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From: Bowie, David

Sent: 07 January 2021 18:39

To: Michael Eastham <Michael.Eastham@arun.gov.uk>; Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Application WA/93/20/PL - Tye Lane, Walberton, BN18 0LU - Alternative access & emergency access along with minor highway works following WA/95/18/RES. This site is in CIL Zone 2 (Zero Rated) as other development.

For attention of: Michael Eastham

Site: Tye Lane, Walberton, BN18 0LU

Proposal: Alternative access & emergency access along with minor highway works following WA/95/18/RES. This site is in CIL Zone 2 (Zero Rated) as other development.

Your Reference: WA/93/20/PL

Highways England's Reference: 89941 #12039

Dear Mr Eastham,

Thank you for your email of 4th December 2020 consulting Highways England on the proposal referenced above, seeking a response no later than 10th January 2021.

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 particularly the A27 in the vicinity of Walberton.

At this time Highways England requires further information to be provided, 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, we have the following comments:

Trip Distribution / Base Flows / Appendix B – Traffic Flow Diagrams

- Paragraph 1.4 outlines that this application has been submitted as a result of Highways England's preferred route Announcement for the A27 Arundel Bypass scheme, yet:
 - Paragraph 5.1 outlines that the 2031 future year scenario from the consented scheme has been used to consider background traffic. However, this did not consider the A27 Arundel Bypass. As such, all scenarios should be revised to reflect the A27 Arundel Bypass. In this respect, we recommend that the applicant contacts the A27 Arundel Bypass team for further information:
[REDACTED]
 - The traffic flow diagrams do not appear to reflect this (e.g. Yapton Lane still appears to be connected to the A27). Therefore, please can this be clarified/the traffic flow diagrams be updated accordingly?
- In addition, please can a traffic flow diagram be provided to show the proposed development flows on their own?

A27/A29 Fontwell West Roundabout

- 6.5 – please note that HE does not accept % increase assessments particularly where the network is already at or over capacity.
- 6.20 – we note from paragraph 5.6 that the site itself has been excluded from the committed developments, except for the 30 additional dwellings, while paragraph 6.20 outlines that the LINSIG is based on the Land East of Tye Lane mitigation layout in Appendix E. As such, this layout is not appropriate for the “2031 Base” and “2031 Base + Committed Development” scenarios, which should be updated to be based on the Local Plan mitigation scheme.
- 6.27 – Highways England does not recognise the purpose of the “Base + Development Trips” scenario, nor its comparison with the “2031 Base” scenario. To determine the impact of the development, comparison should be between the “2031 Base + Committed Development” and “2031 Base + Committed Development + Development” scenarios, and therefore, the revised assessment should consider comparison of these scenarios.
- Notwithstanding the above, the modelling presented shows that the A27 Westbound arm is overcapacity in the “2031 Base + Committed Development” and “2031 Base + Committed Development + Development” scenarios in the PM peak with the latter showing a detrimental impact as a result of the development, yet no mitigation is proposed. Please note that where an arm is operating overcapacity and a development has a detrimental impact, it will be required to provide mitigation to ensure that it has a nil detriment impact,

and therefore, if the revised assessment shows this, mitigation should be proposed to ensure a nil detriment impact.

Due to our initial concerns and our request for further information to clarify matters, we request that the council refrain from determining the planning application (other than a refusal) until we have received the additional information from the applicant and reviewed it accordingly.

Please note that this email does not constitute a formal recommendation from Highways England. We will provide a formal recommendation later when we can be confident that the application is in its final form. In the event that the council wishes to determine the application before this point, we would ask the council to inform us so that we can provide substantive responses based on the position as known at that time.

If you or the applicant have any queries regarding this response please contact us at [REDACTED]

Kind regards,

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

Highways England | 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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<https://www.gov.uk/government/organisations/highways-england> [REDACTED]

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