



From: Cleaver, Elizabeth [REDACTED]
Sent: 08 July 2017 14:18
To: Planning.Responses
Cc: Planning SE; 'Tim Wall'
Subject: Highways England response: WA/44/17/OUT, Land East of Tye Lane, Walberton

For the attention of: Claire Potts

Site: Land East of Tye Lane, Walberton

Development: Outline application with some matters reserved for up to 175 dwellings, new vehicular access, together with associated car parking, landscaping & community facilities to include allotments, play space & community orchard. This application is a Departure from the Development Plan & may affect the character & appearance of the Walberton Village Conservation Area.

Planning Application No: WA/44/17/OUT

Highways England Ref: HAMIS 78375

Dear Ms Potts

Thank you for your consultation of 6 July 2017 regarding the above 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 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.

Prior to the submission of this planning application, the applicant's transport consultants, i-Transport, approached Highways England for pre-application advice. We are currently working with the applicant's consultant towards agreed mitigation schemes to ensure the proposal will not result in

harm to the safety and operation of the A27 trunk road. I attach, for your information, our most recent correspondence with the applicant's transport consultant regarding this proposal.

Our current position on this application is that there is currently insufficient information provided by the applicant on which to base an informed decision in relation to the potential impacts of the development on the strategic road network any agree any mitigation schemes.

Our informal advice is that you should not approve this application until Highways England has reached an agreed position with the applicant in terms of impacts upon the A27 and highway mitigation schemes because of the potential for severe harm to the strategic road network. Highways England will continue to work with the applicant and his consultants as this application progresses.

This email does not constitute a formal recommendation from Highways England. We will provide our formal recommendation later when we can be confident that the application is in its final form with regard to the A27 trunk road. To assist us with this we would be grateful if you would advise us if/when you expect to determine the application.

Kind regards,

Elizabeth Cleaver, Assistant Spatial Planning Manager

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GTN: 0300 470 1064

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[REDACTED]

From: Cleaver, Elizabeth [REDACTED]
Sent: 07 July 2017 12:58
To: [REDACTED]
Cc: Planning SE; 'Tim Wall'; Bowie, David
Subject: FW: Highways England response (#3125): Land East of Tye Lane, Walberton - model files

Highways England reference: HAMIS 78375, #3125

Dear Zane

Thank you for your email of 19/6/17 sending the modelling files. Our consultant has reviewed them and has made the following comments. Please can you consider the points raised and either amend the modelling or provide a commentary to explain the reasoning behind the methodology?

Existing Layout Models

East ARCADY Model

- There are separate models for the AM and PM scenarios, and the geometries slightly differ between the two models. There should be no differences as it is the same roundabout. The differences are in the V and E geometries for Arm 3. In the PM model the measurements are both 9.60 and in the AM model the measurements are 8.1 and 8.8.
- In both the AM and PM models, the HV% has not been completed. This should be completed whether working in PCUs or Vehs.
- An arm intercept adjustment has been used on Arm 1 with the justification of 'queue length survey'. The adjustments are -492 per hour in the AM and -300 per hour in the PM. Please send through the queue length surveys

West ARCADY Model

- In both the AM and PM models, the HV% has not been completed. This should be completed whether working in PCUs or Vehs.
- An arm intercept adjustment has been used on Arm 2 and 3 with the justification of 'queue length survey'. The adjustments are -320 per hour and -68 per hour in the AM. In the PM scenario, adjustments have been used on Arm 1 and Arm 4, these are -260 per hour and -320 per hour. Please send through the queue length surveys.

LP Improvement Schemes Models

East LinSig Model

- A Directly Inputted Saturation Flow has been used – 1900. It should be noted that it is lower than the geometrically calculated saturation flow. It would be helpful if the applicant's consultant could provide justification for this Sat Flow.

West LinSig Model

- A Directly Inputted Saturation Flow has been used – 1900. It should be noted that it is lower than the geometrically calculated saturation flow. It would be helpful if the applicant's consultant could provide justification for this Sat Flow.
- The lane length for Arm 3 (Arundel Road) Lane 1 is too long. The applicant's consultant has entered 60 PCUs as the length, but there is a mini roundabout about 130 metres from the roundabout so therefore the lane can not be 60 PCUs long.

I-Transport Improvement Scheme Model

West LinSig Model (Additional Lane and Geometry Changes)

- A Directly Inputted Saturation Flow has been used – 1900. It should be noted that it is lower than the geometrically calculated saturation flow. It would be helpful if the applicant's consultant could provide justification for this Sat Flow.
- The lane length for Arm 3 (Arundel Road) Lane 1 is too long. The applicant's consultant has entered 60 PCUs as the length, but there is a mini roundabout about 130 metres from the roundabout so therefore the lane can not be 60 PCUs long.

In addition to the clarification and further model adjustments required above, my colleague David Bowie has already advised you of the acceptability of Bryan Shawyer as Audit Team Leader with Martin Morris as his Team Member for the Audit of the two proposed junction improvements on the A27.

With regard to the Audit Brief, David considers that this should be sufficient for the purposes of instruction the Stage 1 RSA. However, as previously mentioned the requirements of HD 42/17 'Walking, Cycling and Horse-riding Assessment and Review' need to be followed and it is normal practice to provide the assessment and review to the Audit Team as part of their Brief. As the proposals have relatively small impacts (if any) on non-motorised user groups we expect that the Auditors have sufficient information in this regard on which to consider the related safety matters. However, please be aware that if they consider that they require further information in this regard this will need to be provided during the Audit process.

Please can you confirm that the Auditors have been commissioned (financially only) to undertake the stage 1 RSA? Once this is confirmed we will formally instruct the Audit Team on their task and you must understand that once this process starts you are to have no contact with the Audit Team unless we instruct. We will also provide you, as the Design Team, with your instructions as the process moves forwards. This is to ensure that the requirements of HD 19/15 are complied with.

I note that in Tim Wall's email of 2-6-2017, which summarised the Traffic Impact Assessment section of your draft Transport Assessment, under 'A27 / A29 Fontwell Avenue / Arundel Road (Fontwell West) roundabout' the last sentence states "The applicant is prepared to contribute to the delivery of the additional works." Please can you ensure your client is aware that Highways England will require that the developer funds the mitigation works in full?

I trust that the above is of assistance and we await your response.

Please can you send future emails to our team email address -

[REDACTED]

Kind regards,

Elizabeth Cleaver, Assistant Spatial Planning Manager

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