



**ADUR DISTRICT
COUNCIL**

Statement of Common Ground

Adur District Council and Highways England

March 2017



1. Introduction

- 1.1 This is a Statement of Common Ground (the 'Statement') between Adur District Council and Highways England.
- 1.2 Adur Council have prepared the Submission Adur Local Plan (ALP) 2016-2031 which will guide the sustainable development of Adur to 2031. The Plan sets out a vision for how Adur will evolve and a delivery strategy for how it will be achieved.
- 1.3 It is intended that this Statement supports the examination of the Plan and provides the Inspector with an understanding of the current position of Highways England in respect of the Adur Local Plan.
- 1.4 Adur District Council has worked closely with Highways England and its predecessor organisation the Highways Agency, the highway authority responsible for the strategic road network in Adur District, to ensure that the impact of development proposed by the Local Plan on the highway network are known, and properly and feasibly mitigated. This has been achieved by work culminating in the production of the Adur Local Plan Transport Study.
- 1.5 Production of the Adur Local Plan Transport Study has been an iterative process, reflecting the development strategy proposed by the Adur Local Plan. The latest version, the Second Addendum: Revised and Reissued September 2016 Transport Study Report, submitted as evidence to support the Local Plan at Examination, reports on the transport impacts of the Local Plan, incorporating the Amendments to Proposed Submission Adur Local Plan (2016).

2. Adur Core Strategy – Scoping Report Consultation

- 2.1 A Consultation Draft version of the Core Strategy was provided to Highways England's predecessor organisation, the Highways Agency, for consideration and comment between 11 May and 15 June 2011.
- 2.2 The Highways Agency responded to that consultation advising Adur District Council *'that the emphasis of the Core Strategy objective 6 be redressed towards working with HA and WSCC to manage down congestion on the A27 and A259 foremost, with capacity improvements considered as a last resort'*.
- 2.3 Suggestions were made with regard to referencing DEFRA's Noise Action Plan for the Brighton Agglomeration as this includes action plans for sections of the A27 and A259 in Adur District. (See **Appendix 1**)

3. Draft Local Plan (2013 – 2028) – 2012 Consultation

- 3.1 A Draft Adur Local Plan was made available for consultation from 19 September to 31 October 2012. The Draft Local Plan consultation proposed options on some key issues including the potential housing target and key strategic development sites, rather than a single, preferred approach.
- 3.2 In response, the Highways Agency provided support or support in principle: ***'We support the stated vision and objectives of the Local Plan, with particular respect to working with ourselves and West Sussex County Council in order to seek measures to address congestion, develop mitigation schemes for the A27 and also promoting more sustainable travel patterns (V8).'***
- 3.3 The Highways Agency also requested that they be given the opportunity to review the supporting transport study and associated modelling work when completed and prior to the final submission of the Local Plan. In addition, comments were made with regard to the New Monks Farm / Shoreham Airport sites in relation to the access proposals and traffic impacts on the surround road network. (see **Appendix 2**).

4. Revised Draft Adur Local Plan 2013

- 4.1 The Revised Draft Adur Local Plan 2013 went to the Adur Planning Committee on 2 September 2013 for comments and was then presented to the Adur Cabinet on 17 September 2013 with a recommendation for approval to go to consultation.
- 4.2 It was made available for consultation from 26 September - 7 November 2013 with an additional two week extension for representations. Representations made in response to the Draft Adur Local Plan 2012 were taken account of in drafting the Revised Draft Plan.
- 4.3 A Sustainability Appraisal and Draft Infrastructure Delivery Plan 2013 were also made available for comment at the same time. These documents, together with associated consultation materials and a Background Evidence Document were made available on the Adur planning policy web pages and copies available at locations across Adur.
- 4.4 The Highways Agency responded ***'We are engaging with your Council on Local Plan issues that affect the strategic road network. We will also look to the detailed Transport Assessments supporting individual development applications to ensure that any impacts upon the strategic road network are not severe. We do not have any comments to make on the Revised Draft Local Plan at this time and look forward to continuing to work with you as you progress the Plan'***.

5. Adur District Council Strategic Housing Land Availability Assessment (SHLAA) Review 2013/14

- 5.1 The Highways Agency was invited to comment on Adur District Council's SHLAA review 2013/14 on 3 February 2014. The SHLAA is a key piece of the evidence base which, alongside other evidence documents, will help inform and support the housing delivery strategy in the emerging Adur Local Plan. The SHLAA does not determine whether a site

should be allocated for housing development. Rather, it is a technical document which assesses whether land is suitable, available and achievable for housing development and indicates how many homes the land could provide and the timescales for their delivery.

- 5.2 The Council would not normally publish technical evidence documents for consultation. However, the SHLAA included site assessments and the Council encouraged all consultees to be involved in reviewing these initial assessments. In addition, the consultation provided an opportunity for interested parties to submit any other relevant information to help inform these assessments further. It is important that the potential sites identified are deliverable and therefore any information/comment on issues which would affect the viability of these sites needed to be known.
- 5.3 The Highways Agency advised that, ***'In general we are supportive of sites on brown field land within existing built up areas as these site have greater potential to reduce trip generation at source'***. But went onto to state that they had concerns with the inclusion of green field sites in close proximity to the A27 Trunk Road and that such large strategic sites would likely require significant improvements to the A27 to accommodate the development. (see **Appendix 3**).

6. Adur Infrastructure Delivery Plan & Community Infrastructure Levy

- 6.1 The Highways Agency was invited to comment on the Adur Infrastructure Delivery Plan & Community Infrastructure Levy update by WYG Consultants working on behalf of Adur District Council on 20 June 2014. The work on the supporting Transport Assessment had demonstrated that as a direct result of strategic development several junctions on the A27 Trunk Road through the district would require improvements to mitigate the resulting transport impacts. In addition, in order to bring forward development at New Monks Farm and Shoreham Airfield a new junction on the A27 would need to be provided to facilitate these two sites.
- 6.2 The Highways Agency's response of 10 July 2014 advised that the diagrammatic representations of proposed works needed more detailed design to enable an informed review of cost estimates which should include commuted lump sums. (See **Appendix 4**)

7. Adur Local Plan 2014 - Publication of Proposed Submission Adur Local Plan 2014

- 7.1 Adur District Council prepared the Proposed Submission Adur Local Plan 2014 for publication in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following agreement at the Full Council meeting of 9 October 2014, the Plan was made available for representations from 20 October to 5pm on 1 December 2014.
- 7.2 It had been intended that the Local Plan would be submitted to the Secretary of State in March 2015 with a public examination held in the summer of 2015. However, further work was required to address some issues raised in respect to the strategic allocations. As a

result it was not possible to submit the Plan to the Secretary of State in March 2015 as intended.

8. Consultation Exercise: Proposed Amendments to New Monks Farm Allocation within the Proposed Submission Adur Local Plan 2014

- 8.1 A consultation exercise was undertaken (under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012) regarding proposed changes to the strategic allocation at New Monks Farm. The consultation period ran from 9 December 2015 to 4 January 2016. The allocation was contained within the Proposed Submission Adur Local Plan 2014. Revised proposals for the New Monks Farm site were received in response to this. After consideration Adur District Council decided to propose amendments to the allocation and this exercise was carried out to consult on these potential changes.

9. Amendments to the Proposed Submission Adur Local Plan (2016)

- 9.1 The Amendments to the Proposed Submission Adur Local Plan (2016) were put before Adur Planning Committee on 8 March 2016, Adur Executive on 10 March 2016, and Full Council on 21 March 2016. The document was then published for a six-week statutory period, during which representations were made as to whether it met the Tests of Soundness, and/or is legally compliant. The Plan was accompanied by a Schedule of Changes, Policies Map, updated Sustainability Appraisal and Infrastructure Delivery Plan, and other documents, all of which were made available on the Council's website, as well as locations throughout Adur.

10. Submission Adur Local Plan (2016)

- 10.1 The Adur Local Plan was submitted on 20 October 2016 and examination in public commenced on the 31 January 2017 and ran into February.

11. Agreed A27 Trunk Road Mitigations

- 11.1 The most recent version of the transport evidence base for the Submission Adur Local Plan is presented in the Adur Local Plan Transport Study Second Addendum Revised Reissue (September 2016). The purpose of the transport study was to identify the cumulative highway impacts of Local Plan site allocations and explore appropriate mitigation measures. The document sets out the agreed mitigations for the A27 trunk road in Adur required to deliver the Adur Local Plan.

- 11.2 The highway mitigation required at the A27 Sussex Pad junction to deliver the New Monks Farm site and Shoreham Airport site has been led by the site promoters and is not addressed by the Adur Transport Study.
- 11.3 **A27 Old Shoreham Road / A2025 Grinstead Lane**
The highway mitigation proposal for the A27 / A2025 Grinstead Lane is to turn the existing roundabout into a signalised junction with a left turn slip lane from the A27 east and widened approaches. The A27 east approach will be widened to two full lanes with a flare either side, the A27 west approach has an additional offside flare, Manor Road is provided with a nearside flare and Grinstead Lane has one full lane with a flare on each side.
- 11.4 **A27 / Hangleton Link South Roundabout**
The highway mitigation proposals are to convert the southern roundabout of the existing dumbbell arrangement into a signalised junction. The junction is to have flared approaches added to the A27 diverge slip and the Hangleton Link Road arms.
- 11.5 **A27 / A283 Steyning Road**
The highway mitigation proposals are to signalise the A283 South and A27 Westbound diverge slip approaches with the remaining two entries staying under 'give way' control. The proposals also include the widening of entry flare of the A283.
- 11.6 **A27 Sompting Bypass / Upper Brighton Road**
The highway mitigation is to widen the Upper Brighton Road approach to allow two entry lanes at the stop line. Traffic in the outside lane on approach will only be permitted to turn right with the nearside lane being ahead and right turn east onto the A27. The left turn filter at the junction from Upper Brighton Road is retained.
- 11.7 **A27 New Monks Farm/Shoreham Airport and the Sussex Pad junction**
The highway mitigation proposed by the developers of the New Monks Farm site and Shoreham Airport site is to provide a new signalised large Inscribed Circle Diameter four arm roundabout. The A27 through movements will be provided with three entry and circulatory lanes. An arm to the south will be provided giving access to the strategic development site with a northern arm providing access to Lancing College and Coombes Road. The adjacent existing signalised staggered cross road junction at Coombes Road and Old Shoreham Road (airport access) will be removed as part of the mitigation with the exception of a free flow merge taper slip from Coombes Road onto the eastbound carriageway of the A27.

12. Position of Agreement

- 12.1 Highways England is satisfied that the Adur Local Plan Second Addendum: Revised Reissue September 2016 Transport Study represents an accurate and fit for purpose study for the testing of the strategic impact of the development strategy proposed.
- 12.2 Highways England agree that the scale of the schemes being proposed support the level of development proposed through the Local Plan and that there is a high degree of confidence in their timely delivery. To reflect National Planning Practice Guidance para 107, it is expected either works or development contributions to such works will normally be sought

through s278 Agreements under the Highways Act. Additionally, these are not subject to the same pooling restrictions as s106 Agreements and will help ensure that development proposals likely to impact on the highways network will make an appropriate contribution to its improvement.

12.3 Consequently, Highways England will continue to work with the council and West Sussex County Council (who monitor the local network and implementation of permissions) in order to:

- a) Ensure that mitigation permissions are implemented, the mitigation occurs in a timely fashion; or
- b) Ensure that if the mitigation permissions are not implemented (at all or to a timetable that mitigates the Local Plan as intended), that where still required, alternative mitigation schemes are prepared and implemented in a timely fashion, and
- c) Ensure that the key critical junctions noted in this statement continue to be monitored for the impacts of individual and cumulative background and development impacts.

12.4 Highways England is satisfied that the development strategy proposed by the Submission Plan (October 2016) would not have a severe residual impact on the strategic road network, subject to the suggested mitigation measures proposed by the Transport Study. Highways England considers it is feasible to deliver the mitigation measures proposed by the Transport Study within an appropriate timeframe. Highways England is satisfied that the Plan meets the requirements of the National Planning Policy Framework in respect of the safe and efficient operation of the strategic road network.


13. Other matters

13.1 It is agreed that Adur District Council and Highways England will continue to work actively together and co-operate on matters pertaining to their shared interest and responsibilities.

13.2 The parties to this statement accept that it is prepared on the basis that some development will be able to come forward ahead of mitigation schemes and in some cases will be necessary as a means to facilitate them.

13.3 In the event that any facilitating development does not proceed then Highways England will expect that the council (with West Sussex County Council) will ensure that alternative appropriate mitigation is in place, until such time as a Local Plan Review is undertaken. Highways England will work with Adur District Council to achieve developer-funded mitigation (with contributions from other external funding sources if available) which is proportionate to the revised impacts of developments, should the development quantum change.

14. Signatures

Signed: 
Name: James Appleton
Position: Head of Planning and Development
Organisation: Adur District Council
Date: 22 March 2017

Signed:  KEVIN BOWN
SPATIAL PLANNING MANAGER
AREA 4 SPATIAL PLANNING TEAM

Name:  Elizabeth Cleaver
Position: Assistant Manager Area 4 Spatial Planning Team
Organisation: Highways England
Date: 22 March 2017

Safe roads. Reliable journeys. Integrated travel.



Our ref: HA/3/2/534
Your ref:

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Direct Line: 01306 878605

14 June 2011

Planning, Regeneration & Wellbeing
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For the attention of Ben Daines

Dear Mr Daines

**ADUR DISTRICT COUNCIL LOCAL DEVELOPMENT FRAMEWORK:
DRAFT SCOPING REPORT FOR SUSTAINABILITY APPRAISAL (SA) AND
STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)**

Thank you for your email of 11 May 2011 inviting the Highways Agency (HA) to comment on the draft Scoping Report for the Sustainability Appraisal and Strategic Environmental Assessment. We have the following comments on the document.

Section 2

There is no reference in this section (or elsewhere in the document) to DEFRA's Noise Action Plan for the Brighton Agglomeration¹. We are aware that the First Priority Locations for the Noise Action Plan includes sections of the A27 and A259 in Adur District.

Section 7

This section identifies a potential conflict between Core Strategy objective 6 (secure improvements to the A259 and A27 to relieve congestion) and Sustainability objective 12 (promote sustainable transport and reduce use of the private car). We have previously suggested (in our letter of 14 July 2010) that the emphasis of Core Strategy objective 6 be redressed towards working with HA and WSCC to manage down congestion on the A27 and A259 foremost, with capacity improvements considered only as a last resort. This would bring the two objectives into closer agreement and accord with the recent White Paper "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen".

¹ DEFRA "Noise Action Plan, Brighton Agglomeration, Environmental Noise (England) Regulations 2006" adopted 15 March 2010.
20110814 LT Adur - HA Comments on Scoping Report for Sustainability Appraisal.doc



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I hope these comments are helpful. We look forward to continuing to work with your council as you develop your Local Development Framework.

Yours sincerely



Elizabeth Cleaver
NDD South East, Asset Development
Email: elizabeth.cleaver@highways.gsi.gov.uk

APPENDIX 2

Highways Agency letter dated 26 October 2012 in response to the Draft Local Plan



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Our ref: HA/3/2/534
Your ref: 303

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26 October 2012

Dear Mrs Hayes

DRAFT ADUR LOCAL PLAN 2012

Thank you for inviting views on the draft Adur District Council Draft Local Plan 2012.

The Highways Agency (HA) is an executive agency of the Department of Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport. In the case of development in Adur District Council, our interest relates directly to the safe and efficient operation of the A27.

Vision and Objectives of the Adur Local Plan

We support the stated vision and objectives of the Local Plan, with particular respect to working with ourselves and West Sussex County Council in order to seek measures to address congestion, develop mitigation schemes for the A27 and also promoting more sustainable travel patterns (V8).

Transport Study

We understand that a transport study and associated modelling work is currently underway to support the Local Plan and is due to be completed by the end of the calendar year. We wish to review this study work when completed and ask that your Council continues to involve us prior to the final submission of the Local Plan.

Draft Policy 7: Shoreham Airport

The draft Local Plan notes that improvements to the A27 Sussex Pad junction will be required in order to facilitate development on the eastern side of Shoreham Airport, and also to support the proposals at New Monks Farm. We understand that this is likely to include a new roundabout. Other key development in the locality will also have an impact on the Sussex Pad junction, including the regeneration of Shoreham Harbour.

20121026 LT Adur - Draft Local Plan 2012.doc

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Once the transport study establishes the impact of these developments, we would seek a scheme to be established which mitigates any material impact in accordance with Circular 02/07. Any phasing, cost and potential funding for such a scheme must also be identified to ensure that the scheme is deliverable. The Agency does not have any proposal for improvements along this part of the A27 therefore mitigation would need to be funded via developer contributions.

Draft Policy 8: Shoreham Harbour Regeneration Area

The Shoreham Harbour Regeneration Area is a key location for development and regeneration within Adur. We understand that a Joint Area Action Plan is under preparation which will include details of provision of infrastructure.

The supporting text to the policy notes that the transport impacts of the regeneration area will be mitigated, and we will await the outcome of the transport studies to fully understand the impact on the A27. However, we recommend that the policy makes specific reference to mitigating the impact of the development on the A27 and the Sussex Pad junction.

We would like to continue to work with Shoreham Port, Adur District Council, West Sussex County Council and Brighton & Hove City Council in order to fully understand the impact of the regeneration scheme and also to develop highways infrastructure to mitigate the impacts of the scheme. This should include costing, phasing and funding required to deliver the development.

New Monks Farm, Lancing

We understand from the document that the submission version of the Local Plan will contain a policy for each strategic residential site to be allocated, and will set out specific infrastructure requirements. As such, we would expect in the submission version that the development at New Monks Farm is subject to a specific policy.

The draft Local Plan states that there are opportunities to explore a joint access from the A27 serving the proposed developments at New Monks Farm and Shoreham Airport. We note that potential mitigation may include improvements to the Sussex Pad junction or an alternative junction to the west adjacent to the New Monks Farm allocation. We recommend that the policy for the submission Local Plan includes wording to require suitable mitigation.

The New Monks Farm development also has the potential to add significant levels of traffic to the North Lancing Roundabout. We are concerned as to the operation of this junction, with particular respect to other developments currently being promoted in the area, and as such would require an appropriate mitigation scheme. We recommend that the policy for the submission Local Plan includes wording to require suitable mitigation.

On safety grounds, we would not support any increase in use of the gap in the central reserve between the Sussex Pad junction and North Lancing Roundabout as a result of the proposed development.

20121026 LT Adur - Draft Local Plan 2012.doc

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Draft Policy 27: Transport and Accessibility

We are satisfied with the overall drafting of this policy and note that it seeks to provide improvements to the road network, including the A259 and A27. Following the release of the transport evidence base, it may be necessary to include a reference for appropriate mitigation to the A27 Sussex Pad junction.

Draft Policy 28: Delivering Infrastructure

The policy notes that a Community Infrastructure Levy will be developed, with particular note being made to the infrastructure requirements for the regeneration of Shoreham Harbour. It also states that a Draft Infrastructure Delivery Plan (IDP) is currently in preparation. We welcome the preparation of both documents which will ensure that the authority plans positively for the required infrastructure needed for the district.

We would like to provide input into these documents particularly when the findings of the transport evidence base are known and a mitigation scheme to support additional traffic on the SRN is being developed. We would also like to provide input to the phasing of such mitigation works to support any development coming forward.

Summary

We have reviewed the draft Local Plan and are content that with some changes that the key areas of interest to the HA are being satisfactorily progressed.

We note from the document that Adur will continue to work with us (with regard to the A27), and West Sussex County Council (the local highway authority), to ensure that transport measures arising from key developments including Shoreham Harbour, Shoreham Airport and New Monks Farm are mitigated. We look forward to continuing this engagement as the Local Plan is developed to the submission version.

I hope the above comments are useful. Should you have any questions or comments then please do not hesitate to contact me.

Yours sincerely



Elizabeth Cleaver
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APPENDIX 3

Highways Agency letter of 26 February 2014 in response to the Adur SHLAA 2013/14 consultation

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Our ref:
Your ref:

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Elizabeth Cleaver
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26 February 2014

Dear Ms Proctor

DRAFT ADUR STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT 2013/2014

Thank you for consulting the Highways Agency on the draft Adur Strategic Housing Land Availability Assessment (SHLAA) consultation.

As you are aware the Highways Agency, on behalf of the Secretary of State for Transport, is responsible for supporting delivery of the Government's objectives in relation to sustainable development. We do this by informing and influencing the pattern of new development through the planning system and responding to specific development proposals in respect of the potential impact on the capability of the strategic road network (SRN) (i.e. the Trunk Road and Motorway network) in England. Department for Transport Circular 02/2013, "The Strategic Road Network and the Delivery of Sustainable Development" explains how we participate in the planning process.

In the case of development in Adur District Council, our interest relates directly to the safe and efficient operation of the A27. We will be concerned about proposals that have the potential to impact on the safe and efficient operation of the SRN. Alongside our duty to co-operate with local authorities to support the preparation and implementation of their development plan documents we also have a duty to keep the SRN operating safely and effectively as set out in Circular 02/2013.

As noted in Paragraph 12 of Circular 02/2013, the preparation and delivery of Local Plans provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for various trip purposes and promotes accessibility for all. It is against this background that we have considered your Council's SHLAA sites.

We have reviewed the Strategic Housing Land Availability Assessment 2013/2014 Draft Consultation Document January 2014 and make the following comments. In making our

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comments we have considered in particular, those sites that have the greatest scope to impact on the SRN.

In general, we are supportive of sites on brown field land within existing built up areas as these sites have greater potential to reduce trip generation at source and also have greater opportunities to make journeys by sustainable travel modes.

The consultation document states that the SHLAA does not represent Council policy but is a technical assessment of land for housing. Furthermore, it notes that identification of land for housing does not imply that the Council will allocate that land for housing or grant planning permission for residential development, nor does the inclusion of land for residential development in the SHLAA preclude it being developed for alternative uses. The Agency is conscious that sites will need to be subject to the usual planning requirements allowing for the feasibility of any development proposals to be assessed in detail including the provision of transport assessments.

Nevertheless, we note that the SHLAA forms an important part of the evidence base for the emerging Adur Local Plan and as a technical document, assesses whether land is suitable, available and achievable for housing development and indicates how many homes the land could provide and the timescale for their delivery. Deliverability of development is an important consideration for the Agency especially for development that requires mitigation on the SRN in order to be deliverable.

As you aware, we have engaged in and provided representations at various stages of the emerging Adur Local Plan. We note therefore the inclusion of the following green field sites in the SHLAA which are identified in the emerging Local Plan as strategic sites for housing provision in the district.

- New Monks Farm, Lancing
- Land at West Sompting.

These sites are key strategic sites within the emerging Adur Local Plan and given their proximity to the SRN, they have great potential to adversely impact the A27 which already suffers from congestion. This also applies to the following site, which is in close proximity of the A27.

- Land west of Highview, Mount Way, Sompting

The emerging Local Plan identifies that to deliver the New Monks Farm and development on Land at West Sompting sites, significant improvements will be required on the A27 to accommodate new development. This also includes the need for appropriate improved access across the A27 for pedestrians and cyclists as well as the need for site specific travel behavioural initiatives which maximise opportunities for sustainable modes of travel.

There is no additional information in the SHLAA that we are not already aware of through our engagement in your Council's emerging Local Plan. To that extent, the issues identified within the emerging Local Plan regarding what SRN mitigation is

required to deliver the sites, funding mechanisms and phasing of development sites remain pertinent.

The SHLAA does not appear to have indicated the number of dwellings the above three strategic sites could provide and the timescales for delivery.

Given the identification of these sites in the SHLAA, the need for an acceptable access solution appears pressing. Early delivery of the A27 access improvements for the sites may be required. Identifying the costing, phasing and funding sources to deliver the appropriate mitigation is therefore key to delivering the sites.

It will also be important to understand the amount of development that can be delivered prior to the delivery of any SRN mitigation. We will require evidence to support the amount of development that can be delivered prior to required SRN improvements.

The emerging Local Plan identifies that a full Transport Assessment will be required to consider the impacts on local roads and the SRN for each of the development sites. The Transport Assessments will also need to demonstrate how each development will deliver the necessary mitigation measures.

I hope the above comments are helpful. We look forward to continuing to work with you as the proposals progress.

Yours sincerely



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APPENDIX 4

Highways England letter dated 10 July 2014 in response to the Adur Infrastructure Delivery Plan



Safe roads, reliable journeys, informed travellers

Our ref:
Your ref: A087879/ASG/

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Direct Line: 01306 878605

10 July 2014

Dear Alistair,

Adur Infrastructure Deliver Plan (IDP) and Community Infrastructure Levy (CIL)

I refer to the letter of 20th June 2014 from Colette Blackett of Adur & Worthing Councils in relation to the above. We have been requested by the Council to respond directly to you.

The Highways Agency (HA) is an executive agency of the Department of Transport. We are responsible for operating, maintaining and improving England's Strategic Road Network (SRN) on behalf of the Secretary of State for Transport. In the case of development in Adur District Council, our interest relates directly to the safe and efficient operation of the A27.

We understand that you are seeking to update and refine the draft list of infrastructure schemes in the spreadsheet accompanying the letter. You require information in relation to schemes that pertain to the SRN in Adur District. While we are not able to respond specifically to the questions in the letter, the HA is committed to working closely with Adur (with regard to the A27), and West Sussex County Council (the local highway authority) towards identification and delivery of SRN schemes required to deliver the emerging Local Plan. We have identified the following SRN schemes from the spreadsheet and corresponding scheme costs:

1. New junction onto the A27 Trunk Road (£2.5m);
2. Improvements to the A27/Grinstead Lane (North Lancing Roundabout) (£538,500)
3. Improvements to the A27/A283 (Steyning Road) Roundabout (£311,356);
4. Improvements to the A27/Busticle Lane junction (£30,060);
5. Improvements to the A27/Upper Brighton Road junction (£39,159);
6. Improved access across the A27 for pedestrians and cyclists (£?)

The HA have been an active participant in the emerging Adur Local Plan and have been engaged in discussions with Adur District Council and West Sussex County Council regarding infrastructure improvements being proposed on the SRN to mitigate the impacts of the emerging Local Plan. The Adur Local Plan and Shoreham Harbour Transport Study considered the impact of growth in Adur on the transport network and

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identified a number of SRN junctions that would require mitigation. We are content with the SRN junctions and infrastructure identified above as requiring mitigation to enable delivery of the Local Plan.

When we last reviewed the SRN mitigation proposals provided in the modelling evidence base (in March 2013), the schemes had not yet been designed to any great detail, and were based on diagrammatic representations of the proposed works. We would require more detailed design layouts of the proposed mitigation to understand whether the schemes are deliverable, and to allow an informative review of the cost estimates to be made. Cost estimates should include commuted lump sums that the HA collects to cover future maintenance costs.

We note that there is recognition that delivery of infrastructure or mitigation measures on the A27 as a result of development proposed in the emerging Local Plan is expected to be funded by developer contributions. As the HA have no planned or committed funding for these schemes, we believe that seeking developer led contributions is the right approach.

We will seek to continue to work with Adur and West Sussex County Council to ensure that transport measures arising from key developments including Shoreham Harbour, Shoreham Airport and New Monks Farm are mitigated. It will be important to continue this engagement as the Local Plan is developed to the submission version and also for the preparation of the Infrastructure Delivery Plan and Community Infrastructure Levy. We will require time to review all available evidence particularly in relation to the designs and estimation of mitigation scheme costs and the phasing of these schemes.

I hope the above comments are useful. Should you have any questions or comments please do not hesitate to contact us.

Yours sincerely



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