

TECHNICAL NOTE

PROJECT: Land adjacent Woodgate Nurseries, Lidsey Road, Woodgate

PLANNING REFERENCE: AL/129/21/OUT

REPORT: 2087/TN/04 – Response to highway officer comments dated 30th November 2021

DATE: December 2021

Background

1. This Technical Note has been prepared by Highgate Transportation in response to the highway officer's comments (dated 30th November 2021) regarding the planning application for up to 95 residential dwellings on land adjacent to Woodgate Nurseries, Lidsey Road, Woodgate. The application is in outline with all matters reserved except for access.
2. A new junction with A29 Lidsey Road will serve the application proposals and this is supported by an independent Stage 1 Road Safety Audit within the Transport Assessment (also prepared by Highgate Transportation) that was submitted with the planning application.
3. The WSCC highway officer's (CHA) consultation response is provided in full at **Appendix 1** and can be summarised as:
 - i. Agreement that the visibility splays should be based on speed limit of the road.
 - ii. Agreement that the existing 30mph speed restriction along Lidsey Road at Woodgate should not be extended south.
 - iii. Agreement that the trips arising from the development proposals are acceptable and will not significantly impact on the local road network. This includes agreement of the conclusions of the PICADY and LinSig assessments.
 - iv. Agreement that the details of temporary and/or permanent warning signage can be determined as part of the S278 process.
 - v. The proposed site access plan should be modified to include:
 - The path in north eastern corner of the site should be widened to allow for cycle access in addition to pedestrian access.
 - The footway along Lidsey Road to the north of the site should be widened to 2.0 metres up to where it meets the highway improvements associated with the Wing's Nursery development (AL/32/19/OUT).
 - vi. An overlay plan should be provided which shows the BEW roundabout and the proposed site access to confirm that the access proposals do not hinder the deliverability of the BEW roundabout.
 - vii. A formal design check on the access junction should be undertaken and submitted along with any associated relaxation/departure forms.

- viii. An updated independent Road Safety Audit should be undertaken to reflect any changes to the access and also include the additional pedestrian and cycle improvements.
 - ix. A response to the highway officer's commentary on the Road Safety Audit should be provided.
 - x. Electric vehicle charging for visitors should be provided.
 - xi. A more detailed Travel Plan should be provided which includes:
 - Promoting additional websites and services.
 - Standard Assessment Methodology (SAM) monitoring
 - Targets
 - Remedial measures.
 - xii. Travel vouchers of at least £150 per dwelling should be provided.
 - xiii. A Travel Plan monitoring fee of £3,500 will be required and can be secured by a S106 agreement.
4. In respect of **paragraph 3.v.**, the proposed site access plan has been modified slightly as a result of the design check requested in the consultation response and this is shown on drawing HTp/2087/36 (provided at **Appendix 2**). The modifications comprise:
- i. The path between the north eastern corner of the site and Lidsey Road has been widened to 3.0 metres to allow for access by cyclists in addition to pedestrians.
 - ii. This modified path is complimented by a dropped kerb to allow access to and from Lidsey Road with ladder paving to warn pedestrians walking along Lidsey Road that cyclists may be crossing.
 - iii. The footway along Lidsey Road to the north of the site being widened to 2.0 metres to the southern extents of the highway works area associated with the Wing's Nursery development.
 - iv. For the avoidance of doubt the proposed widening will utilise land currently forming the highway verge and no modifications will be made to the existing private accesses.
 - v. At the site access junction, minor modifications to the southern kerb line of the site access, the location of traffic islands and road markings.

Response to highway officer comments

5. From the above it is concluded that **3.vi** to **3.xiii** require a response and these are set out in turn.

An overlay plan should be provided which shows the BEW roundabout and the proposed site access to confirm that the access proposals do not hinder the deliverability of the BEW roundabout

6. A plan (HTp/2087/35/A) showing the BEW Consortium masterplan road layout overlain on the access proposals is provided at **Appendix 2**.
7. From this it can be seen that the access proposals are compatible with the BEW roundabout proposals.

A formal design check on the access junction should be undertaken and submitted along with any associated relaxation/departure forms

8. The modified site access arrangement has been subject to a design check including the aforementioned changes have been subject to a design check using DMRB CD 123 (2087/TN/03).
9. During the design check the following changes to the access were made:
 - i. The direct taper was increased from 5 metres to 15 metres.
 - ii. The traffic islands were relocated to better accommodate the CD123 design vehicle, even though movements by 16.5 metre articulated vehicles are expected to be exceptionally rare.
10. It was confirmed that two departures from standards are required in relation to:
 - i. Paragraph 2.4 – *"New priority junctions shall not be sited where they encroach on the visibility requirements of adjacent priority junctions on major roads..."*
 - ii. Paragraph 6.6 – *"For right turning lanes, the direct taper length and the minimum deceleration length shall be provided in accordance with Table 5.22."*

"New priority junctions shall not be sited where they encroach on the visibility requirements of adjacent priority junctions on major roads..."

11. The purpose of the standard is to ensure that vehicles waiting at a junction do not cause unacceptable obstructions to visibility from adjacent junctions by their encroachment.
12. In regards to **paragraph 10.i.**, the speed limit of the A29 past the site is 50 miles per hour.
13. The only existing access which would potentially be impacted by the proposed access is the private access 55 metres to the north serving Woodgate House and the fields to the west. This junction is understandably very lightly trafficked with no movements observed during site visits.
14. Based on the topographical survey, the visibility splay to the south of the Woodgate House access is up to 2.4 x 100 metres.
15. With the proposed development in place, the available visibility to the south will continue to be approximately 2.4 x 100 metres.

16. The PICADY modelling within the Transport Assessment identifies that, with the application proposals in place, the mean maximum queue at the minor arm of the proposed site access junction during the busiest hour will be just 0.1 vehicles (i.e. the give way line will be vacant the vast majority of the time). Therefore, given that queueing traffic at either junction will be infrequent, it will be a very rare event that intervisibility is impacted.
17. Relocating the proposed access south out of the visibility would result in a junction around 20-25 metres to the north of the BEW roundabout which would impact on the deliverability of the junction and associated wider residential development and rerouting of the A29.
18. A departure from standard (HTp/2087/DfS/01) has been prepared and accompanies the design check. It is concluded that this departure is acceptable.

"For right turning lanes, the direct taper length and the minimum deceleration length shall be provided in accordance with Table 5.22"

19. The purpose of the standard is to ensure that vehicles are able to decelerate sufficiently to safely turn from the through lane to the turning lane.
20. In regards to **paragraph 10.ii.**, the design speed of the major road as determined by the speed restriction is 80 kph. The gradient of the major road is in the 0-4% range. Therefore, based on Table 5.22 (provided below for ease of reference) the minimum deceleration distance is 55 metres and a direct taper of 15 metres should be provided.

Table 5.22 Diverge taper, auxiliary lane and right turn lane lengths for deceleration

Design speed (kph)	Diverge taper or auxiliary lane deceleration lengths (metres)					Direct taper (metres)
	On up gradient		On down gradient			
	0 - 4 %	over 4%	0 - 4 %	over 4%		
				Dual carriageways	Single carriageway (including ghost islands and SLD locations)	
50	25	25	25	25	25	5
60	25	25	25	40	25	5
70	40	25	40	55	40	15
85	55	40	55	80	55	15
100	80	55	80	110	80	25
120	110	80	110	150	110	30

21. A direct taper length of 15 metres is to be provided which complies with the design document.
22. A deceleration distance of 18 metres is to be provided. It should be noted that vehicles using this deceleration length to turn right will have left a 30mph zone approximately 100 metres earlier (where the central hatching starts) and as such will be travelling much slower than the 50 mph speed restriction.

23. A departure from standard (HTp/2087/DfS/02) has been prepared and accompanies the design check. It is concluded that this departure is acceptable.

An updated independent Road Safety Audit should be undertaken to reflect any changes to the access and also include the additional pedestrian and cycle improvements

24. It is proposed that the independent Road Safety Audit should be updated and extended once the highway officer agrees in principle to the modified access arrangement.
25. This is considered appropriate given the overall positive nature of the Road Safety Audit that formed part of the Transport Assessment and the overall agreement of the highway officer with the Designer's Response.

Response to the highway officer's commentary on the Road Safety Audit

26. This section responds to the West Sussex County Highways response to the independent Stage 1 Road Safety Audit and accompanying Designer's Response that accompanied the initial application.
27. For the avoidance of doubt:
- i. The 'Recommendation' is that raised by the independent auditors.
 - ii. The 'Designer's Response' is Highgate Transportation's response to the auditor's recommendations.
 - iii. The Overseeing Organisation Response and Agreed Action are the CHA response to the auditor's recommendations / Designer's response and their suggested Agreed Action.
 - iv. The HTp December 2021 response is the Highgate Transportation response to the Overseeing Organisation Response and Agreed Action.
28. This note responds to each recommendation and response in turn. For ease of reference the previously circulated recommendation and responses (i.e. that covered by **paragraph 27. i. to iii.**) is provided in full below with the new HTp December response provided below.

Recommendation 1 – Remove vegetation to the north and especially south of the proposed access road. Investigate extending the existing 30mph further south to include the new junction.

Designer's Response – Partially accepted – Vegetation within the visibility splays has been removed and will be maintained to ensure that the visibility splays will not be impacted. A note has been added to the updated access drawing (2087/29/E). There are no proposals to extend the 30mph speed restriction.

Overseeing Organisation Response (CHA) – Agree with auditor's recommendations. The issue of the speed limit has been investigated by the CHA. In brief, the current speed limit policy requires two elements to be achieved in regards installation of a new/extending an existing 30mph speed. These are as follows:

1. Average speeds should be less than 33mph.
2. Development frontage (i.e. houses directly adjacent to and accessed from the road concerned) should be at least 30% on both sides of the road or 50% on one side of the road.

In relation to 1), no data has been provided to support an extension of the 30mph speed limit. In relation to 2), the indicative plan showing the Internal layout of the development indicates that properties will be set behind existing vegetation and will be accessed from a side road junction, thereby not constituting frontage development.

Furthermore the current speed limit policy states that speed limits should not be used for isolated hazards, such as a single road junction. The new junction should, therefore, be designed to an appropriate standard for the existing 85th %tile speed of traffic or speed limit.

The CHA therefore concludes that on the basis of the evidence provided, the section of road concerned does not meet the current speed limit policy criteria for a reduction to a 30mph speed limit.

Agreed Action – That the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB or as otherwise agreed with the CHA.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design – therefore, Agreed Action above may be subject to change).

29. HTp December 2021 response – As stated within the Designer's Response "*There are no proposals to extend the 30mph speed restriction*". The CHA have confirmed why reducing the speed limit to 30mph would not be appropriate without works required along Lidsey Road. As set out at **paragraphs 8 to 10**, the proposals have been subject to a design check using DMRB CD 123 (2087/TN/03) with minor changes made where appropriate. It should be noted that the previous access proposals as shown on plan HTp/2087/29/E have now been superseded by HTp/2087/36. For the avoidance of doubt vegetation was removed prior to the Road Safety Audit being conditioned and, following development, would be maintained as such.

Recommendation 2 – Install junction warning sign prior to access road. Investigate extending the existing 30mph further south to include the new junction.

Designer's Response – Not accepted – The access junction will be visible for around 300 metres for northbound vehicles which is considered more than sufficient. Nevertheless a comment has been added to the access drawing stating *"Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process."* Again, there are no proposals to extend the 30mph speed restriction.

Overseeing Organisation Response (CHA) – Agree with auditor's recommendations. Signage will be required on the approaches to the site access and the type and style (including whether they are temporary or permanent) will be determined at S278 stage.

With regard to the speed limit and recommendation to investigate extending the existing 30mph speed limit, the CHA has looked into this. In brief, the current speed limit policy requires two elements to be achieved in regards installation of a new/extending an existing 30mph speed. These are as follows:

1. Average speeds should be less than 33mph.
2. Development frontage (i.e. houses directly adjacent to and accessed from the road concerned) should be at least 30% on both sides of the road or 50% on one side of the road.

In relation to 1), no data has been provided to support an extension of the 30mph speed limit. In relation to 2), the indicative plan showing the Internal layout of the development indicates that properties will be set behind existing vegetation and will be accessed from a side road junction, thereby not constituting frontage development.

Furthermore the current speed limit policy states that speed limits should not be used for isolated hazards, such as a single road junction. The new junction should, therefore, be designed to an appropriate standard for the existing 85th %tile speed of traffic or speed limit.

The CHA therefore concludes that on the basis of the evidence provided, the section of road concerned does not meet the current speed limit policy criteria for a reduction to a 30mph speed limit.

Agreed Action – That the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design).

Agreed Action – That signage be provided as-per the safety audit recommendation (actual type and whether temporary or permanent to be determined at S278 stage). And, that the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB or as otherwise agreed with the CHA.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design – therefore, Agreed Action above may be subject to change).

30. HTP December 2021 response – As stated within the Designer's Response *"There are no proposals to extend the 30mph speed restriction"*. It is agreed that the access will be designed in accordance with the existing speed limit of Lidsey Road fronting the site and that temporary/permanent signage can be determined at the S278 stage. As set out at **paragraphs 8 to 10**, the proposals have been subject to a design check using DMRB CD 123 (2087/TN/03) with minor changes made where appropriate.

Recommendation 3 – Reallocate road space or widen traffic island to ensure widths between 3.2m or 3.5m are avoided.

Designer's Response – Not accepted. The access has been designed in accordance with DMRB GG 123 and verified by swept path analysis given the location of the access on a bend in the A29. GG 123 states:

- a. Paragraph 6.8 *"At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips"*.
- b. Paragraph 6.10 *"The width of the right turning lanes for new junctions, excluding WS2+1, shall be a minimum of 3.0 metres"*.
- c. Paragraph 6.10.1 *"The width of the right turning lane at new and existing junctions should be 3.5 metres"*.
- d. Paragraph 6.10.2 *"On rural roads, with design speeds above 85 kph or where hard strips are present, the width of the right turning lane at new and existing junctions should not exceed 3.65 metres"*.
- e. Given the road to either side of the junction allows overtaking, has good forward visibility and the observed very infrequent use by cyclists, it is concluded that the frequency of overtaking attempts on cyclists through the junction will be so infrequent as to be inconsequential. It is therefore concluded that the lane widths are appropriate and accord with national design standards. This will be considered further at the detailed design stage.

Overseeing Organisation Response (CHA) – This matter will be responded to again when a formal design check of all the component parts of the access works have been provided to the CHA by the applicant.

Agreed Action – NO AGREED ACTION AT THIS STAGE.

31. HTP December 2021 response –As set out at **paragraphs 8 to 10**, the proposals have been subject to a design check using DMRB CD 123 (2087/TN/03) with minor changes made where appropriate. We await the CHA response on this recommendation.

Recommendation 4 – Construct the new footway such that its gradient is appropriate for pedestrian use. Ensure there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint.

Designer's Response – Accepted – The level difference between the edge of the existing road (bottom of kerb) and the edge of the site is approximately 0.35 metres. The footway into the site will be designed at maximum gradient of 1:20. Should there be any risk of pedestrians slipping or falling into the culvert, then providing a restraint system will be investigated. The site access proposals have been updated to reflect the above.

Overseeing Organisation Response (CHA) – Agree with audit recommendation. That the footway be constructed with gradients appropriate for pedestrian use and ensure that there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint. However, if there is a difference in levels that a suitable restraint system be provided.

Agreed Action – That the footway be constructed with gradients appropriate for pedestrian use and ensure that there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint and if there is a difference in levels, that a suitable restraint system be provided.

32. HTP December 2021 response – The Agreed Action described above is acceptable.

Electric vehicle charging for visitors should be provided

33. This is an outline planning application with the site layout illustrative only and will be subject to a future Reserved Matters application.
34. Arun DC's parking standards (adopted January 2020) state that from 2018 all new properties with a driveway or garage should be provided with an EV charging point. The standards also state that for other developments (i.e. those with car parks rather driveways/garages), 20% of spaces should include an EV charging point (increasing to 30% from 2023).

35. The only stated requirement regarding residential visitor car parking within the adopted car parking standards is:

"...visitor parking will be required to be provided at a ratio of 20% of the total number of residential units. For example, if there were 100 dwellings proposed, in addition to the allocated residents parking, 20 visitor spaces should be provided. A more flexible approach will be taken with schemes that incorporate flats and on sites close to urban centres."

36. It is therefore concluded that the recently adopted car parking standards do not require residential visitor car parking bays to be provided with EV charging points and none is proposed.
37. Should any visitors have driven such a distance from home to require recharging before returning home then it would be reasonable for them to use a charging point available to the general public given the journey would be of considerable distance.
38. Notwithstanding the above, a requirement for a proportion of visitor spaces to be provided with electric charging points could be secured by way of a planning condition (which the LPA could attach to any planning permission forthcoming) if the decision maker (Arun District Council) deems it necessary to make the development acceptable in planning terms (and provided it meets the other tests of reasonableness prescribed by legislation and national planning policy).

A more detailed Travel Plan should be provided

39. The highway officer has requested a more detailed Travel Plan to be provided to include:
- i. Promote walking to/from the development by: providing a map of local walking routes from the site to key local facilities in the surrounding area.
 - ii. Promoting the health benefits of walking: <https://walk4life.info/>
 - iii. Promoting national campaigns such as walking month.
 - iv. Encourage cycling to/from the site by:
 - Providing secure on-plot cycle storage.
 - Providing maps of the designated local cycle routes within vicinity of the site.
 - v. The Travel Plan Co-ordinator to seek and to agree discounts with a local cycling shop for residents.
 - vi. Promoting cycling information websites for the local area
<https://www.cyclinguk.org/cycle/cycling-west-sussex>
 - vii. Promote the use of public transport through: Providing detailed public transport information, including timetables and fares, in Travel Packs provided to residents on occupation.
 - viii. Encourage sustainable car journeys by: making residents aware of car club and car share schemes such as:
<https://liftshare.com/uk/community/westsussexcarshare>
 - ix. Raising awareness of car ownership costs through the Travel Packs.
 - x. Provision of Electric vehicle charging points in line with WSCC guidance.
 - xi. Promote the Travel Plan and its measures by: publicising the Travel Plan on the development website. Preparing and distributing Travel Packs to every household on occupation.
 - xii. TRICS SAM Monitoring.
 - xiii. The trip rate reduction target should be clearly stated in any FINAL plan.
 - xiv. The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met. One option might be for a second round of travel vouchers to be offered to each dwelling should the % trip rate reduction target not be achieved by year 5.
40. The Travel Plan is being updated to consider these points and will be issued once complete. Notwithstanding the above, it is considered appropriate that the approval of a Travel Plan should be the subject of a planning condition.

Travel vouchers of at least £150 per dwelling should be provided

41. The updated Travel Plan proposals include sustainable travel vouchers of £150 which can be redeemed on first occupation.
42. The sustainable travel vouchers will be redeemable for active and public transport to provide for example:
 - i. Contribution towards a new cycle or accessories e.g. helmet, lights and mudguards.
 - ii. Bus tickets
 - iii. Rail tickets or network card
43. It is concluded that the sustainable travel vouchers will further emphasise the sustainability credentials of the site and reduce the reliance on the private car.

A Travel Plan monitoring fee of £3,500 will be required and can be secured by a S106 agreement

44. It is agreed that the Travel Plan monitoring fee of £3,500 can be secured by the S106 agreement.

Summary and Conclusions

45. This Technical Note has been prepared by Highgate Transportation in order to respond to the highway officer consultation response (dated 30th November 2021) regarding the planning application for up to 95 residential dwellings on land adjacent to Woodgate Nurseries, Lidsey Road, Woodgate. The planning application is in outline but with access one of the matters for determination.
46. The highway officer's consultation response set out that following was agreed.
 - i. The visibility splays should be based on speed limit of the road.
 - ii. The access drawing should show the accesses to the opposite dwellings
 - iii. The existing 30mph speed restriction along Lidsey Road at Woodgate should not be extended south.
 - iv. The trips arising from the development proposals are acceptable and will not significantly impact on the local road network. This includes agreeing in the findings of the PICADY and LinSig assessments.
 - v. The details of temporary and/or permanent warning signage can be determined as part of the S278 process.

47. The proposed access has been modified slightly as a result of the design check requested in the consultation response and this is shown on drawing HTp/2087/36. The following changes have been incorporated:
- i. The path between the north eastern corner of the site and Lidsey Road has been widened to 3.0 metres to allow for access by cyclists in addition to pedestrians.
 - ii. This modified path is complimented by a dropped kerb to allow access to and from Lidsey Road with ladder paving to warn pedestrians walking along Lidsey Road that cyclists may be crossing.
 - iii. The footway along Lidsey Road to the north of the site being widened to 2.0 metres to the southern extents of the highway works area associated with the Wing's Nursery development.
 - iv. For the avoidance of doubt the proposed widening will utilise land currently forming the highway verge and no modifications will be made to the existing private accesses.
 - v. Minor modifications to the southern kerb line of the access, location of traffic islands and road markings.
48. This report concludes that:
- i. The access proposals will not impact on the proposals BEW roundabout.
 - ii. A design check using DMRB CD 123 has been completed.
 - iii. An updated independent Road Safety Audit will be commissioned after the highway officer agrees to the updated access proposals in principle.
 - iv. A response to the highway officer's commentary on the Road Safety Audit has been provided.
 - v. Visitor EV charging is not proposed and this accords with the recently adopted parking standards.
 - vi. An updated Travel Plan is being produced and can be secured by means of a planning condition.
 - vii. Sustainable travel vouchers of £150 per dwelling on first occupation will be claimable by residents.
 - viii. The Travel Plan monitoring fee of £3,500 is acceptable and can be secured as part of the S106 agreement.
49. This report finally concludes that the proposals are acceptable in transport development terms.

Appendix 1

Highway Officer's Consultation Response Dated 30th November 2021

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC - Highways Authority
DATE:	30 th November 2021
LOCATION:	Land adjacent to Woodgate Nurseries Lidsey Road Aldingbourne PO20 3SU
SUBJECT:	AL/129/21/OUT Outline planning application with all matters reserved (except access) for residential development with up to 95 No dwellings (Use Class C3), informal and formal public open space, landscaping, drainage and other associated works. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	18 th November 2021
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	TBA

This is the first WSCC County Highways (CHA) response to outline planning application with all matters reserved (except access) for residential development with up to 95 No dwellings (Use Class C3), informal and formal public open space, landscaping, drainage and other associated works.

Site location and access.

The site is located on the western side of the A29 Lidsey Road, Woodgate, with access shown taken off the same. This access is said to be shown on drawing HTp/2087/29/D found within the TA. However, this does not appear to be on the Arun DC website. Applicant to provide, please. The A29 connects Bognor Regis to the south with Fontwell to the north where it joins the A27.

The A29 at this location is subject to a 50mph speed limit which reduces to 30mph approximately 120m to the north of the proposed site access. The site is also located approximately 450m to the south of the Woodgate railway level crossing. The TA describes the site as wrapping around Woodgate House which is served by a private access lane which is shared with the field to the west of the site and which is to remain should planning permission be granted for the development site.

The proposed access comprises a single point of access with right hand turning (ghost) lane on the A29 to assist with turning and traffic flow. This has been the subject of independent Road Safety Audit (to Stage 1). However, no formal design check against the requirements of DMRB has been provided by the applicant. This is required (as is the plan itself) in order for the CHA to be able to consider the design further. Any check should also state any departures and/or relaxations from standard identified and explain why any have been proposed. Sight line splays should also be shown based on the speed limit of the A29 at this location.

With regard to the accesses for the properties found on the eastern side of the road and in close proximity to the proposed site access, the applicant should show these on a revised plan and demonstrate that traffic movements to and from them would not be compromised with the provision of the site access and associated right hand turning lane proposed for the application site.

A29 realignment scheme.

Although reference is made to the A29 realignment scheme in a document found on the Arun Planning web pages, there are no plans showing the proposed access arrangements for BEW which are proposed to be located on the A29 in proximity to the site access (currently shown to be a roundabout on current Masterplan). As such, the applicant should provide this and demonstrate how both access points would work with one another.

Access by non-car modes.

Walking and cycling – The TA lists a number of local facilities located in Woodgate (or close-to) which they consider are accessible via foot or cycle along Lidsey Road. They also mention that additional services are located in the Westergate and Eastergate areas to the north which border with Woodgate and have a continuous footway connection. A selection of the local facilities are listed in Table 2.1. found in the TA. The site is also proposing a new section of footway from the development access onto Lidsey Road and a footpath connection from the site emerging to Lidsey Road in the north-eastern corner of the site. Where the path in the north eastern corner emerges to Lidsey Road, the CHA recommends that the section of existing footway it connects to on Lidsey Road be widened to 2.0m up to the point it meets the proposed footway widening that forms part of the nearby Wings Nurseries proposals. This would then provide a continuous 2.0m wide footway from the vehicular entrance to the application site through to Hook Lane and beyond. This new section should be safety audited.

Specifically with regard to cycling, there are few bespoke facilities for cyclists available in the locality. While facilities will come forward as part of the Barnham-Eastergate-Westergate (BEW) Strategic Allocation, in the meantime cyclists are required to use Lidsey Road. As such, the CHA recommends that the footpath link proposed to the north-east corner of the site be provided sufficiently wide enough to cater for use by cyclists, and that entry and exit points on either side of Lidsey Road be provided to assist with users entering and leaving the carriageway of the A29 and getting in and out of the site. Some form of access protection might be required at the point the path emerges to Lidsey Road from the site. And additionally, the applicant should get this infrastructure safety audited at this planning stage with the audit and designer's response made available to the CHA for comment.

Buses - Bus stops are located on the A29 Lidsey Road near Willows Caravan Park approximately 300 metres walk distance north of the site access.

These bus stops are served by the 66A and 66C bus services which operate between Bognor Regis and Yapton via slightly different routes. There are six services each way Monday-Saturday with one service arriving in central Bognor Regis before 9am and departing after 5pm and are therefore suitable for commuting. There are no services on Sundays. From the bus stops on Lidsey Road, these services are scheduled to take approximately 15 minutes to central Bognor Regis (including the railway station). From the bus stops on Lidsey Road, these services take approximately 10 minutes journey time to Barnham railway station.

Trains - Barnham railway station is a mainline station and is located approximately 4km travel distance to the east which equates to a circa 12 minute cycle or a 10 minute bus journey as described above.

Barnham station is located on the West Coastway Line between Brighton and Southampton. This station also regularly serves London Victoria via Gatwick Airport, Brighton, Southampton, Portsmouth and Littlehampton. This station also provides a route to Bognor Regis railway station.

The TA states that there are also additional infrequent direct services to Bristol Temple Meads, Salisbury and Great Malvern.

Road safety Audit.

The proposed site access arrangements have been the subject of an independent Stage 1 Road Safety Audit. The full Road Safety Audit and Designer's Response is provided at Appendix 7 found within the TA.

The recommendations of the audit are:

1. Recommendation - Remove vegetation to the north and especially south of the proposed access road. Investigate extending the existing 30mph further south to include the new junction.

Design Organisation Response - Partially accepted. Vegetation within the visibility splays has been removed and will be maintained to ensure that the visibility splays will not be impacted. A note has been added to the updated access drawing (2087/29/D). There are no proposals to extend the 30mph speed restriction.

Overseeing Organisation Response (CHA) – Agree with auditor's recommendations. The issue of the speed limit has been investigated by the CHA. In brief, the current speed limit policy requires two elements to be achieved in regards installation of a new/extending an existing 30mph speed. These are as follows:

1. Average speeds should be less than 33mph.
2. Development frontage (i.e. houses directly adjacent to and accessed from the road concerned) should be at least 30% on both sides of the road or 50% on one side of the road.

In relation to 1), no data has been provided to support an extension of the 30mph speed limit. In relation to 2), the indicative plan showing the Internal layout of the development indicates that properties will be set behind existing vegetation and will be accessed from a side road junction, thereby not constituting frontage development.

Furthermore the current speed limit policy states that speed limits should not be used for isolated hazards, such as a single road junction. The new junction should, therefore, be designed to an appropriate standard for the existing 85th %tile speed of traffic or speed limit.

The CHA therefore concludes that on the basis of the evidence provided, the section of road concerned does not meet the current speed limit policy criteria for a reduction to a 30mph speed limit.

Agreed Action – That the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB or as otherwise agreed with the CHA.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design – therefore, Agreed Action above may be subject to change).

2. Recommendation - Install junction warning sign prior to access road. Investigate extending the existing 30mph further south to include the new junction.

Design Organisation Response - Not accepted. The access junction will be visible for around 300 metres for northbound vehicles which is considered more than sufficient. Nevertheless, a comment has been added to the access drawing stating: "Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process." Again, there are no proposals to extend the 30mph speed restriction.

Overseeing Organisation Response (CHA) - Agree with auditor's recommendations. Signage will be required on the approaches to the site access and the type and style (including whether they are temporary or permanent) will be determined at S278 stage.

With regard to the speed limit and recommendation to investigate extending the existing 30mph speed limit, the CHA has looked into this. In brief, the current speed limit policy requires two elements to be achieved in regards installation of a new/extending an existing 30mph speed. These are as follows:

1. Average speeds should be less than 33mph.
2. Development frontage (i.e. houses directly adjacent to and accessed from the road concerned) should be at least 30% on both sides of the road or 50% on one side of the road.

In relation to 1), no data has been provided to support an extension of the 30mph speed limit. In relation to 2), the indicative plan showing the Internal layout of the development indicates that properties will be set behind existing vegetation and will be accessed from a side road junction, thereby not constituting frontage development.

Furthermore the current speed limit policy states that speed limits should not be used for isolated hazards, such as a single road junction. The new junction should, therefore, be designed to an appropriate standard for the existing 85th %tile speed of traffic or speed limit.

The CHA therefore concludes that on the basis of the evidence provided, the section of road concerned does not meet the current speed limit policy criteria for a reduction to a 30mph speed limit.

Agreed Action – That the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design).

Agreed Action – That signage be provided as-per the safety audit recommendation (actual type and whether temporary or permanent to be determined at S278 stage). And, that the access be constructed in accordance with the existing speed limit at that point on Lidsey Road and, furthermore, in accordance with other necessary design criteria as required in DMRB or as otherwise agreed with the CHA.*

(*A formal design check against DMRB is required prior to the CHA commenting further about the access design – therefore, Agreed Action above may be subject to change).

3. Recommendation - Reallocate road space or widen traffic island to ensure widths between 3.2m or 3.5m are avoided.

Design Organisation Response - Not accepted. The access has been designed in accordance with DMRB GG 123 and verified by swept path analysis given the location of the access on a bend in the A29. GG 123 states:

- a. Paragraph 6.8 'At ghost island junctions on roads other than WS2+ 1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips".
- b. Paragraph 6.10 "The width of the right turning lanes for new junctions, excluding WS2+ 1, shall be a minimum of 3.0 metres".
- c. Paragraph 6.10.1 "The width of the right turning lane at new and existing junctions should be 3.5 metres".
- d. Paragraph 6.10.2 "On rural roads, with design speeds above 85 kph or where hard strips are present, the width of the right turning lane at new and existing junctions should not exceed 3.65 metres".
- e. Given the road to either side of the junction allows overtaking, has good forward visibility and the observed very infrequent use by cyclists, it is concluded that the frequency of overtaking attempts on cyclists through the junction will be so infrequent as to be inconsequential. It is therefore concluded that the lane widths are appropriate and accord with national design standards. This will be considered further at the detailed design stage.

Overseeing Organisation Response (CHA) – This matter will be responded to again when a formal design check of all the component parts of the access works have been provided to the CHA by the applicant.

Agreed Action – NO AGREED ACTION AT THIS STAGE.

4. Recommendation - Construct the new footway such that its gradient is appropriate for pedestrian use. Ensure there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint.

Design Organisation Response – Accepted. The level difference between the edge of the existing road (bottom of kerb) and the edge of the site is approximately 0.35 metres. The footway into the site will be designed at maximum gradient of 1:20. Should there be any risk of pedestrians slipping or falling into the culvert, then providing a restraint system will be investigated. The site access proposals have been updated to reflect the above.

Overseeing Organisation Response (CHA) – Agree with audit recommendation. That the footway be constructed with gradients appropriate for pedestrian use and ensure that there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint. However, if there is a difference in levels that a suitable restraint system be provided.

Agreed Action - That the footway be constructed with gradients appropriate for pedestrian use and ensure that there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from

falling into the culvert using restraint and if there is a difference in levels, that a suitable restraint system be provided.

The applicant is requested to reply to all comments made above and to also consult the safety audit team for comments.

Personal Injury Accident (PIA) data.

The accident data provided in the TA shows that there was a total of three PIAs within the study area during the five-year study period considered.

Of the three accidents one was classified as 'serious' and the other two were classified as 'slight'.

The 'serious' accident occurred on the A29 at its junction Hook Lane in Woodgate to the north of the level crossing and was a side-side collision between a cyclist and a passing light goods vehicle.

One of the 'slight' accidents occurred to the north of the A29/Hook Lane junction and involved a taxi/private hire vehicle reversing into a vehicle parked within the carriageway. A convenience store with a small forecourt with direct access from the A29 is located here. The store is currently closed at the time of writing this response. However, recent planning permission exists for a similar facility.

The other 'slight' accident involved a car colliding with a pedestrian on the A29 to the south of the junction of Woodgate Road near Woodgate House.

The TA concludes that the accident rate is low and the accidents are varied and not clustered and that no pattern for PIA road traffic accidents have been identified for the period considered.

Records do not include those accidents of a damage-only nature or those not reported to the police.

Trip generation and traffic impact (+ railway crossing impact).

The nearby residential scheme at Wing's Nursery (planning application reference: AL/20/21/PL) used the new A29 re-alignment business case trip rates.

The applicant has also looked at TRICS to confirm the suitability of the business case trip rates. The parameters inputted into the TRICS database to calculate the number of trips that would be generated by the proposed development are as follows:

- Residential/ A- Houses Privately Owned
- Multi-modal sites within Great Britain (excluding Greater London)
- Sites with 40-100 dwellings
- Edge of town or free- standing location types only

The trip rates used are set out below and provided in full at Appendix 9 found in the TA. The applicant has included the TRICS vehicular trip rate for comparison purposes and confirms that the business case trip rates are reasonable. The TRICS trip rates are set out at Table 6.1 with resultant trip generation of 95 dwellings at Table 6.2 – both taken directly from the TA:

Table 6.1 - Proposed development trip rate per dwelling

	07:00-08:00		17:00-18:00		Daily Total
	Arrivals	Departures	Arrivals	Departures	
Vehicles (business case)	0.124	0.324	0.312	0.161	-
Vehicles (TRICS rate for comparison)	0.092	0.333	0.330	0.144	4.836
Cyclists	0.011	0.005	0.009	0.002	0.133
Pedestrians	0.012	0.031	0.045	0.032	0.819
Total People	0.126	0.546	0.546	0.227	7.936

Table 6.2 - Proposed development trip generation for 95 dwellings

	07:00-08:00		17:00-18:00		Daily Total
	Arrivals	Departures	Total	Departures	
Vehicles (business case)	12	31	30	15	-
Vehicles (TRICS rate for comparison)	9	32	31	14	459
Cyclists	1	0	1	0	13
Pedestrians	1	3	4	3	78
Total People	12	52	52	22	754

From scrutiny of Table 6.2 it can be seen that 95 dwellings would result in 43 and 45 vehicle movements during the local network AM and PM peak hours respectively.

With regard to trip distribution and based on similar sites nearby, the % split north and south is generally 70% north and 30% south. Based on the AM peak departure figure of 31, this would amount to approximately 20 vehicles turning north from the site with 10 turning south. In the evening PM peak period, approximately 11 vehicles would turn north. The applicant's figures are lower (16 and 6 respectively for AM and PM peaks) but the differences between the CHA's and the applicant's figures only result in very little additional traffic impact turning north in the peak periods and do not fundamentally change the overall impacts.

Impact at Woodgate Railway Crossing.

The applicant has used a standalone computer (LinSig) model of Woodgate level crossing that has been prepared using a mixture of site observations, flows calculated within this report and information contained in reports that supported committed developments.

The applicant explains that the barrier down time was based on a survey undertaken as part of the approved and nearby Wing's Nursery planning application. They follow this up by saying that their site observations indicated that this remains accurate.

It should be recalled that once the A29 is realigned then flows through the level crossing will be significantly reduced due to the majority of through traffic be rerouted onto the realigned A29.

In the TA the level crossing was tested for the following scenarios during each of the AM and PM peak hours:

- 2026 Base + committed developments (i.e. future test year without the development in-place)
- 2026 Base + committed + proposed developments (i.e. future test year **with** the development in-place)

The Ratio of Flow to Capacity (RFC) and Mean Maximum Queue Length results are provided at Appendix 10 within the TA and summarised in Table 7.2 (also taken from the TA) found below:

Table 7.2 - LinSig Results

Junction	Northbound		Southbound	
	RFC	Queue Length (Veh)	RFC	Queue Length (Veh)
AM Peak Hour				
2026 Base + Committed Developments	54.0%	50.2	54.0%	46.0
2026 Base + Committed + Proposed Developments	55.2%	51.9	54.5%	46.5
PM Peak Hour				
2026 Base + Committed Developments	41.1%	33.6	70.9%	73.4
2026 Base + Committed + Proposed Developments	41.5%	34.1	72.3%	76.2

Based on the modelled queues, the development – in the worst case – would add approximately 2 additional vehicles in the AM peak period and 3 in the PM peak period.

Travel Plan.

A Travel Plan has been submitted as part of the planning application. From scrutiny of the information within it, the CHA considers that it requires further detail.

In order to promote sustainable travel to and from the site, the Travel Plan should set-out a range of measures and initiatives. A summary of the measures proposed is found below:

- Promote walking to/from the development by:
Providing a map of local walking routes from the site to key local facilities in the surrounding area.
- Promoting the health benefits of walking: <https://walk4life.info/>
- Promoting national campaigns such as walking month.
- Encourage cycling to/from the site by:
- Providing secure on-plot cycle storage.
- Providing maps of the designated local cycle routes within vicinity of the site.
- The Travel Plan Co-ordinator to seek and to agree discounts with a local cycling shop for residents;
- Promoting cycling information websites for the local area
<https://www.cyclinguk.org/cycle/cycling-west-sussex>
- Promote the use of public transport through:
Providing detailed public transport information, including timetables and fares, in Travel Packs provided to residents on occupation.
- Encourage sustainable car journeys by:
Making residents aware of car club and car share schemes such as:
<https://liftshare.com/uk/community/westsussexcarshare>
- Raising awareness of car ownership costs through the Travel Packs.
- Provision of Electric vehicle charging points in line with WSCC guidance.
- Promote the Travel Plan and its measures by:
Publicising the Travel Plan on the development website.
Preparing and distributing Travel Packs to every household on occupation.

- TRICS SAM Monitoring.
- The trip rate reduction target should be clearly stated in any FINAL plan.
- The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met. One option might be for a second round of travel vouchers to be offered to each dwelling should the % trip rate reduction target not be achieved by year 5.

The additional information should also assist:

Targets -

The headline target for the Travel Plan should be to achieve a 12-hour weekday vehicle trip rate that is 10% for rural sites (such as the application site) lower than that predicted for the site in the Transport Assessment assuming a Travel Plan were not implemented. This trip rate should be achieved within 5 years and sustained for the 5-year monitoring period. The Travel Plan should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%).

Monitoring and Auditing -

The Travel Plan should be monitored in accordance with the TRICS UK Standard Assessment Methodology (aka TRICS SAM). This involves 3 multi-modal surveys over a 5-year period whereupon the 10% trip rate reduction target should be achieved, or further TP measures implemented.

The developer/Travel Plan Co-ordinator should commission these directly with the TRICS organisation and should be secured through a Section 106 agreement.

Consideration will need to be given as to when the first of the TRICS SAM surveys should be conducted. The final survey should be conducted following final occupation. Therefore 50% occupation may prove to be a reasonable trigger point for the initial survey.

We require the developer to pay an auditing fee of £500 per survey. If the results show the TP is on track then a meeting to discuss remedial actions will not be required, and hence we will be able to offer a 25% discount on the fee.

Travel Plan Co-ordinator -

A Travel Plan Coordinator (TPC) should be appointed to deliver the Travel Plan.

The TPC should ensure that regular surveys are conducted in order to monitor progress towards targets.

The TPC should also provide a basic personal journey planning service to residents.

The TPC should be appointed prior to occupation of the first dwelling (ideally before the first unit goes on sale) and should be in place at least until the results of the final surveys are known.

Contact details for the TPC should be provided to this office on appointment. If possible, a planning condition should be applied that prevents occupation of the first dwelling until contact details for the TPC have been provided to the County Council.

Travel Information and Resident's Travel Packs -

Resident's welcome packs should include the following:

- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.

- Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking
- Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
- Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel + parking
- Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating.

WSSC expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged the following:

- a.** a season ticket for the local bus service
- b.** a rail season ticket or network card
- c.** a contribution towards the purchase of a new bicycle and/or equipment
- d.** Cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycletraining)
- e.** 12 months free membership to any local Car Club (including joining fee)

Developments served by Metrobus: For larger developments Metrobus may be able to supply welcome packs for people moving in, with bespoke travel info and a free trial smartcard. If the developer is able to make a financial contribution then Metrobus may also be able to offer significant discounts for residents over a longer period. For further details contact nick.hill@metrobus.co.uk

Developments served by Stagecoach South: Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact russel.byrne@stagecoachbus.com for details.

For sites in Adur & Worthing, Chichester, Crawley, and Mid Sussex (East Grinstead & Haywards Heath): The easitNETWORK is a business-led network which provides sustainable travel solutions to local employers. Member employers can access a number of incentives including 15% on Southern rail services, discounted bus travel, and a car sharing scheme. Information about any local easitNETWORK should be included in welcome packs.

For Arun, Compass Travel provide bus services in certain locations and may be able to advise on ticket schemes and services.

The County Council has commissioned Pindar Creative's Travel Plan Mapping Solution. The service enables developers, employers, and other organisations to purchase site-specific multi-modal travel maps, notice boards, and interactive PDFs. The applicant may wish to consider using this service to produce the local travel information for the resident's welcome packs. Further details can be found on our website:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

The County Council has produced a leaflet about our car sharing scheme, which is available on our web site and can be downloaded for inclusion in resident welcome packs and on any community web site that might be established. A video which explains how the scheme works is also available. The url is: www.westsussex.gov.uk/carsharing

The West Sussex Cycle Journey planner should be promoted in welcome packs and across the site, as should Traveline South East and National Rail Enquiries etc. The link to our cycle journey planner is <http://cyclejourneyplanner.westsussex.gov.uk/> and can also be accessed via the WSCC website: <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/>

Car club -

While the site may be too small to support a car club, the applicant should consider at any reserved matters and/or discharge of condition stage, reserving some space for car club vehicles for any scheme that might come forward as part of the nearby larger developments on the BEW Strategic Location.

EV charging points -

EV Charging points should be provided in accordance with current guidance found on the WSCC website in its parking guidance. The applicant should also check the EV requirements set by the LPA.

Promotion and Publicity -

National awareness events, such as those listed below, should be promoted by the TPC:

[Walk to School Week](#)

[National Bike Week](#)

[Cycle to Work Day](#)

[European Mobility Week](#) / [Travelwise Week](#)

[Cycle September](#)

[National Liftshare Week](#)

[International Walk to School Month](#)

[Road Safety Week](#)

The County Council has developed a suite of posters, which can be used to promote sustainable and active modes of travel. The artwork may be used free of charge and can be downloaded from our web site:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

The applicant is requested to consider, and reply to, the above.

And finally, in accordance with current WSCC policy the Travel Plan and its associated monitoring fee (£3,500 at the time of writing) will need to be secured by S106 Agreement.

Internal road layout.

As the application has been submitted in outline with only access to be considered in detail at this stage, the internal layout would be a matter to be considered in detail at any reserved matters or discharge of condition stages should planning permission be granted. The CHA would expect the principle of Manual for Streets to be adhered to in any design as well as other policies to do with parking – both car and cycle. Should the applicant intend to offer any of the internal roads for adoption, then these would need to meet WSCC specifications. For any areas where shared surfaces are proposed, the CHA would require the road surface to be provided in blockwork and in a contrasting material to adjacent roads where traditional road surfaces and footways are to be provided.

Careful attention would also be needed where the central access track crosses any internal access roads (i.e. visibility, construction, markings, possibly gates etc.).

Parking.

Section 4 (paragraph 4.1, sub-paragraph 1.1.1.) states that each dwelling will benefit from off-street car parking. It goes on to say that additional visitor car parking will be provided in lay-bys. Provision for electric vehicle parking and charging must also feature prominently throughout the layout in accordance with relevant guidance.

All parking should meet the requirements of the Arun Parking SPD. This will be checked in detail at any reserved matters/discharge of condition should this current outline planning application receive planning permission.

Street lighting.

Street lighting will be required at and around the point the site access junction emerges to Lidsey Road (A29). Street lighting will also be required within the development, including the path proposed to emerge to Lidsey Road in the north-east corner of the site.

Conclusion.

Additional information is required in order for the CHA to be able to consider the proposal further. What is required is set-out in the main body of this response but summarised below:

1. A formal design check to be provided of the highway works including cycle access works
2. An additional road safety audit to be provided for the requested cycle infrastructure and extended footway along Lidsey Road
3. Replies to comments in response to the as-submitted road safety audit
4. A plan to be submitted to show how the access interacts with the proposed junction arrangement for the nearby BEW development found on the eastern side of Lidsey Road
5. A plan to show interaction with the accesses to the properties on the eastern side of Lidsey Road
6. Response to Travel Plan comments (and applicant to clearly mark where changes are made within the document)

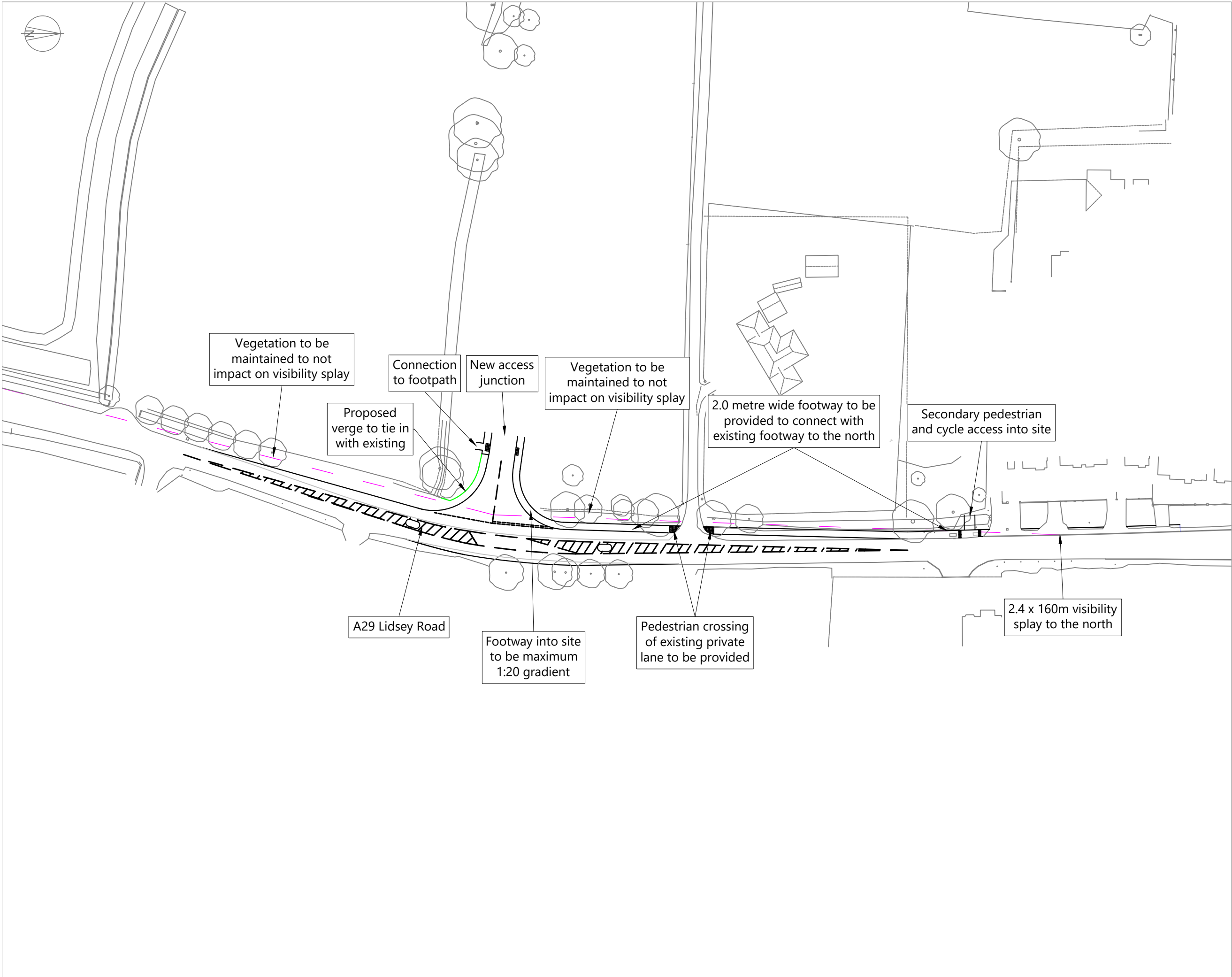
The LPA is requested to re-consult the CHA when the above information is available, at which time the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Appendix 2

Proposed Site Access Arrangement (HTp/2087/36)



NOTES:
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Culverting of highway ditch will be required at the site access and will be included within the Section 278 works. This will also include any pedestrian restraint systems if required.

Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process.

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:
**A29 LIDSEY ROAD
WOODGATE**

CLIENT:
HANBURY PROPERTIES

PROJECT REF:
2087

DRAWING NUMBER:
36

SCALE (AT A3):
1:1,000

SHEET NUMBER:
SHEET NUMBER 1 OF 3

SCALE BAR:
0m 10m 20m 30m 40m 50m

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
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TITLE:
**PROPOSED SITE ACCESS
ARRANGEMENTS**

DATE:
08.12.21

DRAWN BY:
BL

CHECKED:
DT



ISSUE	REASON FOR REVISION	BY	DATE

DATE: 08.12.21	DRAWN BY: BL	CHECKED: DT
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NOTES:

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Culverting of highway ditch will be required at the site access and will be included within the Section 278 works. This will also include any pedestrian restraint systems if required.

Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process.

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:

2087

DRAWING NUMBER:

36

SCALE (AT A3):

1:500

SHEET NUMBER:

SHEET NUMBER 3 OF 3

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:

PROPOSED SITE ACCESS
ARRANGEMENTS

DATE:

08.12.21

DRAWN BY:

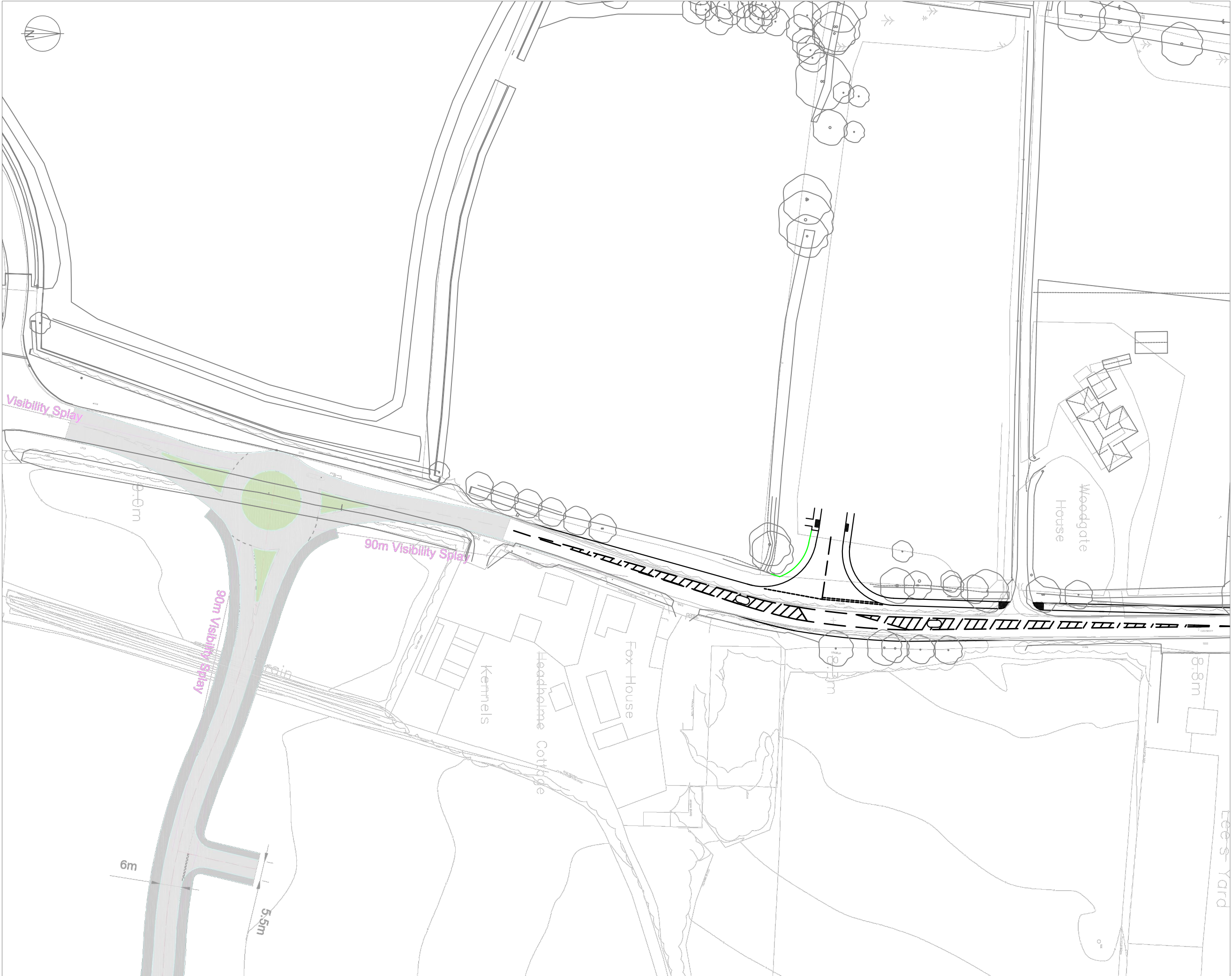
BL

CHECKED:

DT

Appendix 3

Overlay Plan of the BEW Consortium Roundabout and Site Access Proposals



NOTES:
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A	Minor amendments	BL	10.12.21
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:

2087

DRAWING NUMBER:

35

SCALE (AT A3):

1:1,000

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 10m 20m 30m 40m 50m

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:

PROPOSED SITE ACCESS ARRANGEMENTS
WITH BEW MASTERPLAN ROAD OVERLAY

DATE:

07.12.21

DRAWN BY:

BL

CHECKED:

DT