

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 07 November 2017 08:49
To: Planning Scanning
Subject: FW: WA/73/17/OUT - Land East of Wandleys Lane and West of West Walberton Lane, Fontwell.

From: Bowie, David [mailto:David.Bowie@highwaysengland.co.uk]
Sent: 06 November 2017 23:30
To: Michael Eastham; Planning.Responses
Cc: Planning SE; Bown, Kevin; Cleaver, Elizabeth; Franklin, Richard; Stephen Gee
Subject: WA/73/17/OUT - Land East of Wandleys Lane and West of West Walberton Lane, Fontwell.

For the attention of: Mr Michael Eastham

Application No: WA/73/17/OUT

Site: Land East of Wandleys Lane and West of West Walberton Lane, Fontwell.

Proposal: Outline Planning Application with some matters reserved for up to 157 No. residential dwellings including 30% affordable. This application is a Departure from the Development Plan.

Highways England reference: 79420

Dear Michael,

Thank you for your consultation of 18 October 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.

Our 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. In particular the following comments should be passed onto the applicant's transportation consultants:

- We note that paragraphs 4.2.8, 8.6.9 and 8.10.2 propose an amendment to the proposed strategic scheme at the A27/ A29 Fontwell Avenue roundabout in the form of a monetary contribution provided by the developer to implement the amendment proposed
- Paragraph 4.2.9 states that *"The A27 / A29 roundabout to the east will require minor mitigation works as a result of the proposed development. This is described at section 8.7"*.

However, there are no such modifications proposed in section 8.8.4 and thus clarification is sought on this.

- Paragraph 7.6.1 states that the with development traffic flows are shown in figures 7.10-7.12, but 7.10 is missing (as is Figure 7.9) and there only appear to be flows for 2022; the 2031 with development traffic flows do not appear to be shown and are required.
- Paragraph 8.6.2 references figures 8.1, 8.2 and 8.3 but these are not provided and are required.
- Paragraph 8.7.5 references figures 8.4, 8.5 and 8.6 but these are not provided and are required.
- Review of the junction modelling has highlighted the following queries:

A29/A27 West Roundabout – LinSig – Proposed Signalised Layout

- Paragraph 8.6.3 states that the proposed A27 / A29 West roundabout mitigation is contained in Appendix M, but there does not appear to be such a plan and thus clarification is sought on this.
- The performance of some arms appear to improve after the development flows have been added in the tables on page 43 and thus clarification is sought on this:
 - Arundel Road (E) arm in the PM peak
 - A29 Fontwell Avenue in the AM peak
- The modelling files are requested to make a full assessment of the modelling.
- Our initial analysis of the geometry suggests: Lane 2/2 's physical lane length in the model is too long. There is 127 metres to the next junction and the model has a lane length of 60 PCU. Lane 3/1's physical length seems to be too long, as it appears to be around 3 PCUs. Lane 4/1's physical lane length is too long, as it appears to be around 10 PCUs.
- All circulatory lanes are modelled as having a physical lane length of 60 PCUs, and thus this should be amended as it is incorrect, while a lane width of 5m for the circulatory appears generous.
- Clarification is sought as to whether saturation flows are geometrically calculated or directly inputted?

A29/A27 Mitigation - Linsig

- The modelling files are requested to make a full assessment of the modelling.
- Our initial analysis of the geometry suggests: Lane 2/2 's physical lane length in the model is too long. There is 127 metres to the next junction and the model has a lane length of 60 PCU. Lane 3/1's physical length seems to be too long - it appears to be around 3 PCUs. Lane 4/1's physical lane length is too long – it appears to be around 10 PCUs.
- All circulatory lanes are modelled as having a physical lane length of 60 PCUs, and thus this should be amended as it is incorrect.
- Clarification is sought as to whether saturation flows are geometrically calculated or directly inputted?

A29/A27 East Roundabout - Junctions 9

- The modelling files are requested to make a full assessment of the modelling.
- The only results presented are for the 2031 Base + Dev PM (16:15-17:45) scenario and thus the results of the other scenarios are requested
- The traffic input is in Vehicles not PCUs. However, the LINISG inputs are in PCUs and thus clarification is sought on this.
- The traffic flows input do not appear to match the traffic flow diagrams in the appendices.
- Geometry: our initial analysis suggests that there are some discrepancies as follows:

Arm	V	E	L'	R	D	PHI
1-A29 East	6.84 (too	9.69	11.9 (too	77.8	51.6	44.0

	large)		short)			
2 – A27 South	8.00 (too large)	11.23 (too wide)	12.7 (too short)	58.4	51.6	54.0
3 – A27 West	8.47 (too large)	9.57	10.8	40.1	51.6	0.0

Until such time as sufficient information has been provided to enable Highways England to obtain a clear view of the cumulative traffic impacts of this proposed development on the SRN, our informal advice is that you should not approve this application because of the potential for severe harm to the Strategic Road Network.

I trust that the above is of assistance and would be grateful if you could pass the above comments to the applicant and his consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England. We will provide formal recommendation later when we can be confident that the application is in its final form. To assist us with this we would be grateful if you would advise when you expect to determine the application.

Kind regards,

Sent on behalf of Kevin Bown Spatial Planning Manager Area 4

David

David Bowie

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