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From: Bowie, David [REDACTED]
Sent: 27 September 2021 22:31
To: Anita Gardner <Anita.Gardner@arun.gov.uk>; Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Planning SE [REDACTED] Cleaver, Elizabeth
[REDACTED] Bown, Kevin [REDACTED] Chiu, Kelly
[REDACTED] JONES Derek [REDACTED] SouthEast_HESPA
[REDACTED] Spatial Planning [REDACTED]
[REDACTED]

Subject: WA/80/21/OUT - Outline application with all matters reserved (except access) for up to 75 No. dwellings. This application affects the setting of a listed building, affects the character & appearance of the Walberton Village Conservation Area & is a Depart

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For attention of:	Mrs Anita Gardner
Site:	Land East of Yapton Lane Walberton BN18 0LJ
Proposal:	Outline application with all matters reserved (except access) for up to 75 No. dwellings. This application affects the setting of a listed building, affects the character & appearance of the Walberton Village Conservation Area & is a Departure from the Development Plan.

Your Reference:	WA/80/21/OUT
National Highways' Reference:	92517/ #14745

Dear Mrs Gardner,

Thank you for your email of 6 September 2021 consulting National Highways (formerly Highways England) regarding the above application, seeking a response by 7 October 2021.

National Highways 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.

National Highways will be concerned with proposals that have the potential to impact on the safe and efficient operation of the A27 Trunk Road. Having assessed 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, National Highways 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); and hence will not be able to provide our formal planning response.

Accordingly, please find attached our formal NHPR Holding Response which sets out our requirements.

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

Kind regards

David
David Bowie
Area 4 Spatial Planning Manager (Acting)
[REDACTED]

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

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

Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to [REDACTED] Thank you.

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**Highways England Company Limited | General enquiries: [REDACTED] | National Traffic
Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |
<https://www.gov.uk/government/organisations/highways-england> | [REDACTED]**

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

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

To: Arun District Council (FAO Case Officer Anita Gardner)
Anita.Gardner@arun.gov.uk
planning.responses@arun.gov.uk

CC: [REDACTED]

Council's Reference: WA/80/21/OUT

Location: Land East of Yapton Lane Walberton BN18 0LJ

Proposal: Outline application with all matters reserved (except access) for up to 75 No. dwellings. This application affects the setting of a listed building, affects the character & appearance of the Walberton Village Conservation Area & is a Departure from the Development Plan.

National Highways Ref: 92517/ #14745

Referring to the consultation on a planning application dated 6 September 2021 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 and is copied 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.

Signature: [REDACTED]	Date: 27 September 2021
Name: Elizabeth Cleaver National Highways Bridge House 1 Walnut Tree Close Guildford GU1 4LZ	Position: Assistant Spatial Planning Manager

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

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.

This response represents our formal recommendations with regard the above referenced planning application and has been prepared by Elizabeth Cleaver, Assistant Spatial Planning Manager for National Highways.

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:

Pre-Application Discussions

National Highways (formerly Highways England) has engaged in detailed pre-application discussions with the applicant's agent, providing advice on the assessment requirements in respect of the SRN.

As part of these discussions, which took place during June/July 2021, certain aspects of the proposed development were agreed, including:

- Trip rates and trip generation
- Trip distribution and assignment for 'without Arundel Bypass' scenario

Advice was provided regarding the assessment requirements as per DfT Circular 02/2013 in addition to other important matters for consideration including:

- A27 Yapton Lane Committed Scheme
- A27 Arundel Bypass

Transport Assessment

A Transport Assessment (TA), dated 29 July 2021, has been submitted in support of the planning application. This document has been reviewed, with reference to previous comments provided during pre-application discussion and our comments on outstanding issues are detailed below.

Trip Distribution and Assignment

The trip distribution and assignment presented in the TA has previously been accepted by National Highways for the 'without Arundel Bypass' scenario. However, it was also requested that the applicant consider a 'with Arundel Bypass' scenario.

ACTION: Applicant to provide trip distribution and assignment analysis for 'with Arundel Bypass' scenario.

Assessment Years

The applicant should consider whether the proposed Opening Year of 2026 is appropriate. DfT Circular 02/2013 defines the Opening Year as the date at which the development first becomes available for occupation, unless agreed otherwise, i.e. the year that the first dwelling becomes available for occupation.

ACTION: Applicant to re-consider Opening Year in line with DfT Circular 02/2013

TEMPRO Growth Factors

It has not been possible to replicate the TEMPRO growth factors presented in the TA. Full details of selection criteria should be provided. Any revised opening year will also need to be considered.

ACTION: Applicant to provide full details of TEMPRO growth factor selection criteria

Committed Development

The TA appears to rely on the 'Tye Lane TA' for information relating to 'committed local plan developments'. Whilst not specified in the TA, it is assumed that this refers to a TA dated June 2017, which was submitted in support of the consented development at Land East of Tye Lane (LPA Reference WA/44/17/OUT). However, any committed development contained within this TA would be several years out of date. The LPA will be able to provide an up to date list of committed developments (developments with planning consent) which will need to be included in all Opening Year assessments.

ACTION: Applicant to obtain an up to date list of committed developments from LPA and to submit this list to National Highways for review and approval.

SRN Junction Assessments

The TA contains junction capacity assessments for the A27/Yapton Lane junction. However, due to the outstanding issues identified, the results of these have not been reviewed as they are subject to change once the issues are resolved. Furthermore, the modelled scenarios are not fully in accordance with DfT Circular 02/2013.

For the avoidance of any doubt the required scenarios should include:

- 2021 Base (this should be calibrated and validated using observed data)
- Opening Year + Committed development
- Opening Year + Committed + Proposed development
- 2031 + Committed + Local Plan development
- 2031 + Committed + Local Plan + Proposed development

ACTION: Applicant to provide SRN junction assessments in line with guidance set out in DfT Circular 02/2013, paragraphs 25-27 (for 'with' and 'without' Arundel Bypass scenarios).

A27 Yapton Lane Committed Scheme

As stated in pre-application advice, due to the severely limited capacity of the A27/Yapton Lane junction's right turn lane, all developments on Yapton Lane and immediately adjacent have been restricted to approximately 50% occupancy prior to the improvement (extension) to the right turn lane as shown on i-Transport drawing number ITB11324-GA-014 Revision C "Proposed extension to A27 Yapton Lane right turn" dated 30/8/17.

The proposed site would add additional peak hour movements at this junction and accordingly National Highways is likely to recommend a condition, requiring the implementation of an improvement scheme at this junction, be attached to any planning permission granted.

Once the assessments of this junction are agreed, as detailed above, we will be able to determine whether the right turn lane extension is sufficient to accommodate the cumulative impacts of all committed developments with the additional impact of this proposed development.

ACTION: Applicant to provide relevant Circular 02/2013 assessments of A27/Yapton Lane Committed Scheme

A27 Arundel Bypass

As noted during pre-application discussions, the northern boundary of the site is adjacent to the line of the Preferred Route Option 5BV1 of the proposed A27 Arundel Bypass and that this could have an impact on access arrangements to the site. The construction of the bypass would require the realignment of Yapton Lane to make use of a new overbridge across the realigned A27.

National Highways will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly the proposed A27 Arundel Bypass.

The TA states that the site access has been located to reduce the risk of conflict with the potentially forthcoming A27 Arundel Bypass Upgrade (Option 5BV1). In the event that the application is granted it should be noted that it is National Highways expectation that Arundel Bypass proposals will proceed on the current preferred route alignment, but that this may include some modifications following further detailed design and consultation. Therefore, should the development proceed, it does so at its own risk since any compensation that may be payable may not cover all costs expended.

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.