

TECHNICAL NOTE

Job Name: Land at Wandleys Lane (Application WA/73/17/OUT)
Job No: 38848-5501
Date: 10th January 2018
Prepared by: Gary Heard
Subject: **A27 Linsig modelling**

Introduction

1. The following note has been prepared to address Highways England (HE) officer comments in relation to the planning application WA/73/17/OUT as set out in their emails of 18/12/2017 and 21/12/2017.

Email of 18/12/2017

2. HE comment 3 / PBA response 3 :
 - The key colours have been adjusted and updated traffic flow figures 5.1 to 8.6 are now attached.
 - PCUs have been calculated on the basis that 1 HGV = 2 PCUs. The number shown against "HGVs" is the number of HGV vehicles.
 - The differences in flows relate to officers comparing number of vehicles on the traffic flow diagrams with PCUs as input to the Linsig model.
3. HE comments 4 and 5 / PBA responses 4 and 5 – The modelling has been amended on the basis of the models provided by HE officers. This is considered below.
4. HE comment 6 / PBA response 6 – The modelling has been amended on the basis of the models provided by HE officers. This is considered below.

Email of 21/12/2017

5. HE officers have provided a number of models for the two A27 roundabout junctions at Fontwell and have requested that these models are adopted to assess the proposed development at Wandleys Lane for a number of scenarios. This is set out within the HE email of 21/12/2017.
6. The following paragraphs summarise the modelling exercise completed, the output from this and the resultant mitigation measures proposed.

Traffic flows

7. The traffic flows adopted for assessment (attached as Figures A to G) have been derived from the models / information provided by HE officers as follows:
 - 2017 traffic flows have been provided by HE for the east roundabout within the "existing arrangement" model for this junction. The 2017 traffic flows for the west roundabout have been extracted from the Tye Lane Transport assessment referred to by HE officers.
 - 2019 opening year traffic flows have been derived by growing the 2017 traffic flows using TEMPRO growth factors of 1.0328 and 1.0327 for AM and PM peak hours respectively. These factors are interpolated from the 2017 to 2022 growth factors contained within the Transport Assessment supporting the Wandleys Lane application.

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- 2019 opening year plus Wandleys Lane development traffic flows have been derived by adding the Wandleys Lane development traffic to the above traffic flows.
- 2031 Local Plan base flows have been extracted from the 2031 “LP improvement schemes” Linsig models provided by the HE.
- 2031 Local Plan base flows plus Wandleys Lane development traffic flows have been derived by adding the Wandleys Lane development traffic to the above traffic flows.
- 2031 Local Plan base flows plus Tye Lane development traffic flows have been derived by adding the Tye Lane development traffic to the 2031 Local Plan base flows. These are the traffic flows used for a Sensitivity assessment as requested by HE officers.
- 2031 Local Plan base flows plus Tye Lane plus Wandleys Lane development traffic flows have been derived by adding the Wandleys Lane development traffic to the above traffic flows. These are the traffic flows used for a Sensitivity assessment as requested by HE officers.

WEST ROUNDABOUT

2019 opening year

- The ARCADY model provided by HE officers has been adopted for assessment purposes and the 2019 traffic flows input to this. The output is summarised below. The full output and model files are attached.

Link description	AM			PM		
	RFC	Delay	Q	RFC	Delay	Q
A29 North	0.83	8	5	0.86	11	6
Arundel Road	0.55	18	1	0.54	27	1
A29	1.45	535	103	0.50	8	1
A27 West	0.64	4	2	0.74	4	3

- It is noted that the junction is predicted to exceed capacity in the morning peak hour and exceed desirable capacity parameters in the evening peak hour.

2019 opening year plus Wandleys Lane

- The above ARCADY model has been re-run for the 2019 traffic flows with Wandleys Lane development traffic added. The output is summarised below. The full output and model files are attached.

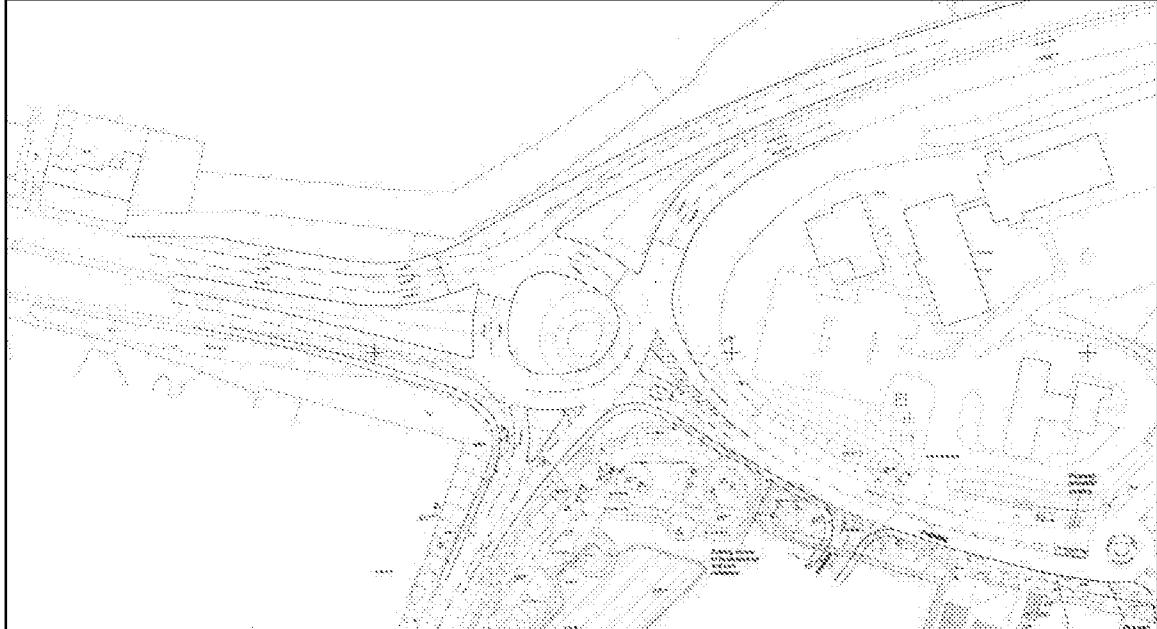
Link description	AM			PM		
	RFC	Delay	Q	RFC	Delay	Q
A29 North	0.84	8	5	0.86	11	6
Arundel Road	0.61	21	2	0.58	30	1
A29	1.50	586	111	0.51	9	1
A27 West	0.64	4	2	0.74	4	3

- It is noted that the junction is predicted to exceed capacity in the morning peak hour and exceed desirable capacity parameters in the evening peak hour. The addition of the Wandleys Lane development traffic exacerbates this situation in comparison with the opening year models.

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2031 Local Plan flows and mitigation scheme

12. The Local Plan mitigation scheme for the west roundabout is illustrated below. It comprises partial signal control and kerb widening / realignment.



13. The model for this layout has been provided by HE and run for the 2031 Local Plan traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	75.1 : 75.1%	4.4	10	93.0 : 93.0%	10.3	15
1/3	A27 (W) Ahead	34.6%	1.2	6	112.9%	77.1	90
2/1	A27 (E) Ahead Left	93.0%	11.8	29	114.7%	65.8	74
2/2	A27 (E) Ahead	92.9%	11.7	29	114.7%	65.8	74
3/1+3/2	Arundel Rd Ahead Left	84.8 : 84.4%	5.6	8	114.2 : 113.7%	24.2	29
4/1+4/2	A29 Fontwell Ave Ahead Left	90.8 : 92.5%	7.9	11	47.6 : 48.2%	1.6	3
5/1	Circ1 Right	40.7%	1.8	3	27.6%	0.3	2
5/2	Circ1 Right Right2	48.6%	2.2	4	37.6%	0.4	3
6/1	Circ2 Ahead	16.9%	0.7	2	37.8%	0.2	2
6/2	Circ2 Right	34.3%	1.5	5	82.2%	0.8	10
Cycle time (secs)		107			56		
PRC (%)		-3.4%			-27.4		

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14. It is noted that the AM and PM models demonstrate negative PRC values with -3.4% and -27.4% respectively.

2031 Local Plan flows and mitigation scheme plus Wandleys Lane

15. The above model has been re-run after adding in the Wandleys Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	63.1 : 63.1%	2.6	5	92.0 : 92.0%	9.6	14
1/3	A27 (W) Ahead	40.5%	0.9	3	118.5%	102.8	114
2/1	A27 (E) Ahead Left	91.5%	7.0	13	111.7%	55.5	63
2/2	A27 (E) Ahead	91.5%	7.0	13	111.7%	55.5	63
3/1+3/2	Arundel Rd Ahead Left	97.0 : 97.1%	9.5	11	115.9 : 116.1%	26.8	31
4/1+4/2	A29 Fontwell Ave Ahead Left	94.8 : 97.0%	8.5	9	49.1 : 49.8%	1.6	3
5/1	Circ1 Right	51.3%	1.0	2	27.2%	0.2	1
5/2	Circ1 Right Right2	61.3%	1.3	2	37.1%	0.3	2
6/1	Circ2 Ahead	26.5%	0.5	2	40.1%	0.2	2
6/2	Circ2 Right	51.2%	1.0	3	82.6%	0.9	9
Cycle time (secs)		40			52		
PRC (%)		-7.9%			-31.7		

16. It is noted that the AM and PM models demonstrate negative PRC values with -7.9% and -31.7% respectively. This compares to -3.4% and -27.4% (respectively) without Wandleys Lane.
17. Hence it is demonstrated that the Wandleys Lane development has a negative effect at this junction on the basis of the modelling described above.
18. A mitigation scheme has been considered that increases the saturation flow of the A27 east arm by 100 PCUs per hour per lane. This is equivalent to a widening of 0.7m at the stop line for each lane – a total increase in entry arm width of 1.4m.
19. The above model has been re-run after increasing the A27 east arm saturation flow. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

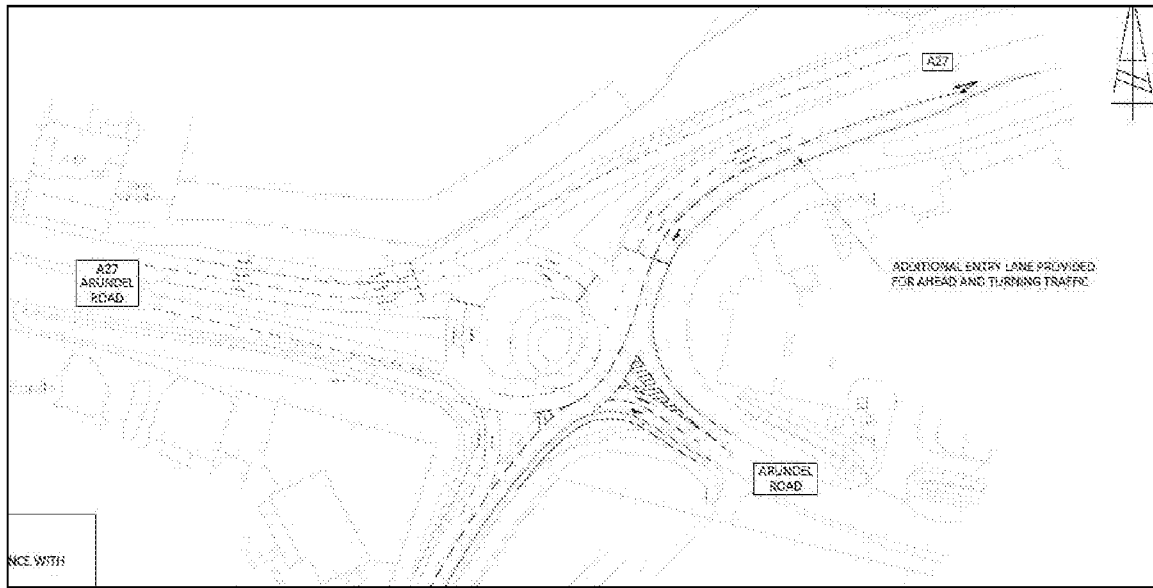
Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	70.8 : 70.8%	3.3	8	88.4 : 88.4%	7.5	12
1/3	A27 (W) Ahead	33.0%	1.0	5	113.9%	82.2	94
2/1	A27 (E) Ahead Left	93.0%	11.7	28	114.5%	64.4	71
2/2	A27 (E) Ahead	93.0%	11.7	28	114.5%	64.4	71
3/1+3/2	Arundel Rd Ahead Left	83.9 : 83.9%	5.5	8	112.0 : 112.2%	22.8	27
4/1+4/2	A29 Fontwell Ave Ahead Left	91.1 : 93.0%	7.7	11	47.2 : 47.9%	1.4	3
5/1	Circ1 Right	49.8%	1.6	3	29.9%	0.3	1
5/2	Circ1 Right Right2	59.6%	2.0	4	40.8%	0.4	2
6/1	Circ2 Ahead	17.2%	0.7	3	40.1%	0.2	2
6/2	Circ2 Right	33.4%	1.4	5	82.6%	0.9	9
Cycle time (secs)		102			50		
PRC (%)		-3.3			-27.2		

20. It is demonstrated that the proposed mitigation results in at least a nil detriment solution with respect to PRC and on this basis offsets the effect of the Wandleys Lane development.

2031 Local Plan flows plus Tye Lane and mitigation scheme - SENSITIVITY

21. HE officers have requested a sensitivity assessment be completed that considers the Local Plan traffic flows plus the Tye Lane development flows and mitigation scheme for the west roundabout.
22. The mitigation scheme proposed for the Tye Lane development is illustrated below. It comprises a third lane added on the east arm of the proposed Local Plan mitigation scheme and an additional lane on the circulatory to allow for this.

TECHNICAL NOTE



23. The model for this layout has been provided by HE and run for the 2031 Local Plan plus Tye Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	63.7 : 63.7%	2.9	5	91.8 : 91.8%	8.7	15
1/3	A27 (W) Ahead	44.6%	1.1	3	93.9%	10.3	27
2/2+2/1	A27 (E) Ahead Left	90.4 : 90.4%	6.6	11	95.4 : 95.4%	14.5	20
2/3	A27 (E) Ahead	90.4%	6.1	11	94.7%	10.6	19
3/1+3/2	Arundel Rd Ahead Left	88.6 : 88.3%	4.5	6	95.8 : 95.3%	7.5	9
4/1+4/2	A29 Fontwell Ave Ahead Left	88.5 : 90.8%	5.1	6	51.8 : 51.8%	1.9	4
5/1	Circ1 Right	45.1%	0.2	1	42.9%	0.7	2
5/2	Circ1 Right Right2	53.9%	0.2	1	42.9%	0.8	2
6/1	Circ2 Ahead	33.2%	0.3	1	39.7%	1.9	7
6/2	Circ2 Right	67.2%	0.6	2	86.4%	5.9	16
Cycle time (secs)		35			73		
PRC (%)		-0.9			-6.4		

TECHNICAL NOTE

24. It is noted that the AM and PM models demonstrate negative PRC values with -0.9% and -6.4% respectively.

2031 Local Plan flows plus Tye Lane and mitigation scheme plus Wandleys Lane

25. The above model has been re-run after adding in the Wandleys Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	92.5 : 92.5%	11.3	15	83.3 : 83.3%	5.5	10
1/3	A27 (W) Ahead	56.6%	2.5	7	106.5%	47.2	58
2/2+2/1	A27 (E) Ahead Left	92.5 : 92.5%	9.8	18	85.9 : 100.9%	13.9	17
2/3	A27 (E) Ahead	92.1%	8.8	18	87.3%	5.4	10
3/1+3/2	Arundel Rd Ahead Left	91.2 : 91.2%	6.0	8	103.1 : 100.7%	11.4	15
4/1+4/2	A29 Fontwell Ave Ahead Left	90.0 : 85.7%	5.6	8	45.3 : 42.3%	1.0	2
5/1	Circ1 Right	23.6%	0.9	4	40.3%	0.5	2
5/2	Circ1 Right Right2	26.1%	1.1	4	49.7%	0.6	2
6/1	Circ2 Ahead	20.0%	0.4	1	47.2%	0.3	2
6/2	Circ2 Right	38.7%	0.8	2	97.2%	0.9	9
Cycle time (secs)		68			45		
PRC (%)		-2.8			-18.3		

26. It is noted that the AM and PM models demonstrate negative PRC values with -2.8% and -18.3% respectively. This compares to -0.9% and -6.4% (respectively) without Wandleys Lane.
27. Hence it is demonstrated that the Wandleys Lane development has a negative effect at this junction on the basis of the modelling described above.
28. A mitigation scheme has been considered that increases the flare length of the inside lane on the A27 east arm by 3 PCU lengths in the model.
29. The above model has been re-run after increasing the A27 east arm flare length. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead	89.0 : 89.0%	9.2	17	93.7 : 93.7%	10.3	23
1/3	A27 (W) Ahead	47.2%	2.2	7	92.3%	9.5	30
2/2+2/1	A27 (E) Ahead Left	90.1 : 90.1%	9.6	20	94.4 : 94.4%	15.6	22
2/3	A27 (E) Ahead	90.2%	8.8	21	81.7%	6.1	14
3/1+3/2	Arundel Rd Ahead Left	87.1 : 87.1%	5.3	7	94.2 : 92.0%	6.9	9
4/1+4/2	A29 Fontwell Ave Ahead Left	89.9 : 85.5%	6.1	9	48.1 : 45.4%	2.2	4
5/1	Circ1 Right	26.8%	1.5	4	38.9%	0.7	3
5/2	Circ1 Right Right2	29.7%	1.7	5	48.1%	0.9	4
6/1	Circ2 Ahead	18.8%	0.6	1	39.8%	0.8	6
6/2	Circ2 Right	36.3%	1.1	3	81.9%	3.0	19
Cycle time (secs)		85			87		
PRC (%)		-0.2			-4.9		

30. It is demonstrated that the proposed mitigation results in at least a nil detriment solution with respect to PRC and on this basis offsets the effect of the Wandleys Lane development.

EAST ROUNDABOUT

2019 opening year

31. The ARCADY model provided by HE officers has been adopted for assessment purposes and the 2019 traffic flows input to this. The output is summarised below. The full output and model files are attached.

Link description	AM			PM		
	RFC	Delay	Q	RFC	Delay	Q
A29 east	0.73	15	3	0.85	24	5
A27 south	0.72	5	3	0.48	3	1
A27 West	0.66	4	2	0.67	4	2

32. It is noted that the junction is predicted to operate within desirable capacity parameters for both time periods.

TECHNICAL NOTE

2019 opening year plus Wandleys Lane

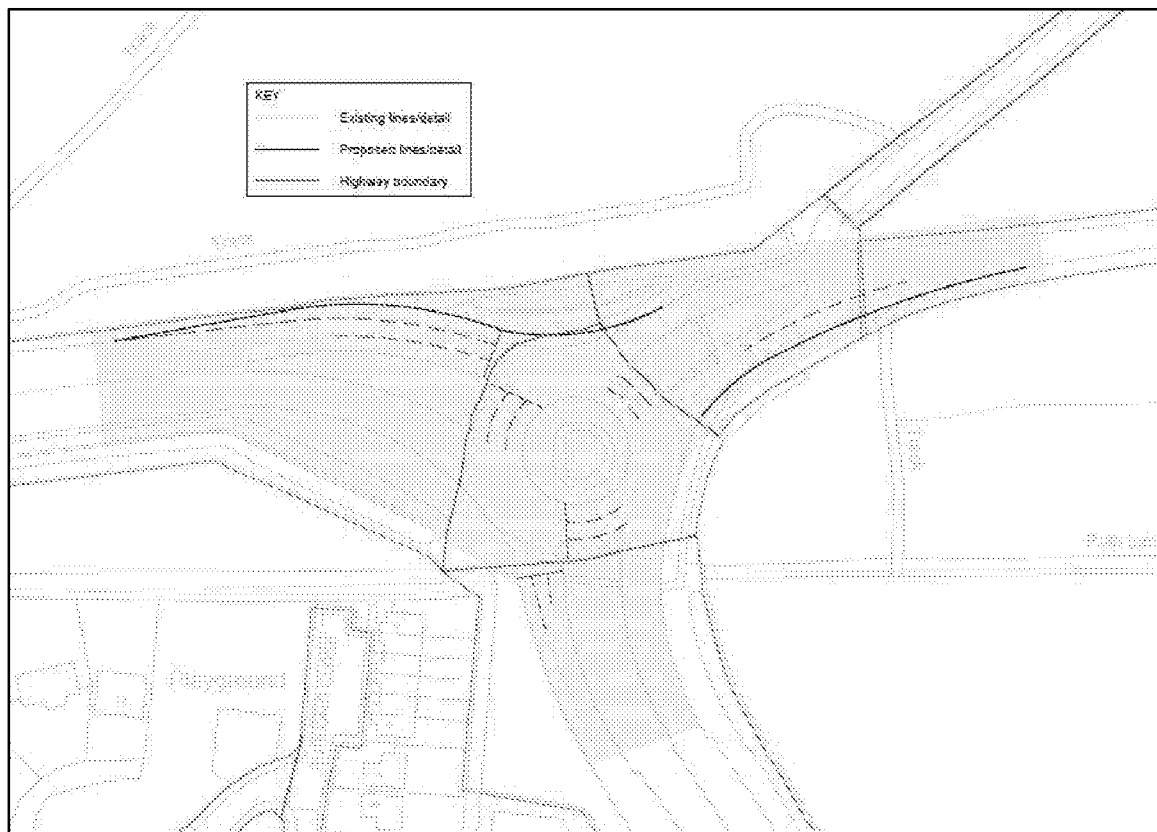
33. The above ARCADY model has been re-run for the 2019 traffic flows with Wandleys Lane development traffic added. The output is summarised below. The full output and model files are attached.

Link description	AM			PM		
	RFC	Delay	Q	RFC	Delay	Q
A29 east	0.74	14	3	0.87	26	6
A27 south	0.75	6	3	0.49	3	1
A27 West	0.66	4	2	0.68	4	2

34. It is noted that the junction is predicted to operate within theoretical capacity parameters for both time periods.

2031 Local Plan flows and mitigation scheme

35. The Local Plan mitigation scheme for the east roundabout is illustrated below. It comprises partial signal control and kerb widening / realignment.



36. The model for this layout has been provided by HE and run for the 2031 Local Plan traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Q (pcu)
1/2+1/1	A27 (W) Ahead Ahead2	82.7 : 82.7%	5.9	9	80.2 : 80.2%	4.5	8
1/3	A27 (W) Ahead	66.1%	2.5	6	72.8%	2.6	6
2/1+2/2	A29 Ahead Ahead2	82.4 : 82.4%	4.0	6	81.4 : 81.4%	4.0	6
3/1	A27 (E) Ahead	75.5%	3.3	9	65.2%	2.1	5
3/2+3/3	A27 (E) Ahead Ahead2	83.1 : 83.1%	4.4	10	68.2 : 68.2%	2.3	5
4/1	Circ1 Right	60.6%	0.6	2	26.6%	0.6	1
4/2	Circ1 U-Turn Right	60.7%	0.6	3	26.6%	0.4	1
5/1	Circ2 Right	0.0%	0.0	0	0.0%	0.0	0
5/2	Circ2 Right Right2	0.0%	0.0	0	0.0%	0.0	0
6/1	Circ 3 Right	82.9%	1.9	5	74.8%	2.0	4
6/2	Circ 3 Right Right2	82.9%	1.9	5	74.8%	2.0	4
Cycle time (secs)		45			34		
Total delay (PCUhr)		25.01			20.46		
PRC (%)		8.3			10.6		

37. It is noted that the AM and PM models demonstrate positive PRC values with 8.3% and 10.6% respectively.

2031 Local Plan flows and mitigation scheme plus Wandleys Lane

38. The above model has been re-run after adding in the Wandleys Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)		Deg Sat (%)	Total Delay (pcuHr)	
1/2+1/1	A27 (W) Ahead Ahead2	83.3 : 83.3%	6.1	9	80.4 : 80.4%	4.6	8
1/3	A27 (W) Ahead	67.2%	2.6	6	73.7%	2.7	6
2/1+2/2	A29 Ahead Ahead2	84.6 : 84.4%	4.4	7	83.0 : 82.6%	4.2	6
3/1	A27 (E) Ahead	78.7%	3.7	10	62.4%	1.9	4
3/2+3/3	A27 (E) Ahead Ahead2	85.1 : 85.1%	4.9	11	65.5 : 65.5%	2.1	4
4/1	Circ1 Right	61.6%	0.6	2	27.5%	0.6	1
4/2	Circ1 U-Turn Right	61.7%	0.6	3	27.5%	0.4	1
5/1	Circ2 Right	0.0%	0.0	0	0.0%	0.0	0
5/2	Circ2 Right Right2	0.0%	0.0	0	0.0%	0.0	0
6/1	Circ 3 Right	82.9%	1.8	5	82.1%	2.1	4
6/2	Circ 3 Right Right2	82.9%	1.8	5	82.5%	2.1	4
Cycle time (secs)		45			34		
Total delay (PCUhr)		26.5			20.76		
PRC (%)		5.8			8.5		

39. It is noted that the AM and PM models demonstrate positive PRC values with 5.8% and 8.5% respectively.
40. On this basis no mitigation is required to offset the effects of the Wandleys Lane site traffic within the Local Plan scenario.

2031 Local Plan flows plus Tye Lane and mitigation scheme - SENSITIVITY

41. HE officers have requested a sensitivity assessment be completed that considers the Local Plan traffic flows plus the Tye Lane development flows and Local Plan mitigation scheme for the east roundabout.
42. The model for this layout has been run for the 2031 Local Plan plus Tye Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)		Deg Sat (%)	Total Delay (pcuHr)	
1/2+1/1	A27 (W) Ahead Ahead2	84.4 : 84.4%	6.5	9	80.7 : 80.7%	4.9	8
1/3	A27 (W) Ahead	72.9%	3.1	7	65.9%	2.1	5
2/1+2/2	A29 Ahead Ahead2	80.4 : 80.2%	3.5	6	83.1 : 82.4%	4.2	6
3/1	A27 (E) Ahead	78.8%	3.7	10	59.1%	1.7	4
3/2+3/3	A27 (E) Ahead Ahead2	84.2 : 84.2%	4.6	10	68.8 : 68.8%	2.5	4
4/1	Circ1 Right	56.2%	0.5	1	0.0%	0.0	0
4/2	Circ1 U-Turn Right	60.3%	0.5	3	55.0%	1.1	2
5/1	Circ2 Right	0.0%	0.0	0	0.0%	0.0	0
5/2	Circ2 Right Right2	0.0%	0.0	0	0.0%	0.0	0
6/1	Circ 3 Right	82.9%	1.8	5	74.8%	1.9	4
6/2	Circ 3 Right Right2	82.9%	1.8	5	74.8%	1.9	4.
Cycle time (secs)		45			34		
Total delay (PCUhr)		26.14			20.36		
PRC (%)		6.7			8.3		

43. It is noted that the AM and PM models demonstrate positive PRC values with 6.7% and 8.3% respectively.

2031 Local Plan flows plus Tye Lane and mitigation scheme plus Wandleys Lane - SENSITIVITY

44. The above model has been re-run after adding in the Wandleys Lane traffic flows. The model output (optimised for lowest PRC) is attached and summarised below.

TECHNICAL NOTE

Link ref	Link description	AM			PM		
		Deg Sat (%)	Total Delay (pcuHr)		Deg Sat (%)	Total Delay (pcuHr)	
1/2+1/1	A27 (W) Ahead Ahead2	84.4 : 84.4%	6.5	9	83.9 : 83.9%	5.7	8
1/3	A27 (W) Ahead	72.9%	3.1	7	70.3%	2.4	6
2/1+2/2	A29 Ahead Ahead2	82.2 : 81.7%	3.8	6	79.2 : 78.5%	3.5	6
3/1	A27 (E) Ahead	79.3%	3.8	10	54.7%	1.5	4
3/2+3/3	A27 (E) Ahead Ahead2	84.7 : 84.7%	4.8	10	65.2 : 65.2%	2.2	4
4/1	Circ1 Right	57.2%	0.5	1	0.0%	0.0	0
4/2	Circ1 U-Turn Right	60.7%	0.5	3	49.9%	0.3	2
5/1	Circ2 Right	0.0%	0.0	0	0.0%	0.0	0
5/2	Circ2 Right Right2	0.0%	0.0	0	0.0%	0.0	0
6/1	Circ 3 Right	83.1%	1.8	5	82.5%	0.6	4
6/2	Circ 3 Right Right2	82.9%	1.8	5	82.5%	0.6	4
Cycle time (secs)		45			34		
Total delay (PCUhr)		26.56			16.84		
PRC (%)		6.3			7.3		

45. It is noted that the AM and PM models demonstrate positive PRC values with 6.3% and 7.3% respectively.
46. On this basis, no mitigation is required to offset the effects of the Wandleys Lane site traffic within the Tye Lane sensitivity scenario.

Summary

47. Based upon the modelling described within this technical note it is demonstrated that the Wandleys Lane development traffic has an effect at the A27 west roundabout and it would hence be appropriate to promote mitigation at this location.
48. The modelling exercise has demonstrated that widening the entry lane width by a total of 1.4m on the A27 east arm would offset the effect of the Wandleys Lane development traffic under the Local Plan mitigation scenario.
49. The modelling exercise has also demonstrated that extending the flare length of the A27 east arm by 3 PCU lengths would offset the effect of the Wandleys Lane development traffic under the Tye Lane mitigation scenario.

TECHNICAL NOTE

50. It is proposed that the Wandleys Lane development would contribute the monetary equivalent to increase the width or flare length of this arm so that this can be incorporated during the construction of whichever mitigation scheme is built out.
51. For the reasons set out above we consider that the comments raised by HE have now been addressed and hence we further consider that HE should now be able to formally remove their objection to the planning application.