

Application Number: APP/19/01226

Our Reference: #24136

Dear Lesley,

Thank you for your email dated 26th November 2024; re-consultation request for revised plans and/or documents received in relation to conditions 11 and 18 of APP/19/01226.

National Highways 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 National Highways 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.

In the case of this development proposal, our interest is in the A27. The site borders the A27 to the south, but is not immediately near to an access point to the A27. The nearest access is the A27/A259 junction which is a 1.8 miles drive to the west of the site.

National Highways responded to application APP/19/01226 on 3rd December 2020 recommending four conditions, one of which was for the full details of drainage and its location, which was subsequently included as Cond. 11. Our drainage specialist reviewed information available on your planning portal and provided the following comments:

Having reviewed the submitted information, I would advise insufficient information available to discharge condition 11. With reference to the developer's submitted document, the proposed drainage strategy is NOT acceptable on the following grounds:

- Drainage Overland Flow Routing Plan, drawing ref. no. JUBB-XX-XX-DR-C-0520, rev. 2, dated 12.11.24 located within the Appendix A of the Drainage Strategy Technical Note, the southern part of the site drains towards Strategic Road Network (SRN) of A27. We would expect to see proposed and existing levels, a few cross-sections including low points (which should include the NH boundary and proposed development), and measures to deter the runoff from the site draining towards the SRN to confirm the overland runoff generated from the site does not drain towards the SRN. Please note that in accordance with DfT Circular 01/2022 to protect the integrity of the SRN and highway drainage assets, no overland runoff from the proposed development shall be permitted to discharge on the SRN or into any drainage system connected to the SRN.
- We expect the applicant to consider providing an overflow pipe systems in the hydrobrake connecting to the downstream system as any blockages in the hydrobrake chamber may lead to on-site flooding overflowing into the SRN.

- As per the EA's Flood Map for Planning, there appears to be another existing ditch close to the proposed development for which details are not included in the proposal. We expect to see the details of this existing or the proposed abandoned ditch on the proposed drawings and whether the flood volumes have been considered in the flood storage area. The details should be included in the 2D model and the proposed layout plan.

Also, we would advise the applicant that the proposed discharge rate for the critical rainfall event of 100 year + 40% cc is 5.7 l/s compared to calculated Qbar rate of 5.2 l/s. We expect the applicant to propose discharging the runoff equivalent to the Qbar rate to mitigate the flooding risk at the receptor due to increase in the discharge rates.

In relation to Cond. 18, we did not recommend condition in relation to internal roads within the proposal site and we are satisfied that amendments will not materially impact the safe and efficient operation of the SRN (A27).

We also recommended condition in relation to installation of any external lighting and requested to be consulted on the full details of lighting and its location; which was subsequently included as Cond. 19. However, we do not appear to have been consulted on the discharge of this condition. We took an opportunity to review lighting details available on planning portal and we are content that there is no light spill onto the A27 and therefore no adverse safety impact for the SRN; thus we have No Objection to the discharge of Condition 19.

Regards

Mrs Beata Ginn

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