

Dear Katie,

Further to my email of the 22nd November 2019 which provided an initial response to some of your comments raised in your 21st November 2019 consultation response regarding Land East of Shripney Road. By way of summary that email provided:

- Updated access proposals including visibility splays as a result of the RSA recommendations.
- Updated swept path analysis for the modified access proposals.
- The Stage 1 RSA and Designer's Response.
- Raw ATC and MCC data.

With regards to the other comments you raised, our response is as follows.

1. You commented that the Architect's masterplan appeared to show a Zebra crossing of the A29. Unfortunately, this reflected how the Architect presented a pedestrian crossing location. We can confirm that there is no proposal to provide a Zebra crossing as part of the application proposals. We apologise for any confusion.
2. Your concerns regarding pedestrian desire lines and the non-continuous footway along the eastern side of Shripney Road to the south are noted. We have now added a dropped kerb pedestrian crossing of the A29 just after the start of the dual carriageway section as suggested. This is shown on drawing HTP/1845/05/B attached.
3. We have explored the possibility improving the crossing facilities of Shripney Lane. With the two proposed crossings of the A29 and the pedestrian desire lines, future residents of the site will not be reliant on an improved crossing at the Shripney Lane junction and therefore we are not proposing any crossing improvements at this location.
4. At an early stage we got our planning consultants to confirm that there were no specific committed developments that wouldn't have already been accounted for within TEMPPO. Also we are aware for the future proposals to divert the A29 away from Shripney Road. In any event, the updated PICADY assessment (see below) has identified that the site access junction will operate well within capacity and as such, Shripney Road passing the site could accommodate significantly more traffic before the access approaches capacity.
5. Following your comment regarding right turn modelling in the PICADY model, we have updated and rerun to take account of your comment (report attached). A blocking queue of 6.0 PCUs has been used which accords with a right turn queue capacity of circa 35 metres (6 PCUs). Again, you will note that the junction operates well within capacity.
6. The development traffic was previously split 50/50 north/south along the A29. Following your comment this has now been changed to be split based on the percentage split in north/south traffic

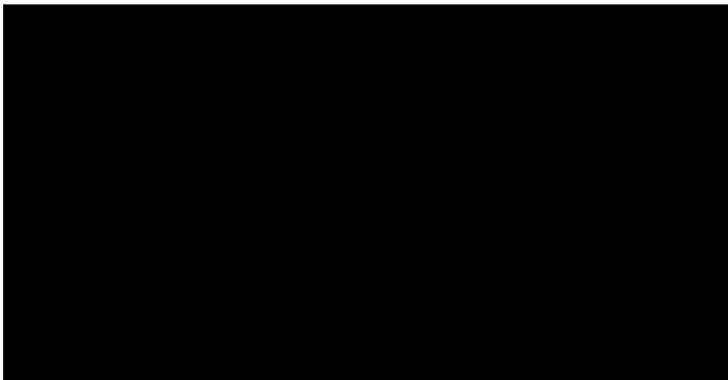
along the A29. As requested, flow diagrams for the site access junction are attached to this email. For your information during the AM peak hour 53% of traffic is northbound (with 47% southbound) and during the PM peak hour 39% of traffic is northbound and 61% is southbound.

7. You expressed a preference to widening the junction radii to 9.0 metres. You will note that as a result of the RSA, the bellmouth was widened and the southern radius increased to 12.0 metres for swept path analysis of large vehicles. Do you still think it is necessary to increase the northern radius to 9.0 metres?

We trust that this is information if helpful and will enable you to confirm that the proposals are acceptable.

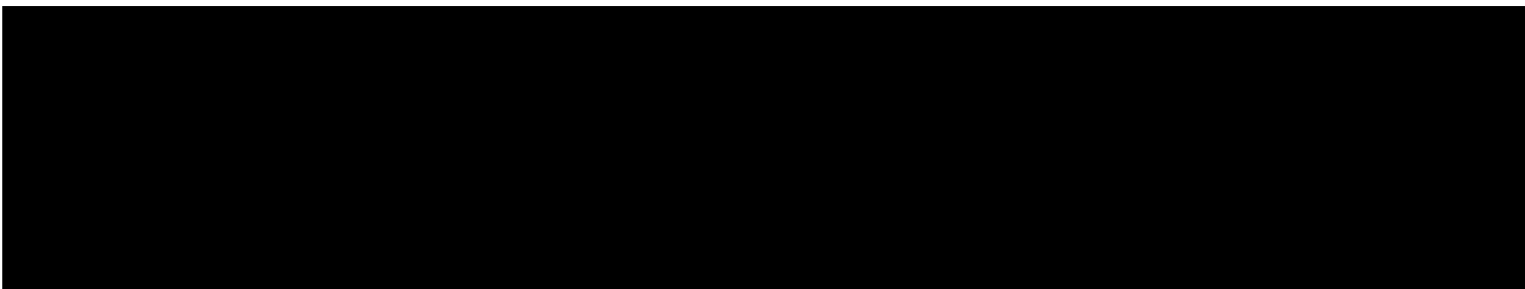
Please do not hesitate to contact us with any comments or queries that you may have.

Kind Regards,  
Brad



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Dear Katie,

We have been provided with your consultation response dated 21<sup>st</sup> November 2019 in respect of the above. This is attached for ease of reference.

We will go through the points you raised carefully and respond fully next week. However, we have prepared a Stage 1 RSA and Designer's Response which is with our planning consultant to circulate. Please find this attached.

You will note that the Designer's Response has resulted in modification to the site access junction, i.e. widening the bellmouth and increase in the southern kerb radius. Please find this shown on drawing HTp/1845/05/A attached. This plan also shows the visibility splays, please let us know if this is unclear. We

also attach Swept Path Analysis plan HTP/1845/TR04/A of a refuse collection vehicle using this modified site access. Again, please let us know if this appears unclear.

We have also attached the ATC and MCC traffic survey data.

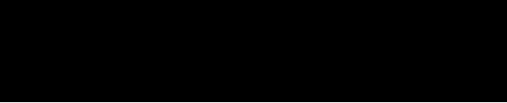
We hope that you will find this information helpful and as highlighted above, we will provide our full response next week.

Should you have any questions in the meantime, then please do not hesitate to contact us.

Kind Regards,  
Brad

Brad Loxley

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