



Planning Policy &lt;planning.policy@adur-worthing.gov.uk&gt;

**Fwd: Amendments to the Proposed Submission Adur Local Plan (2016)**

1 message

**Moira Hayes** [REDACTED] 12 May 2016 at 08:14  
To: Planning Policy <adurplanningpolicy@adur-worthing.gov.uk>, Ben Daines [REDACTED]  
[REDACTED], Mariola Klonek [REDACTED]

Highways England rep.

Moira

----- Forwarded message -----

From: **Bowie, David** [REDACTED]  
Date: 11 May 2016 at 23:58  
Subject: Amendments to the Proposed Submission Adur Local Plan (2016)  
To: Moira Hayes [REDACTED]  
Cc: Planning SE <planningse@highwaysengland.co.uk>, "Cleaver, Elizabeth" [REDACTED]  
[REDACTED], "Pettyt, Thomas" [REDACTED]

Dear Moira,

Thank you for consulting Highways England on the proposed amendments to the Adur Local Plan.

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 Strategic Road Network (SRN), in this case the A27.

Highways England acknowledge that the council consider that it is not practical/achievable to deliver the required amount of dwellings identified from the Objectively Assessed Needs process which indicated that 5820 dwellings should be provided over the Local Plan Period, this being considerably above the amount previously considered at a maximum of 4800 dwellings. Instead it is proposed that the council will provide 3609 dwellings over the Local Plan period this being a notable decrease from the previously considered amount. In broad terms this might lead to the conclusion that the traffic impacts of development might be less significant than previously anticipated. However, in terms of impacts on the A27 trunk road it is noted that the immediately adjacent strategic sites at West Sompting, New Monks Farm and

Shoreham Airport have not reduced in size with the allocation at New Monks Farm being increased by 150 dwellings to 600 dwellings. In this respect Highways England would not expect a material difference in the impacts of development on the A27 below that previous considered in the 2014 Plan. We therefore agree that these developments will need to contribute to improvements on the A27 to ensure that there are no detrimental effects to its current operation.

Dealing specifically with the strategic sites the following matters should be noted:

1. New Monks Farm: In previous correspondence we advised that it would be preferable to position the proposed new roundabout junction on the A27 further towards the built up area. This was to ensure that speed limits were rational and safe in relation to the position of the roundabout in relation to the built up area. We note that the council prefers the position of the junction to be central between New Monks Farm and the Airport. We understand the reasons for this but would advise that this therefore requires very careful consideration of the speed limits in conjunction with the built environment (providing speed limits to accord with driver perception of hazard and risk) and in particular with the requirement that any developer will need to provide a Non-Motorised User link across the A27 to the South Downs National Park. An at grade crossing would be entirely unsuitable in an area subject to a speed limit in excess of 40mph and even then a robust demonstration will be needed to ensure traffic delays are minimised and safety for all users can be maintained.

2. We note that there is no proposed change to the West Sompting allocation and agree that mitigations are required at the Lyons Farm junction and Grinstead Lane roundabout. We agree that developers will need to provide a robust Transportation Assessment of the impacts that the development is likely to have on the A27 which includes the left in left out junction with Dankton Lane.

Careful consideration will need to be given to the funding of mitigations on the A27 as each of the three adjacent strategic sites will have varying effects on the most stressed parts of the network and accordingly each will contribute in part to the costs of mitigation in relation to their specific impacts. It would be useful to set out a mechanism for calculation of contributions (once mitigations are determined and agreed). It might be preferable to consider the use of section 278 agreements with Highways England which could be required within a Section 106 agreement.

We will comment on the mitigations required resulting from the Local Plan proposals as indicated in the updated Adur and Shoreham Harbour Transport Study under separate cover.


I trust that the above is of assistance and welcome further involvement as the Local Plan progresses.

Best regards

David

**David Bowie**

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**Moira Hayes** | Principal Planner | Planning Policy Team | Adur & Worthing Councils  
