National Highways South East Region Spatial Planning Team. This NHPR form represents National Highways' formal recommendation regarding the application. It is copied to the Department for Transport as per the terms of our Licence.