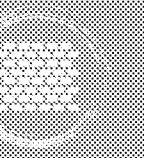


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From: Bown, Kevin [REDACTED]

Sent: 19 August 2022 14:05

Subject: FAO Messrs Simon Davis (Arun) and Tom Maloney (applicant's agent): National Highways Recommendation (our ref 93768 #17191) re application Y/3/22/OUT Land West of Bilsham Road Yapton

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For attention of:	Mr Simon Davis		
Site:	Land West of Bilsham Road Yapton		
Proposal:	Hybrid Application comprising of: Outline planning application for further phases of up to 110 No dwellings and associated infrastructure (with all matters reserved) and Full application for Phase 1 for 30 No residential dwellings, new access from Bilsham Road, public open space, landscaping, sustainable urban drainage and associated works. This application is a Departure from the Development Plan and is in CIL Zone and is CIL Liable as new dwellings.		
Your Reference:	Y/3/22/OUT		
National Highways' Reference:	93768 #17191 #17593 (SB379)	#17048 #17191 #17236 #17263 #17460	

Dear Messrs Maloney and Davis,

As you are aware, National Highways has been engaged with the assessment of the above application for some time in its role as a statutory consultee. As such, we will be concerned with plans or proposals that have the potential to impact on the safe, reliable and efficient operation of the SRN; in this case, particularly the A27/Yapton Lane junction.

We were informed by Mr Davis on 1 August 2022 of the likelihood that the application would be reported to the Planning Committee on 24 August 2022. We committed to providing our substantive response by that date. We note that the application is, indeed, being so reported and have taken into account the Officer Report (p9-62)

<https://democracy.arun.gov.uk/documents/g1633/Public%20reports%20pack%2024th-Aug-2022%2014.00%20Planning%20Committee.pdf?T=10> . We also note that at p25 of the report, it is stated that any up-date response from us will be reported to the Committee.

We were also provided with updated information by Mr Maloney on 27 July 2022 (copy attached) that sought to provide evidence in support of the case they wished to put forward. It comprises technical note A361-TN009 and associated plans following our earlier correspondence with your council and the applicants agent regarding the detail of the Transport Assessment and subsequent technical notes A361-TN005, A361-TN007 Rev A, and A361-TN008.

We have very carefully assessed the updated information and weighed it in the balance with the requirements of national planning and transport policy (as set out in DfT C2/13, especially paras 8 to 11 and MHCLG NPPF2021, especially paras 110 to 113) and all other material considerations.

Having carried out this exercise, we are pleased to be able to enclose our Recommendation of No Objection subject to the attachment of two conditions to any planning permission granted (one of which regarding Construction Management Plan echoes the Committee Report wording). This replaces any previously submitted representations including the Holding Recommendation that was due to expire on 23 August 2022.

We appreciate that our response will arrive close to the Committee date, but do not believe it contains any matter that will come as a surprise to any party, as all the matters have previously been raised with the applicant and will be well known to Council Members, Officers and local communities.

However, if any party does have any queries, please contact us at

Regards

Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial (Town) Planning Manager

Spatial Planning Team, South East Region Operations Directorate

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

[REDACTED] (all calls to this number will also patch through to my mobile)

Web: www.nationalhighways.co.uk

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National Highways Limited | General enquiries: [REDACTED] **National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF** | <https://nationalhighways.co.uk> | [REDACTED]

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

From: Regional Director
Operations Directorate
South East Region
National Highways
[REDACTED]

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

CC: [REDACTED]

Council's Reference: Y/3/22/OUT

Location: Land West of Bilsham Road Yapton

Proposal: Hybrid Application comprising of: Outline planning application for further phases of up to 110 No dwellings and associated infrastructure (with all matters reserved) and Full application for Phase 1 for 30 No residential dwellings, new access from Bilsham Road, public open space, landscaping, sustainable urban drainage and associated works. This application is a Departure from the Development Plan and is in CIL Zone and is CIL Liable as new dwellings.

National Highways Ref: 93768

#17048 #17191 #17236 #17263 #17191 #17460 #17593

Referring to the consultation on a planning application originally dated 24 January 2022 referenced above, in the vicinity of the A27 near Yapton West Sussex 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 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: 	Date: 19 August 2022
Name: Kevin Bown	Position: Spatial Planning Manager National Highways
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ	

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.

Recommendation: that conditions should be attached to any planning permission that may be granted

Reasons:

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A27 near Yapton.

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

Background

The existing A27/Yapton Lane junction layout experiences congestion at peak times, with queuing which extends beyond the length of the existing right turn lane into the A27 eastbound running lanes. Evidence via observation exercises by National Highways staff and their advisors, demonstrates that traffic does not arrive at the junction in the manner typical modelling of flows would predict. Rather, and probably due to the functioning of nearby junctions at Fontwell, traffic tends to arrive in waves. As a result, the Yapton Lane right turn lane, particularly in the PM peak and shoulder periods regularly fills to its capacity, leading to traffic wishing to turn right having to wait in the outside lane of the A27. This, in turn leads to late braking and manoeuvres by other traffic. Thus, as well as the PIC/ STATS19 data, there are a materially significant number of near misses on what appears to be a regular basis. This is a clear safety concern, that is exacerbated in those months when the PM peak and shoulders are in hours of dusk or darkness.

As a result, for some time, while acknowledging the obligation upon National Highways to facilitate development we have also balanced it against our clear obligation to maintain the safety of the SRN. Consequently, we have recommended a condition be attached to relevant applications that will result in the delivery of an extension to the right turn lane to increase its capacity. Until recently, based on the assurance from developers that sites would come forward and hence the mitigation would be delivered, we have recommended a trigger that allowed for some development to come forward. Unfortunately, for whatever reasons, developers have neither come forward individually nor co-operated with each other (as we have always encouraged) to deliver the mitigation. Therefore, reluctantly, we have had to now recommend that the occupations trigger in the Grampian condition is set at zero (see, for example, application Y/10/22/PL, Land to the south of Ford Lane and east of North End Road, Yapton: NH recommendation dated 31/3/2022).

It will be noted that this approach also accords with the statement made by the then Highways England in its representations on the Yapton Neighbourhood Plan in March 2021.

Thus, our approach has been clear and consistent for a considerable time.

Current Application

We have assessed the information submitted within the Transport Assessment and associated technical notes relating to the expected impacts of the proposed development on the SRN.

While we acknowledge some of the points raised regarding overall flows, we equally note and conclude that a one-day survey in a non-neutral month, together with assumptions regarding whether current circumstances, if materially different, will become permanent, is not sufficient to counteract all the previous surveys, modelling, observations and conclusions.

Therefore, we conclude that the development will result in an increase in traffic at the A27 / Yapton Lane junction, in particular an increase in the number of vehicles turning right into Yapton Lane from the A27 Eastbound carriageway.

Given this conclusion, we consider that it is appropriate to maintain our consistent approach and to recommend that any planning consent be subject to the same condition used in the most recent similar cases regarding the right turn mitigation scheme. However, we do accept that the modelling produced by the applicant demonstrates that this mitigation will be sufficient ie no additional improvement or works over and above that now recommended are required at this junction to mitigate this application.

With regards other conditions and requirements, we recommend that:

- 1) Arun District Council should apply its Local Plan Policy (as set out in the Enterprise Bognor Regis Transport Review 2017) to, as appropriate, seek a contribution to A27 improvements arising from the cumulative impacts of all developments allocated and/or consented. The amount to be in accordance with the normal formula, indexation and criteria used.
- 2) Given the proximity of the site to the SRN and the likelihood of particular junctions being used, including A27, Yapton Lane, it is appropriate to recommend the attachment of a Construction Management Plan condition to any permission. We are content with the wording of proposed condition 8 set out in the Officer's Report at p40.

Accordingly, having assessed application Y/3/22/OUT we are content that the proposals, if permitted, would not have an unacceptable impact on the safety, reliability, and/or operational efficiency of the Strategic Road Network in the vicinity of the site (A27), provided that the recommended planning conditions are attached.

Recommended Conditions

Condition: No dwellings in the development hereby permitted shall be occupied until the completion and opening to the travelling public of the improvements to the A27 / Yapton Lane junction shown on drawing number ITB11324-GA-014 Revision C "*Proposed extension to A27 Yapton Lane right turn*" dated 30/8/2017 (or such other scheme of works substantially to the same effect, as may be approved in writing by the local planning authority (who shall consult with National Highways)).

Reason: to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Informative: This development involves work to the public highways that can only be undertaken within the scope of a legal Agreement between the applicant and National Highways. Planning permission in itself does not permit these works. It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained.

Advice on this matter can be obtained from the Spatial Planning Team, National Highways, Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ. National Highways switchboard: [REDACTED]

Condition: Construction Management Plan

We are content with the wording set out in the application Committee Report, condition 8, page 40.

