

[REDACTED]

From: Franklin, Richard [REDACTED]
Sent: 21 September 2017 13:13
[REDACTED]

Cc: Planning.Responses; Sam Sykes; Chris Barker; Planning SE; Bown, Kevin; Bowie, David; Cleaver, Elizabeth
Subject: RE: Land at Stakers Farm, North End Road, Yapton, BN18 0DU - app. no. Y/44/17/OUT

Dear Richard,

Thank you for your emails of 24th August and 15th September, the contents of which we note.

However, we also note that an assessment of the A27 / Yapton Lane junction (i.e. using Junctions 9) has still not been provided in support of the application that assesses the cumulative impact of the proposed development, in conjunction with all other allocated, permitted and/or relevant proposed development, as outlined in our email of 22nd August 2017.

As always, Highways England needs to be as certain as possible that any adverse impacts of development on the strategic road network can be identified and then, as appropriate, either be accommodated safely within the operational capacity of its road network; or, where not achievable, suitable deliverable highway improvements are provided as part of development. In this respect, we are aware that the A27 / Yapton Lane junction is a sensitive location from our knowledge and experience of the strategic road network, and thus we must make sure that the operation and safety of the junction is protected in response to both individual and cumulative impacts.

As previously highlighted, this application is one of a number coming forward in Yapton that are not in the Local Plan and will impact on the A27 / Yapton Lane junction, while the Arun Strategic Transport study has only modelled the Local Plan strategic development of 400 houses in Yapton on this junction. Therefore, as set out in DfT circular 2/2013 *'The Strategic Road Network and the Delivery of Sustainable Development'*, and in particular para 22, as this proposed development currently falls outside of the emerging Arun Local Plan (which is currently undergoing examination in public), it therefore requires a full C2/13 compliant impact assessment to be conducted. Until such an assessment is provided and the impacts are known and mitigations determined, it is impossible to say for sure whether or not these are deliverable.

Furthermore, in your latest email, I note that you refer to application WA/44/17/OUT Land East of Tye Lane, Walberton, on which we have been liaising with the applicant. You will note that this application undertook a proper assessment of the development's impact on the A27 / Yapton Lane junction using Junctions 9 and proposed suitable mitigation, thus we have requested that the Stakers Farm application does the same. Even if permission is granted for this scheme, there is no guarantee it will be realised before the Stakers Farm development. As per the Land East of Tye Lane development, if mitigation is identified by the Stakers Farm application and the A27 Arundel Bypass option 5A is realised, then the agreed mitigation scheme cost could be put towards that scheme as a contribution.

As such, as the required assessment has not been provided to date, Highways England has no option but to recommend that the application should continue not be determined (other than a refusal) until it is provided. This is consistent with other applications that we are considering within the area and elsewhere.

I trust that this is of assistance and if you require further information please contact us accordingly.

Regards,

Sent on behalf of Elizabeth Cleaver, Assistant Spatial Planning Manager Area 4

Richard Franklin

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From: Richard Wells [REDACTED]

Sent: 15 September 2017 12:17

To: Franklin, Richard

Subject: RE: Land at Stakers Farm, North End Road, Yapton, BN18 0DU - app. no. Y/44/17/OUT

Hi Richard,

Following on from my email below I have noted an application due to go to committee on 20th September – WA/44/17/OUT Land East of Tye Lane, Walberton – in which an extension to the right turn lane is proposed following a junction assessment.

Assuming this application is approved together with the junction as a commitment then this would seem to resolve the concern as well as mitigate the few additional turning movements associated with Stakers Farm.

I have attached the scheme and the HE advice for your convenience and copied an extract below in the attached email from David Bowie. Based on the fact that the junction assessment has been undertaken and Safety Audited and a scenario for moving forward is outlined below by David, are you now able to view the additional 79 dwellings in a more favourable light.

Highways England's view would be that if the chosen Bypass scheme made changes at the Yapton Lane junction then the agreed mitigation scheme cost would be put towards that scheme as a contribution. If it didn't go ahead then we'd expect the applicant to deliver it. The wording of our conditions is such that it's an either / or arrangement. Accordingly, I would be advising councillors that the council's s106 agreement simply states that the applicant shall enter into a s278 for the agreed mitigation works on the agreed plan or contributes the equivalent to the Bypass scheme.

Regards, thanks for reviewing and I look forward to your response.

Richard Wells BSc MCIHT
Principal Transport Planner

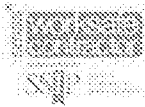


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From: Richard Wells

Sent: 24 August 2017 11:32

To: 'Franklin, Richard'

Subject: RE: Land at Stakers Farm, North End Road, Yapton, BN18 0DU - app. no. Y/44/17/OUT

Hi Richard F, many thanks for your email.

In relation to the impact on the A27/Yapton Lane junction I have provided vehicle flows below, specifically relating to likely right-turning movements for the accumulative impacts of the residential developments listed below. Would this data provide you with sufficient information to consider the impact of the 108 units?

PM peak trip rate arrivals is 0.343

108 units, 40% north, 60% south = 37 vehs inbound 13 outbound

			South	North
	Dwellings	Total in/out	60%	40%
Stakers Farm	108	37	22	15
Other dev	156	54	32	21
Total	264	91	54	36

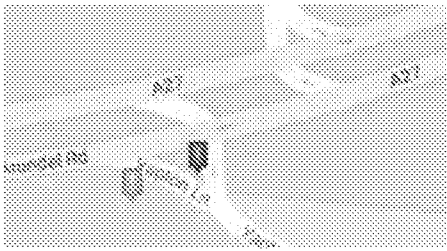
Therefore:

Stakers Farm, total 108 units = 15 vehicles arrive at the site via A27 – assuming not all will make right turns from A27 therefore (in the absence of other information, though mindful of 40/60 split above) 50/50 = 8 additional right turns in 1 hour or 1 vehicle every 7.5minutes.

Total development = 36 vehs arriving at the site via A27 – assuming 50/50 split = 18 additional right turns in pm peak or 3.33 additional every minute .

PIAs

In relation to collisions, I provide the extract below from the Crashmap website for the last 5 years, 2012 to 2016. There were two recorded accidents, the serious was in 2012 involving a van turning right and hitting a cyclist, the slight was in 2013.



Might this information collectively enable a positive response?

Kind regards

Richard Wells BSc MCIHT
Principal Transport Planner



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From: Franklin, Richard [REDACTED]
Sent: 22 August 2017 17:51
To: Richard Wells [REDACTED]
Cc: 'planning.responses@arun.gov.uk' <planning.responses@arun.gov.uk>; Planning SE [REDACTED]

Subject: RE: Land at Stakers Farm, North End Road, Yapton, BN18 0DU - app. no. Y/44/17/OUT

Dear Richard,

Thank you for your email. Please note that both David Bowie and myself consider development proposals within the area and that we require 21 days from receipt of information to respond, although we endeavour to respond sooner where we can.

We note that your email outlines that *"it is not thought that the 15 vehicles in the PM peak hour would be of material significance"*. However, please note that:

- The site has already received planning permission for 38 dwellings. Therefore, taken together, the total dwellings at the site will be 108. If 108 dwellings had been applied for at the outset, an assessment of the A27 / Yapton Lane junction would have been required as the traffic generated by the site in the PM peak hour at the Yapton Lane junction would be approximately 23 movements on a proportional basis.
- As outlined within our previous email, the strategic allocation in the Local Plan, which is due to undergo Examination in Public next month, will have an impact on the Strategic Road Network, and the impact of this is therefore being assessed as part of the Local Plan Transport Assessment to identify suitable mitigation. In addition to this, we are being consulted on a number of sites beyond the Local Plan allocations, and all of these sites have a cumulative impact.
- In Yapton, there is now a significant cumulative impact beyond the developments in the Local Plan on the Yapton Lane junction in particular, arising from the following developments, totalling 264 dwellings:
 - Y/93/14/OUT - Stakers Farm – 38 dwellings – permission granted
 - Y/80/16/OUT - Land to the South of Ford Lane East of North End Road – 100 dwellings – imminent appeal
 - Y/1/17/OUT - Bonhams Field – 56 dwellings – application received
 - Y/14/17/OUT - Stakers Farm – 70 dwellings - application received

Therefore, as per our previous email, Highways England is advising that at present, there is insufficient information to assess the true impact of the development on the Yapton Lane junction in addition to the other cumulative impacts (of developments within and beyond the Local Plan) and thus, it should be demonstrated that either the proposed development has no detrimental impact on the A27 / Yapton Lane junction and right turn lane in particular, or where this is not the case, provide appropriate mitigation. The assessment should consider the cumulative impacts at the end of the Local Plan period in 2031 with a view to a 'no worsening' of impacted junction (no worse in terms of delay, queue length, RFC's and safety) compared with the development proposals and mitigation proposed as part of the emerging Local Plan.

Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

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From: Richard Wells [REDACTED]

Sent: 02 August 2017 14:50

To: Franklin, Richard

Cc: Sam Sykes

Subject: Land at Stakers Farm, North End Road, Yapton, BN18 0DU - app. no. Y/44/17/OUT

Hi Richard,

I have been passed your comments by the planning consultant (copied for info) for the above application, which I attach. I have also attached below my attempted email contact to David Bowie in April which in hindsight I presume was the wrong contact details for HE in relation to this area – sorry about that.

The two planning conditions are noted in relation to the previously permitted 38 dwellings.

I have attached a paragraph from the TA below (circa page 28) which considered the additional impact on the A27 for the additional 70 dwellings and concluded only 15 vehicles would enter the site from the north. Focussing on the two points raised in your HE response, including the impact on the Yapton Lane right turn filter, it is not though that the around 15 vehicles in the PM peak hour would be of material significance, particularly that the right turn movements on the A27 would be a very small number of vehicles.

In addition I also attach HE comments, from David Bowie, in relation to a development proposal for 56 dwellings on land immediately to the south of the Stakers Farm proposal in which no objection is raised. Might the same position be adopted, albeit for an extra 14 dwellings?

Effect of Development on A27

8.12 Consideration is given to the impact on the A27 as requested by the WSCC pre-application advice.

8.13 It is likely that the forecast up to 15 vehicles generated by the additional 70 dwellings and assigned to the A27 (north of the site) in both peak hours, do not create a significant material impact. Therefore, Highways England (responsible for trunk roads in England) are unlikely to raise an objection. At the time of writing Highways England had not responded to confirm this.

Kind regards and happy to discuss over the phone as well.

Richard Wells BSc MCIT
Principal Transport Planner



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From: Richard Wells

Sent: 05 April 2017 12:17

Subject: Land north of Stakers Farm, North End Road, Yapton, BN18 0DU

Hi David,

Dominic Smith of WSCC Highways gave me your contact details to inform you of a development of up to 79 dwellings units in Yapton, adjacent to Yapton Primary School, which will generate additional vehicle flows onto the A27.

There will be some additional vehicle movements of circa 20 two-way movements in the morning peak hour of 8-9am and similar in the PM peak. The presumption was that whilst this does not represent a material additional impact it is worth informing you.

If you could acknowledge this email I would be much appreciated.

Regards

Richard Wells BSc MCIT
Principal Transport Planner



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