

Project	A13394/VAA - Barnham Eastergate Westergate Parcel SC1
Document Title or Subject	Pell Frischmann Response to National Highways (NH) Comments
Document Reference	A13394/VAA-PEF-XX-XX-TN-TR-000021
Revision Reference	F01 – FINAL
Date	22 November 2022

1 Introduction

- 1.1.1 Pell Frischmann is commissioned by C.C. Projects alongside Ashmarden Ltd and Hanbury (PM) Ltd (promoting the site together as 'The Southern Consortium') (the 'Applicant') to provide transport planning and highways consultancy services in connection with a planning application for a strategic residential-led mixed use development on land forming part of the site allocation at Barnham/ Eastergate/ Westergate, (BEW), West Sussex.
- 1.1.2 A meeting was held between Hazel Morton of SYSTRA, on behalf of National Highways (NH), and Paul Smith, Stephen Evans and Pearl Ahrens of Pell Frischmann, on behalf of the Applicant, on Thursday 3 November 2022 to discuss the planning application submission and specifically its potential impacts on the Strategic Road Network (SRN), including the A27 Trunk Road. During the meeting a number of actions were agreed and assigned. The purpose of this Technical Note is to address the actions arising from the meeting.
- 1.1.3 For reference, a copy of the notes of the meeting, agreed by SYSTRA and Pell Frischmann, is included at **Appendix A** of this Technical Note. The comments in italics are taken directly from the agreed meeting notes.

2 Response to National Highways (NH) / SYSTRA Comments

2.1 Junction 1: A27 / Fontwell Avenue Roundabout

2.1.1 SYSTRA comment:

HM [Hazel Morton] confirmed receipt of the various SATURN model plots from PF [Pell Frischmann], however requested that PF also provides clearer plots for the TA's [Transport Assessment's] 'Junction 1' (the A27 / Fontwell Avenue 'Fontwell West' roundabout). It was agreed that for this junction PF would provide 'stick diagrams', with turning movements, which would be clearer than the raw plot for the junction directly output from the SATURN Model.

- 2.1.2 Pell Frischmann has produced a turning movement diagram for each scenario for this junction – these are included at **Appendix B** for reference.

2.2 Queue Lengths

2.2.1 SYSTRA comment:

HM requested that PF provides, for the relevant turning movements at applicable junctions, visual representations of what the queues are expected to look like 'on the ground', i.e. CAD plans with the measured queue lengths overlaid. HM confirmed that this information is only needed for certain turning movements at certain junctions, where longer queues could be perceived as having safety implications if inadequate forward visibility for approaching vehicles is provided -- focussing therefore on off-slips and right-turn lanes, where queues may have the potential to overspill into the mainline flows.

- 2.2.2 Peil Frischmann has undertaken a review of the junctions along the A27 in all of the 2031 scenarios to ascertain if any queue lengths could create any potential safety implications. Table 1 provides a summary of the junctions reviewed, if the queue lengths at the junction could potentially create any safety problems or not and the details of the queue locations and length, referencing the table location in the TA (BEW Transport Assessment Report 13012022 FINAL1).

Table 1: Junctions where queue lengths could potentially have a safety implication in 2031

Location	Potential for significant queuing in 2031	Junction Arm and Queue length
A27 / Fontwell Avenue	Yes	Table 6.25 A27 North 131pcu's (753m over 2 lanes) and A27 Arundel Rd W Left 223pcu's (1282m).*
Nyton Road / A27	Yes	Table 6.68 A27 Arundel Road (W) right turn bay 5.7pcu's (33m).
A27 / A29 (Fontwell Eastern Roundabout)	No	Table 6.75, maximum queue 8.2pcu's (47m)
B2145 / A27 Whyke Roundabout	Yes	Table 6.96 A27 (W) Left 59pcu's (339m) *
A27 / A259 / Vinnetrow Road (Bognor Road Roundabout)	Yes	Table 6.103 A27 Chichester Bypass (N) 19.4pcu's (112m over 2 lanes) and A27 Chichester Bypass (S) 115.7pcu's (665m over 2 lanes).*
A27 / A284 Ford Road / Arundel Bypass	No	Table 6.75, maximum queue 9.1pcu's (52m).
A27 / The Causeway Roundabout, Arundel	No	Table 6.75, maximum queue 3.6pcu's (21m).

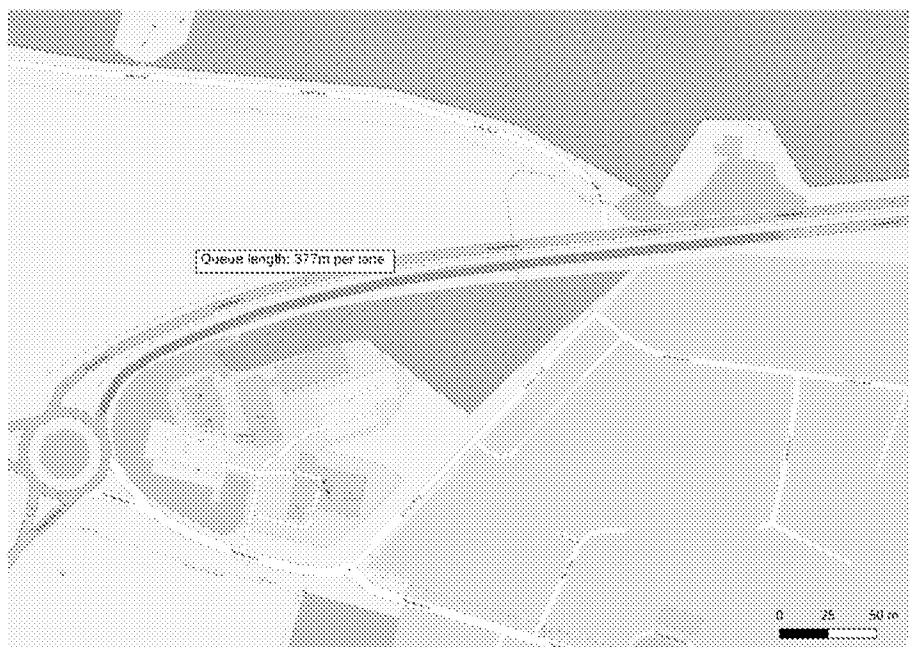
*RFC over 1.00 or DoS over 100%, delays/queues are shown in the model to increase disproportionately.

- 2.2.3 At junctions where the queue lengths are less than 10pcu's and can clearly accommodate the queues then no further review is considered required.
- 2.2.4 The proposed traffic model of the A27 / Fontwell Avenue operates over capacity with degree of saturations (DoS) over 100%, once this occurs then the queue lengths increase disproportionately. However, for the purpose of this review the modelled queue lengths have still been used.

A27 / Fontwell Avenue – A27 North Arm

- 2.2.5 At the A27 / Fontwell Avenue the queue length on the A27 North is 131pcu's (753m). However, this section of road is two-lanes and therefore the queue would be split over the two lanes i.e. 377m per lane. Figure 1 illustrates this queue length which shows that the queue would not block any junctions or movements.

Figure 1: A27 / Fontwell Avenue – A27 North Arm



A27 / Fontwell Avenue – A27 Arundel Road West Arm

- 2.2.6 At the A27 / Fontwell Avenue the queue length on the A27 Arundel Road West (left turn) is 223pcu's (1282m), however, this section of road is two-lanes with the nearside lane operating as a dedicated left turn. Figure 2 illustrates this queue length which shows that the queue would not block any junctions or movements.

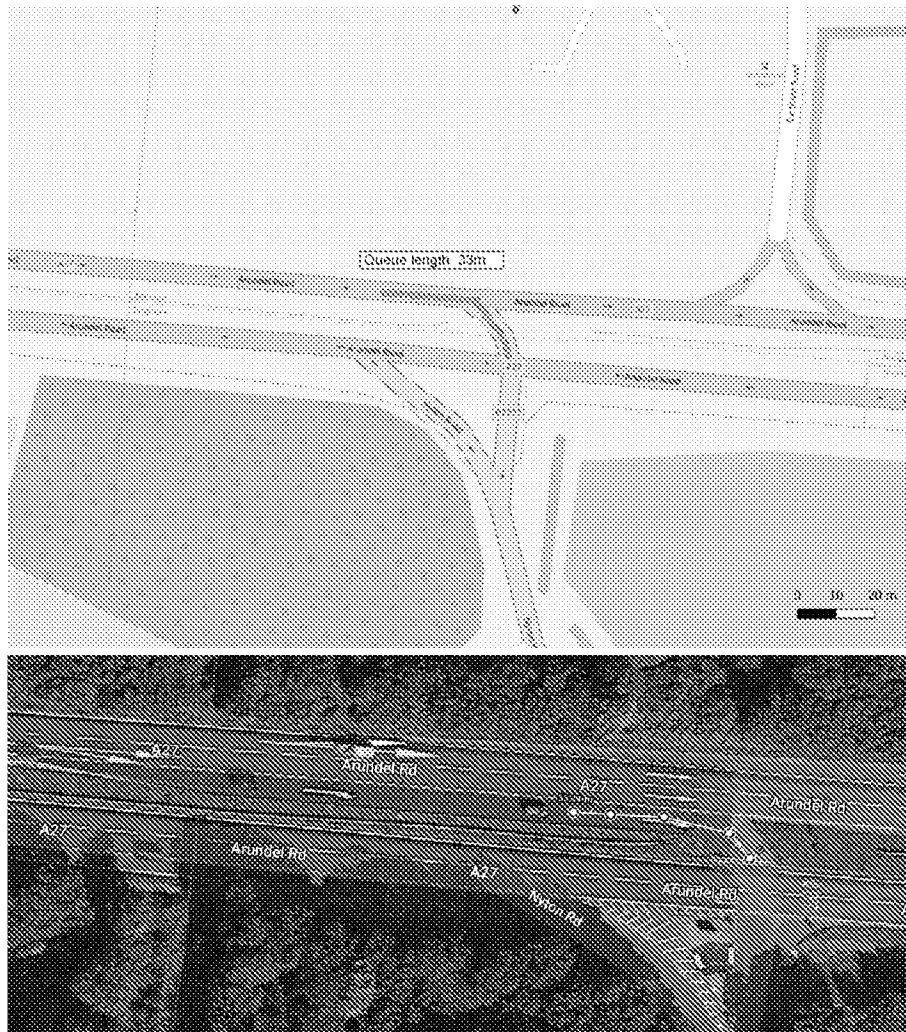
Figure 2: A27 / Fontwell Avenue – A27 Arundel Road West Arm



Nyton Road / A27

- 2.2.7 The Nyton Road / A27 traffic model operates with spare capacity. However, this junction is being reviewed to ensure that the right turn lane does not block the mainstream traffic. The longest modelled queue for the right turning traffic from the A27 into Nyton Road is 5.7pcu/s (33m). Figure 3 illustrates this queue length which shows that there is sufficient storage to accommodate this queue.

Figure 3: Nyton Road / A27



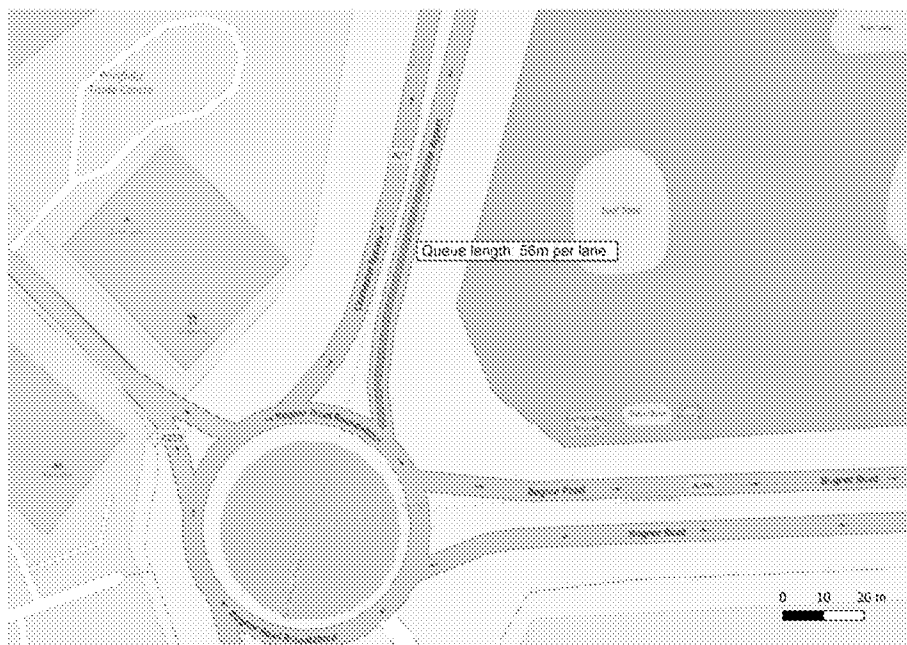
- 2.2.8 The proposed traffic model of the B2145 / A27 Whyke Roundabout operates over capacity with degree of saturations (DoS) over 100%, once this occurs then the queue lengths increase disproportionately. However, for the purpose of this review the modelled queue lengths have still been used. It should also be noted that the results are based on the latest mitigation scheme and this scheme is proposed to be amended.
- 2.2.9 At the B2145 / A27 Whyke Roundabout the queue length on the A27 West left turn is 59pcu/s (339m). Figure 4 shows the current mitigation scheme in which the left turn lane is 158m. Therefore, the left turn queue length of 339m would exceed the left turn lane and block the adjacent ahead lane.

[illegible]

2.2.10 The proposed traffic model of the A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) operates over capacity with RFC over 1.00, once this occurs then the queue lengths increase disproportionately. However, for the purpose of this review the modelled queue lengths have still been used.

2.2.11 At the A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) the queue length on the A27 Chichester Bypass (N) is 19.4pcu/s (112m), however, this section of road is two-lanes and therefore the queue would be split over the two lanes i.e. 56m per lane. Figure 5 illustrates this queue length which shows that the queue would not block any junctions or movements.

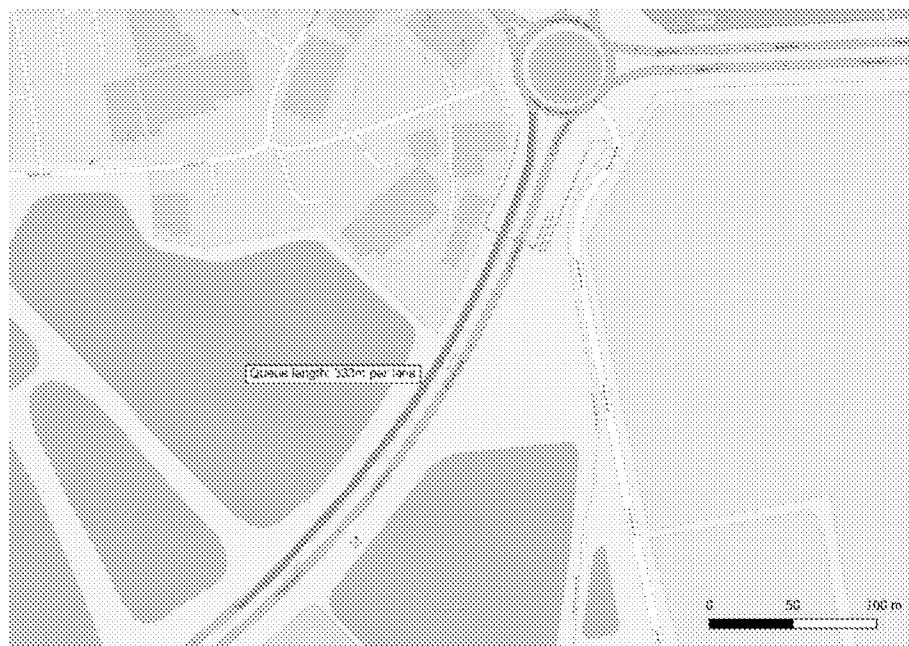
Figure 5: A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) Chichester Bypass (N)



A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) Chichester Bypass (S)

- 2.2.12 At the A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) the queue length on the Chichester Bypass (S) is 115.7pcu's (665m), however, this section of road is two-lanes and therefore the queue would be split over the two lanes i.e. 333m per lane. Figure 6 illustrates this queue length which shows that the queue would not block any junctions or movements.

Figure 6: A27 / A259 / Vinnetrow Road (Bognor Road Roundabout) Chichester Bypass (S)



2.3 Mitigation Schemes

2.3.1 SYSTRA comment:

HM requested confirmation of the junction mitigation schemes proposed (whether ADC [Arun District Council] apportionment study schemes or alternative schemes developed on behalf of the applicant). PF confirmed that it would direct SYSTRA and NH to where these are set out (in the TA).

2.3.2 The junctions considered in the scope of the assessment are presented in Table 2 together with any details of mitigation and the page numbers in the TA (BEW Transport Assessment Report 13012022 FINAL1) where the mitigation is presented. The mitigation schemes are also provided in Appendix C.

Table 2: Junction considered in the scope, mitigation and location in TA

	Junction name	Mitigation	Location in TA
Realigned A29 and site allocation access junctions	Fontwell Avenue / A29 realignment		
	Barnham Road / A29 realignment		
	Realigned A29 / East-west link road roundabout		
	Westergate Street / Northern Access		
	Realigned A29 / Link to Woodgate Roundabout A (modelled in 2038 only)		
	Lidsey Road / Southern Access		
	Lidsey Road / Site Access (parcels R33 and R34) (modelled in 2038 only)	Part of the WGCC A29 realignment scheme, all new proposed junction which have been further developed by PF	
	Realigned A29/ Lidsey Road (Hanbury Link) (modelled in 2038 only)		
	Lidsey Road / Site Access (Parcel R35) (modelled in 2038 only)		
Existing A29 junctions	Realigned A29 / Links to southernmost roundabout (modelled in 2038 only)		
	Lidsey Road / A29 Realignment (modelled in 2038 only)		
	A27 / Fontwell Avenue	The Arun District Transport Study – Stage 3 (2016) mitigation scheme.	Pages 64-66, page 112
	Fontwell Avenue / Eastergate Lane	No	
	Fontwell Avenue / Barnham Road	No	
	Nylon Road / Westergate Street	No	
	Westergate Street / Hook Lane	No	
	Shripney Road / Charles Purley Way	The Arun Transport Study Stage 3 Report and the Enterprise Bognor Regis Transport Review (2017) both reference the same mitigation scheme.	Pages 75-78, pages 116-118
	Shripney Road / Rowan Way	The Arun Transport Study Stage 3 Report and the Enterprise Bognor Regis Transport Review (2017) both reference the same mitigation scheme.	Pages 79-81, pages 118-119
Apportionment Study junctions	Nylon Road / A27	No	
	A27 / A29 (Fontwell Eastern Roundabout)	The Arun Transport Study Stage 3 Report and the Enterprise Bognor Regis Transport Review (2017) both	Pages 85-88, pages 121-122

		reference the same mitigation scheme.	
Other junctions modelled	B2233 Yaption Road / A259 Crookthorn Lane / Gravelly's Lane (Oystercatcher junction)	WSCC Comet Corner and Oystercatcher Report December 2019 mitigation	Pages 87-89, pages 122-123
	B2145 / A27 Whyke Roundabout	The Enterprise Bognor Regis Transport Review 2017 mitigation.	Pages 91-92, pages 124-125
	A27 / A259 / Vinnetrow Road (Bognor Road Roundabout)	Arun Transport Study Stage 3 Report mitigation.	Pages 94-96, page 126
	Nylon Road / Oving Road	No	
	Barnham Road / Lake Lane	No	
	A27 / A284 Ford Road / Arundel Bypass	Arun Transport Study Stage 3 Report mitigation.	Pages 100-102, pages 128-129
	A27 / The Causeway Roundabout, Arundel	Arun Transport Study Stage 3 Report mitigation.	Pages 103-104, page 129

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Report Ref. A13394 BEW - PF Response To NH Comments F01 2022-11-22

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Rev	Suit	Description	Date	Originator	Checker	Approver
D01	-	Draft for Client / Project team review and comments.	21-Nov-2022	CS/EB	SME	PDS
F01	-	Final issue to National Highways	22-Nov-2022	CS/EB	SME	PDS

Ref: reference; Rev: revision; Suit: suitability

Appendix A SYSTRA / Pell Frischmann Meeting Notes (3 November 2022)

Charlotte Smith

From: Stephen Evans
Sent: 08 November 2022 12:03
To: MORTON Hazel
Cc: Planning SE; Cleaver, Elizabeth; patrick@arthursplanning.co.uk; Tim Townsend; Tom Southgate; Seyi Obaye-Daley; Victoria Barrett-Mudhoo; Pauline Roberts; Isabella Tidswell; Paul Smith; Terance McLaughlin
Subject: RE: National Highways response: BN/11/22/OUT, BEW Parcel SC1 Barnham - SYSTRA/PF Meeting Notes

Dear Hazel,

Thank you for your time last Thursday to discuss your e-mail below, and your comments in relation to the Barnham Eastergate Westergate (BEW) Parcel SC1 planning application – it was a very useful discussion from our perspective.

Following our discussion, please find below a summary of the key points coming out of our meeting, along with confirmation of the various actions. I understand from our separate correspondence this morning that, having reviewed a draft of these notes, you are happy with them. Therefore, unchanged final version below circulated for the benefit of those copied in.

Attendees:

- Hazel Morton (HM) – SYSTRA (on behalf of National Highways [NH])
- Paul Smith (PS), Stephen Evans (SE) and Pearl Ahrens (PA) – Pell Frischmann (PF) (on behalf of the applicant)

Key points and actions:

1. With reference to the previously issued PF Technical Note, dated 11 May 2022, which was a response to the previous NH comments, dated 14 April 2022 – in turn responding to the PF Transport Assessment (TA) – HM confirmed that SYSTRA and NH accept the trip generation approach and methodology, including trip rates, used in PF's assessment. HM confirmed that a review of the trip distribution and traffic assignment is ongoing, and that TEMPro growth rates are agreed. HM also confirmed that an assessment of the junction modelling is ongoing, but should be concluded pending completion of the below actions. HM confirmed that there is expected to be a requirement for a Construction Management Plan (CMP), which PF acknowledged as a typical requirement.
2. The various modelling scenarios were discussed. It was confirmed that assessments of both 3,200 residential units and 4,300 units (representing the entire allocation) have been undertaken.
3. It was noted that the 4,300 unit test represents an assessment of the full build-out of the entire allocation, which would be beyond the end of the current Arun District Council (ADC) Local Plan period. However, the 3,200 unit test represents the full build-out within the current Local Plan period.
4. PF clarified that the planning application is for 1,250 units, to the north of the railway line, and that it is expected that this development to contribute towards improvements proportionate to its impact. However, the testing undertaken demonstrates that the broader impacts of full-build out of the allocation can be mitigated, albeit at a later date.
5. Junction modelling – PF confirmed that 1,250 units north of the railway line have been tested in a 2031 scenario, and that 4,300 units have been tested in 2038.
6. HM confirmed receipt of the various SATURN model plots from PF, however requested that PF also provides clearer plots for the TA's 'Junction 1' (the A27 / Fontwell Avenue 'Fontwell West' roundabout). It was

agreed that for this junction PF would provide 'stick diagrams', with turning movements, which would be clearer than the raw plot for the junction directly output from the SATURN Model. **Action: Pell Frischmann**

7. Queue lengths – HM requested that PF provides, for the relevant turning movements at applicable junctions, visual representations of what the queues are expected to look like 'on the ground', i.e. CAD plans with the measured queue lengths overlaid. HM confirmed that this information is only needed for certain turning movements at certain junctions, where longer queues could be perceived as having safety implications if inadequate forward visibility for approaching vehicles is provided – focussing therefore on off-slips and right-turn lanes, where queues may have the potential to overspill into the mainline flows. **Action: Pell Frischmann**
8. For the above, PF confirmed that it would provide queue length diagrams for 2031, and that SYSTRA would provide PF with an example of how it would prefer this to be presented. **Action: Pell Frischmann / SYSTRA**
9. HM asked whether the modelling undertaken is going to be used for other revised / wider allocations. PF confirmed that it had instructed WSP (NH's consultants) to undertake the tests on behalf of the applicant, and that the local authorities would therefore likely undertake their own modelling later.
10. HM requested confirmation of the junction mitigation schemes proposed (whether ADC apportionment study schemes or alternative schemes developed on behalf of the applicant). PF confirmed that it would direct SYSTRA and NH to where these are set out (in the TA). **Action: Pell Frischmann**
11. HM requested clarification on how the TA modelling is affected by highway schemes within the Chichester local authority area, including potential improvements along the A27 Chichester Bypass. It was agreed that this was less relevant for 2031 and more so for 2038. HM agreed to obtain clarification from NH as to the status of potential replacement improvement schemes for A27 Chichester Bypass junctions. **Action: SYSTRA**
12. It was agreed that PF would collate and present the outcomes of the above actions within a single Technical Note, with appendices, with the aim of issuing this to SYSTRA and NH towards the end of November. HM confirmed that this would allow SYSTRA and NH to issue its updated formal response to the planning application before Christmas, allowing for its standard three-week review period. **Action: Pell Frischmann / SYSTRA**

Thank you once again for your time. If you have any queries, please feel free to contact me in the first instance.

Kind regards,

Steve

Stephen Evans
Technical Director Transport Planning
5th Floor, 85 Strand
London
WC2R 0DW

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From: MORTON Hazel [REDACTED]
Sent: 25 October 2022 17:40
To: Stephen Evans <[REDACTED]>
Cc: Paul Smith <PS[REDACTED]>; Cleaver, Elizabeth [REDACTED]

Subject: RE: National Highways response: BN/11/22/OUT, BEW Parcel SC1 Barnham

Good Afternoon Stephen,

Thank you for the recent submissions of further information in relation to the assessments of the Barnham, Eastergate Westergate (BEW) Parcel SC1 proposals which have been presented in connection with planning application BN/11/22/OUT.

We have undertaken an initial examination of the most recent package of information on behalf of National Highways, which was supplied to us by your former colleague Stephen Moody who I understand has now moved on from Pell Frischmann. As you will appreciate, there is a considerable volume of data and analysis in this package, and I am aware that National Highways has not previously provided a specific formal response to the previous technical note dated 11th May 2022, although a series of updated actions were identified in the most recent versions of the National Highways Planning Response (NHPR) form.

I have discussed the various matters relating to this application with Elizabeth Cleaver – she is presently on leave, but has asked me to seek to progress discussions with yourselves in the interim. We have identified a number of topics (from the 11th May technical note and the most recent submission) where we believe it would be most productive for us to meet with yourselves and discuss the submissions before we complete and issue a formal response, as this will allow us to provide you with a comprehensive (and hopefully concise) response where the further actions required have been discussed and agreed with you.

I have provided below a couple of initial comments for your consideration ahead of the meeting. I would be grateful if you could advise your availability for a meeting on either 3rd, 4th, or 7th November (I am on leave for the remainder of this week but will periodically check emails); we will prepare further comments and discussion points on the details of the most recent submission in advance of the meeting date. Additionally, if there are topics you would specifically like to discuss at the meeting we will be very happy to do so.

Our intention is that this will be a technically-focused meeting, but if you would like planning colleagues (either from the applicant team or Arun DC) to also attend, we will be very happy to extend the invitation to them; I have copied in Mr. Patrick Arthurs (on behalf of ADC) for this purpose.

I trust that this approach is acceptable to you in principle, if you have any questions or concerns please do not hesitate to contact me.

Based on our reading of the original documents, the TA assessments appear to be based on the application being for up to 1,200 dwellings, which it is believed form part of the original wider allocation of 3,000 dwellings for the BEW site. The 1,200 dwellings on SC1 are assumed to be planned for construction during the current Local Plan period (i.e. to 2031). The TA itself states that its future year 2038 models include a further 2,000 dwellings to represent the remainder of the current allocation which is expected to be built after 2031. This gives a total for the whole BEW site of 3,200 dwellings, which is slightly more than the original local plan allocation (this discrepancy is small and would result in a slight over-estimate of impact rather than an under-estimate, so we would not be seeking any additional modelling to address this specific scenario).

However, we are aware that the emerging Local Plan seeks to increase the BEW allocation to around 4,300 dwellings. This more recent figure is not accounted for in the main TA report or the May 2022 technical note; however, the submission received on 11th October contains model output data which is stated in the covering email to correspond to a 2038 scenario which includes “all 4,300 dwellings” from the BEW allocation. It is interpreted that this new submission should replace the model results in the original TA report and in theory should capture the additional impacts from the larger allocation.

We would therefore be seeking to discuss the following at the proposed meeting:

1. The National Highways comments from our review of the May 2022 technical note (including those elements where we are now satisfied)
2. Confirmation of how the updated Local Plan allocation has been addressed through the strategic models (i.e. model re-runs or manual adjustment to previous strategic model data)
3. Our initial interpretation of the new data from the 11th October submission (i.e. what we understand in terms of the scenarios which this modelling represents)
4. How the assumed mitigation measures within the modelling relate to the latest Arun DC Local Plan, and also the Chichester Local Plan for those junctions near the boundary
5. A discussion of how any proposed physical mitigation measures will be appraised and secured (i.e. what needs to be done pre-committee or pre-grant of consent, and the legal mechanisms to secure delivery)
6. Any other matters that the applicant or Arun DC wish to raise in order to clarify and expedite our response.

Kind Regards,
Hazel Morton
Associate
3rd Floor, 1 Carey Lane, London, England EC2V 8AE

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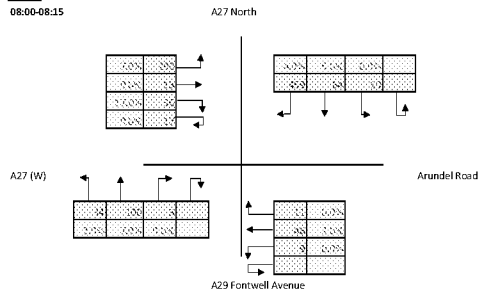
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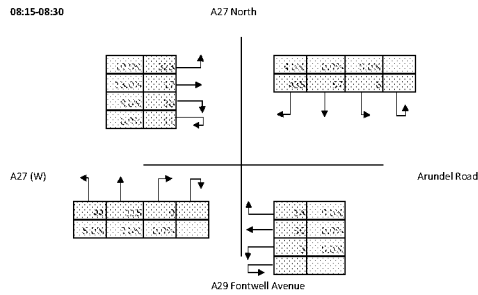
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Appendix B Turning Movements Diagrams for Junction 1 A27 / Fontwell Avenue
Roundabout

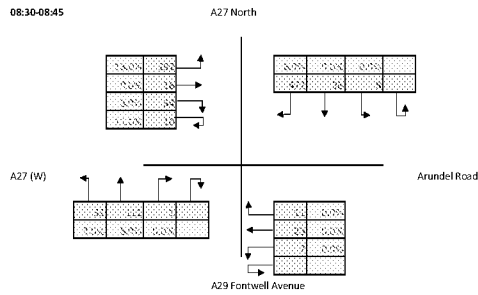
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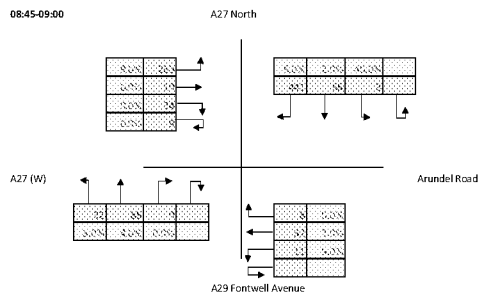
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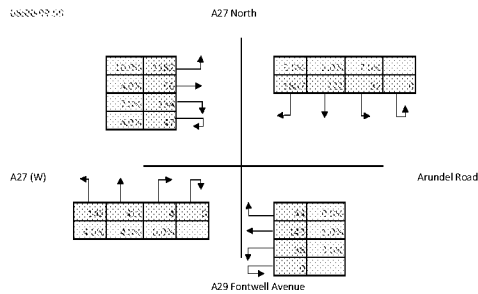
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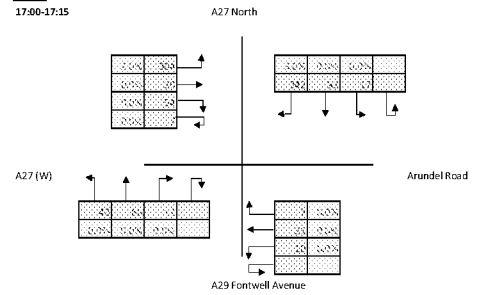
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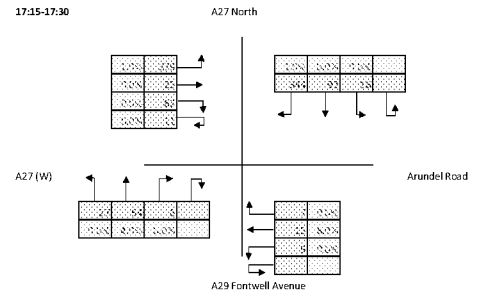
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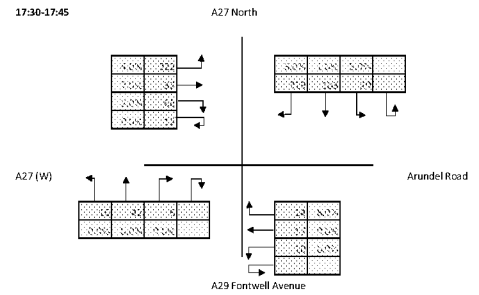
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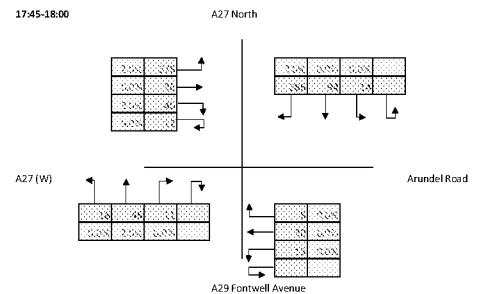
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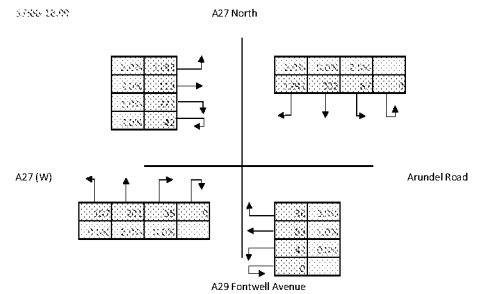
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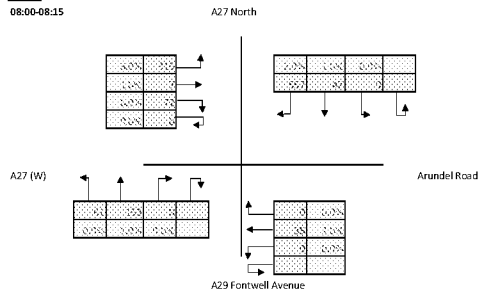
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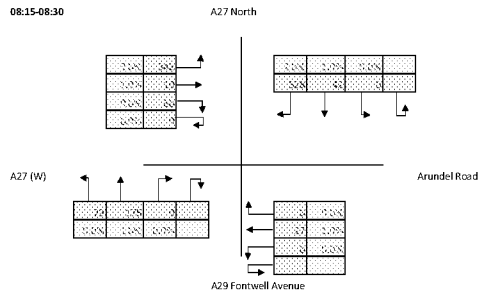
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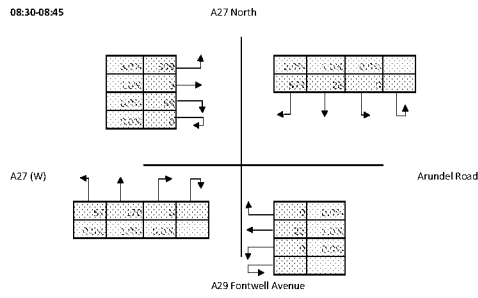
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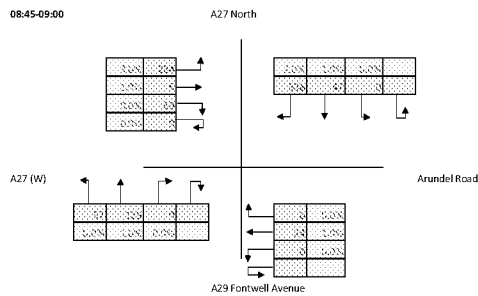
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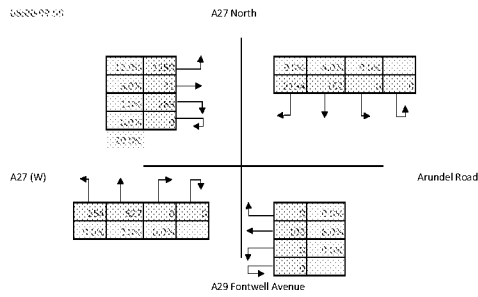
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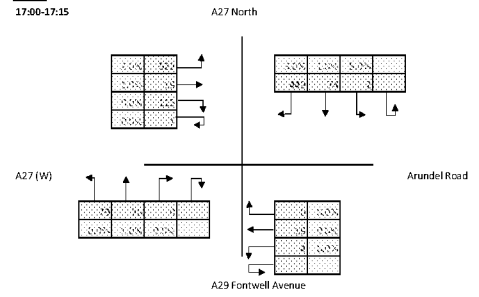
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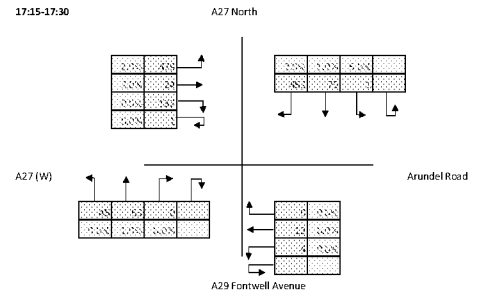
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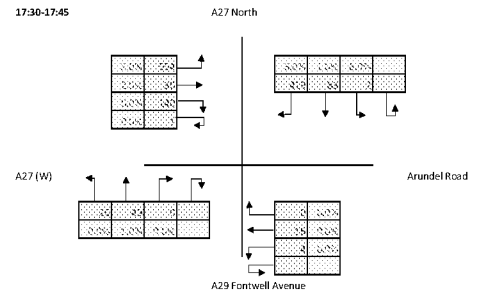
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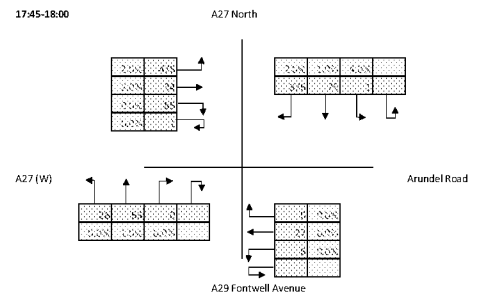
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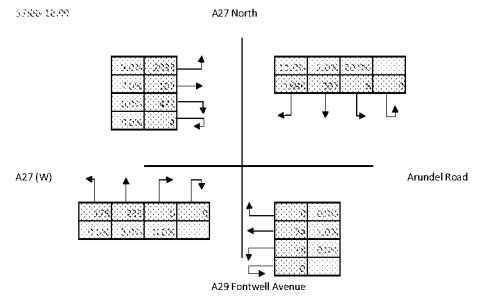
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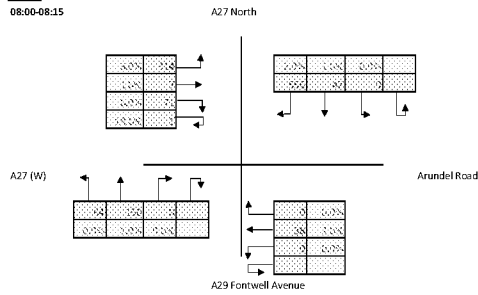
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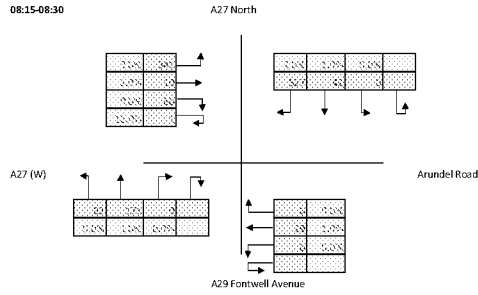
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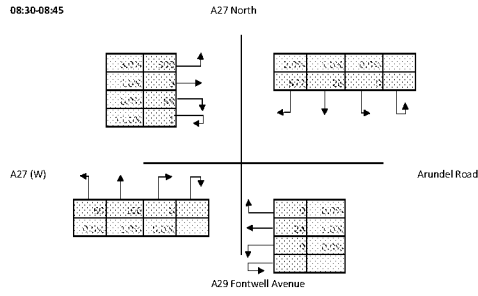
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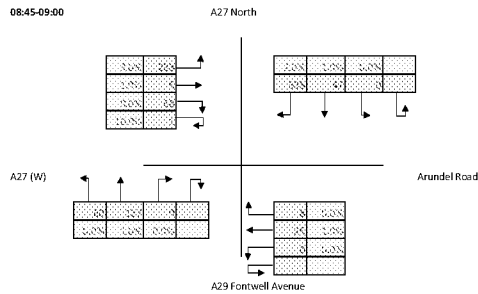
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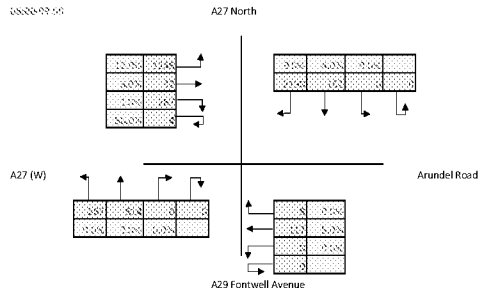
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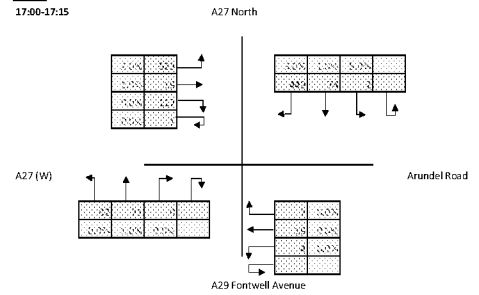
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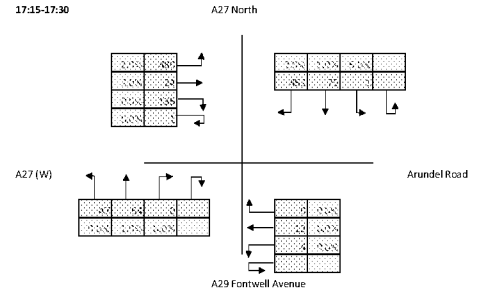
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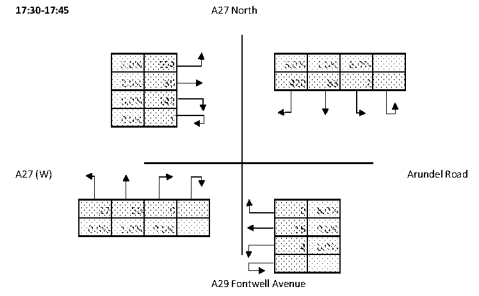
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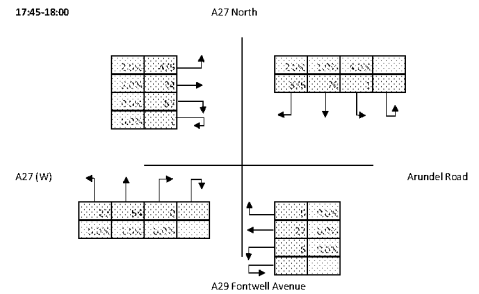
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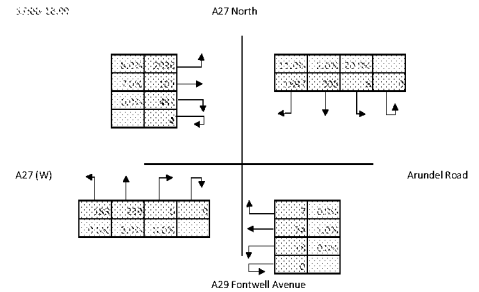
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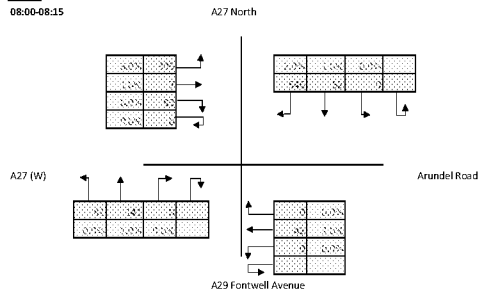
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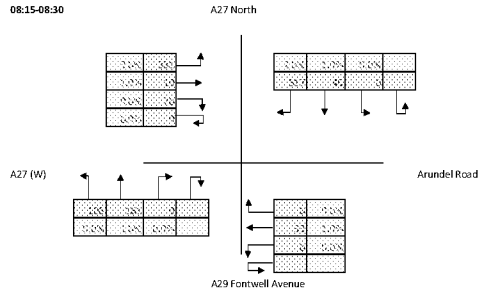
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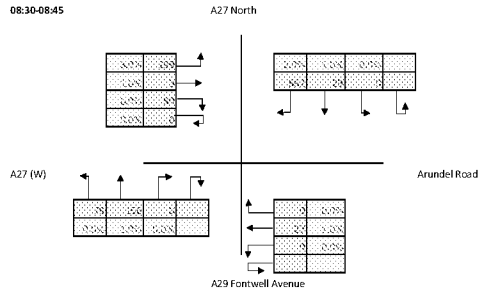
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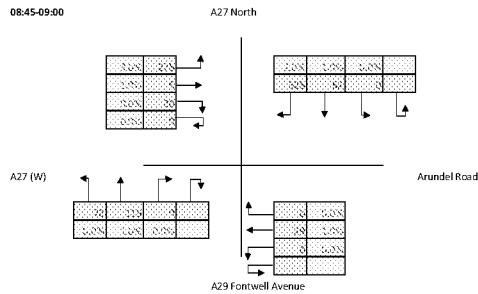
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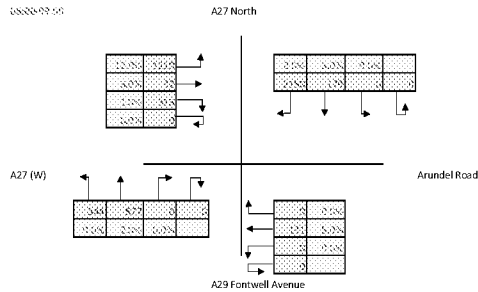
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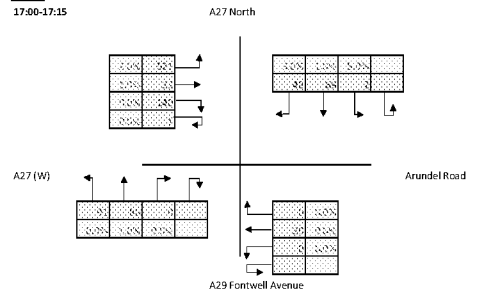
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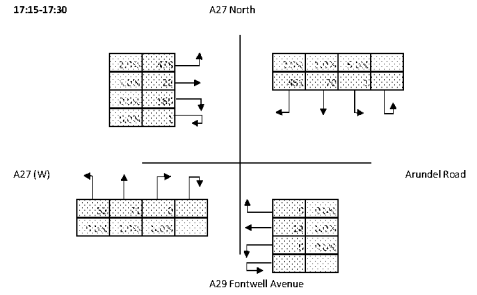
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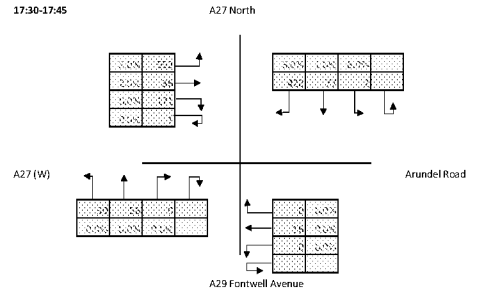
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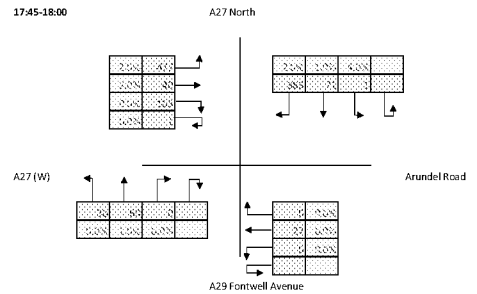
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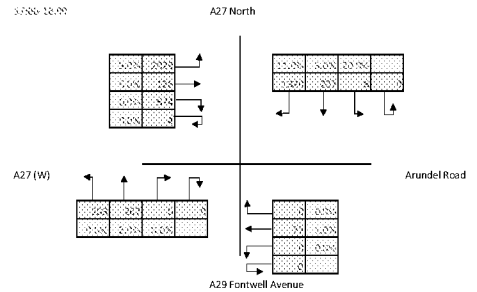
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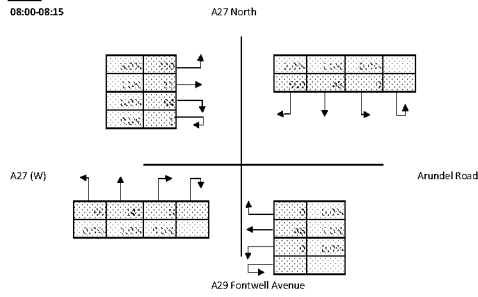


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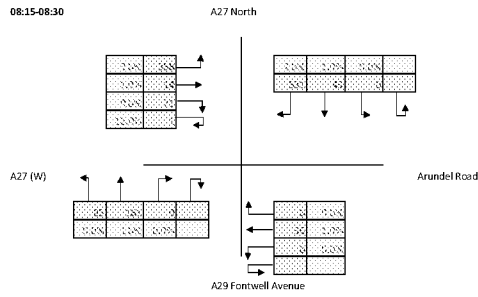




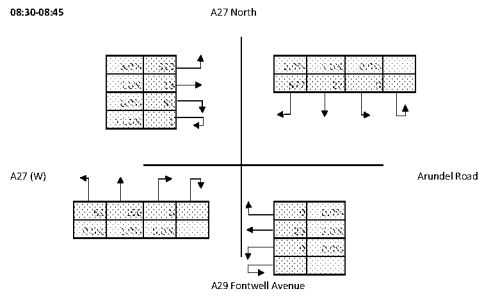
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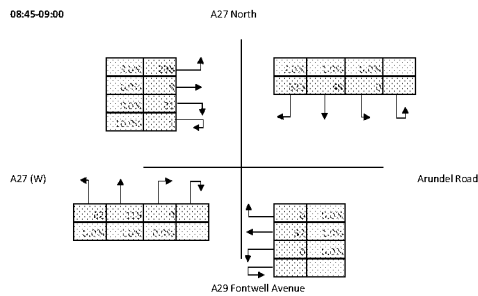
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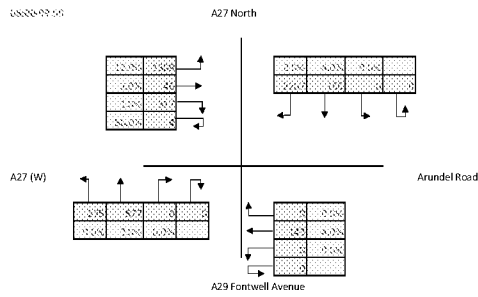
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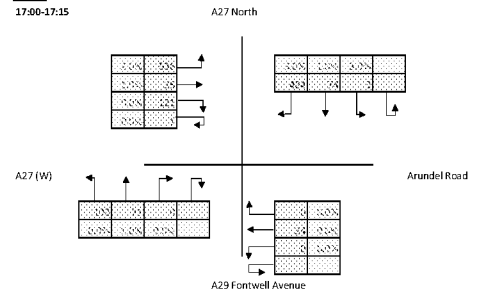
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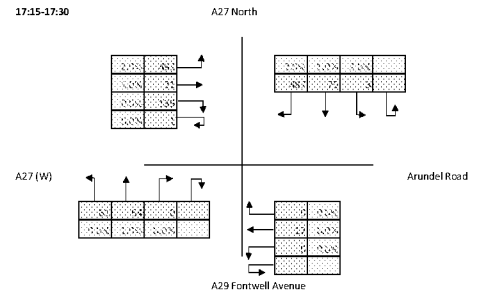
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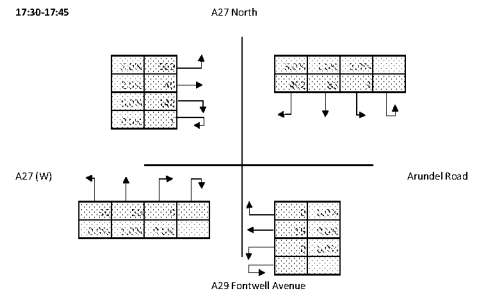
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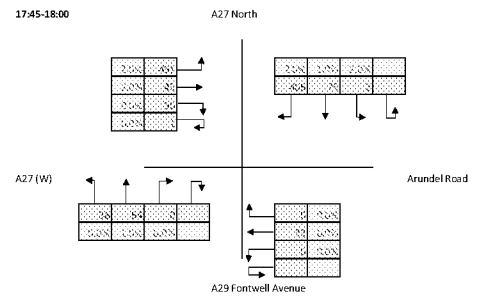
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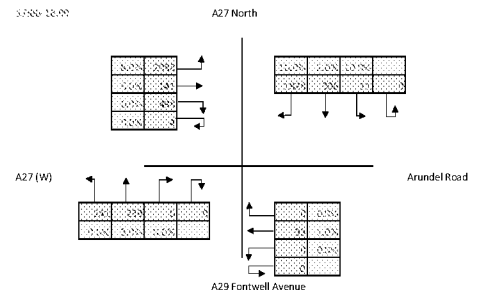
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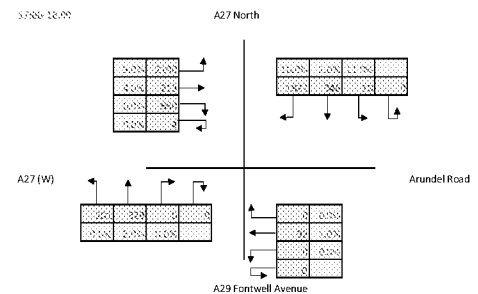
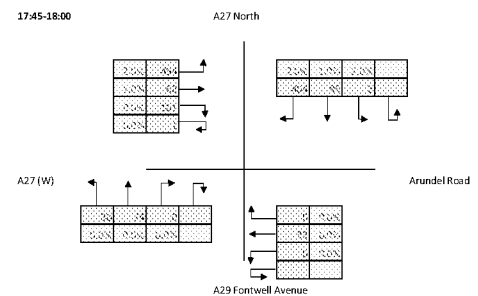
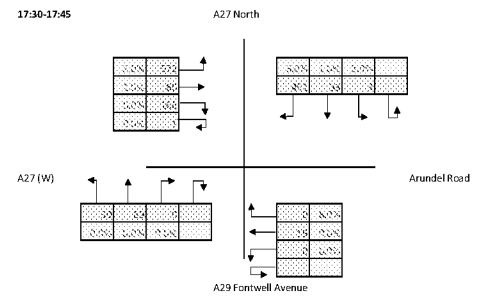
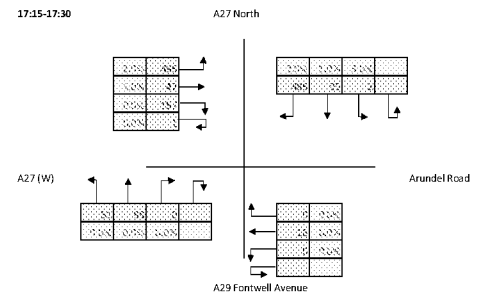
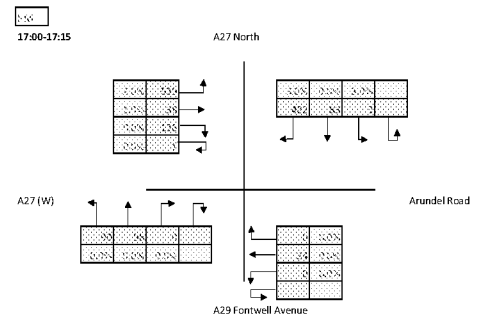
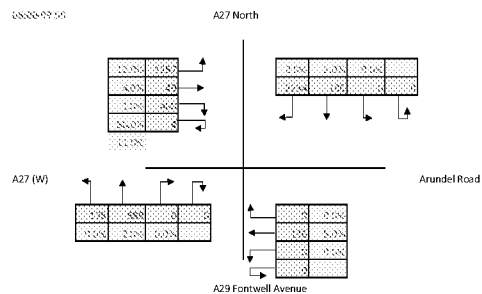
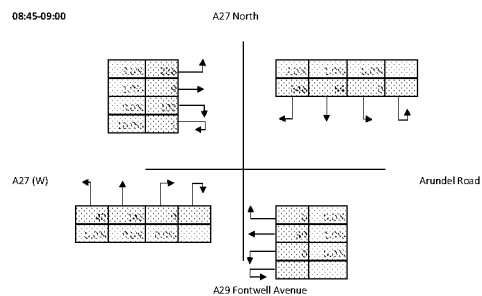
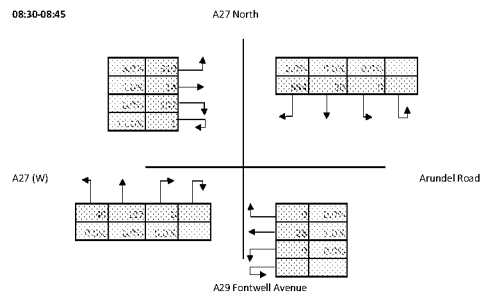
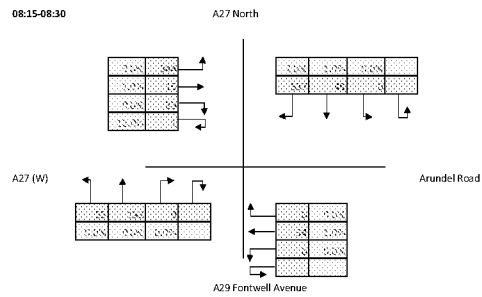
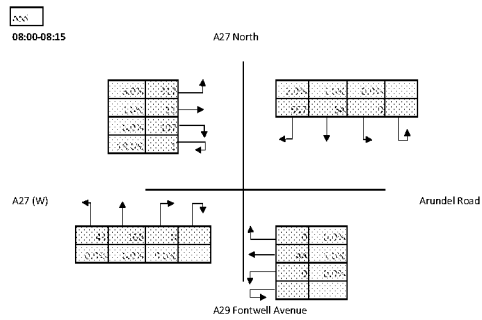


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18:00-18:05





Appendix C Mitigation Schemes

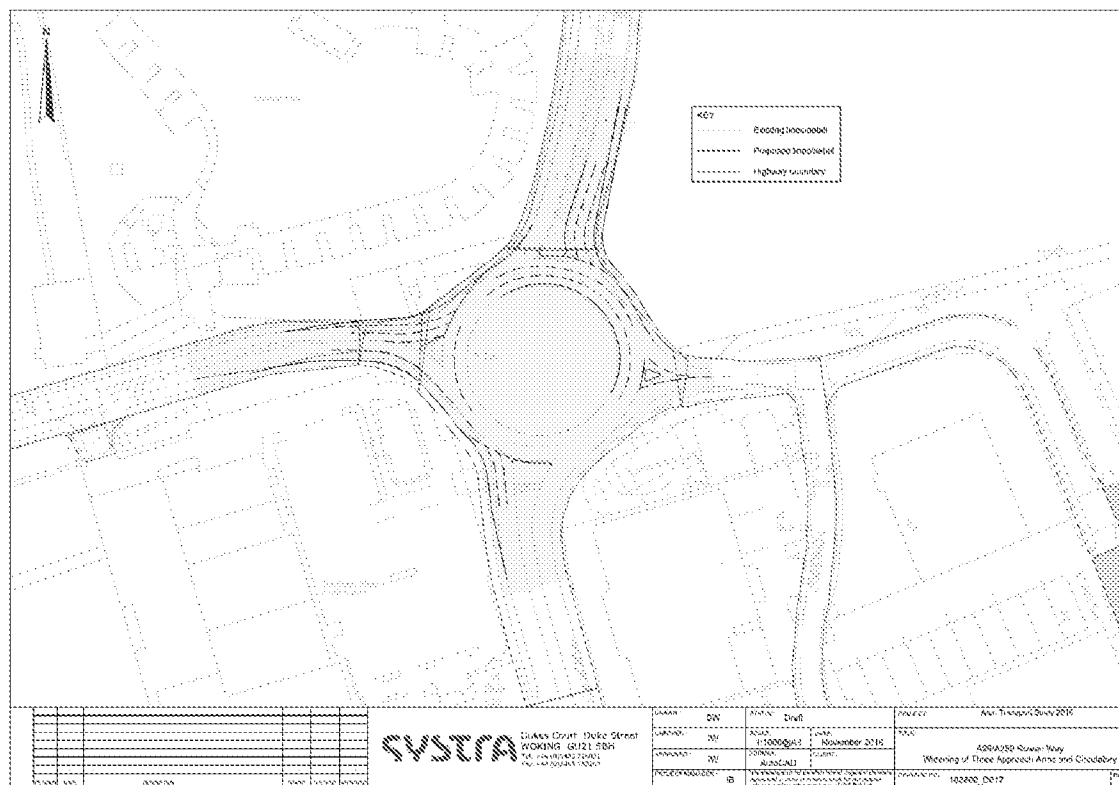
Legend:

- SALON
- GARDEN
- LAWN
- ROAD
- WATER

[illegible]

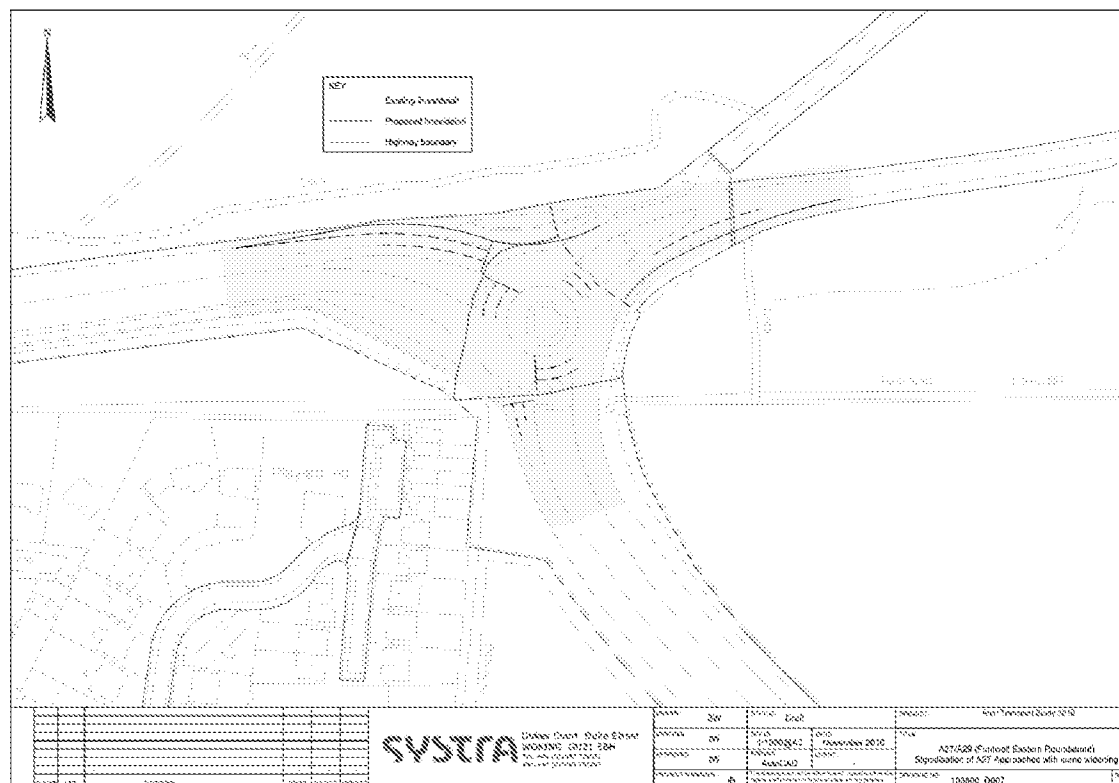
ARUN DISTRICT COUNCIL BN/1/22/ONT

A29/ A259 Rowan Way/ Shripney Road Roundabout mitigation scheme



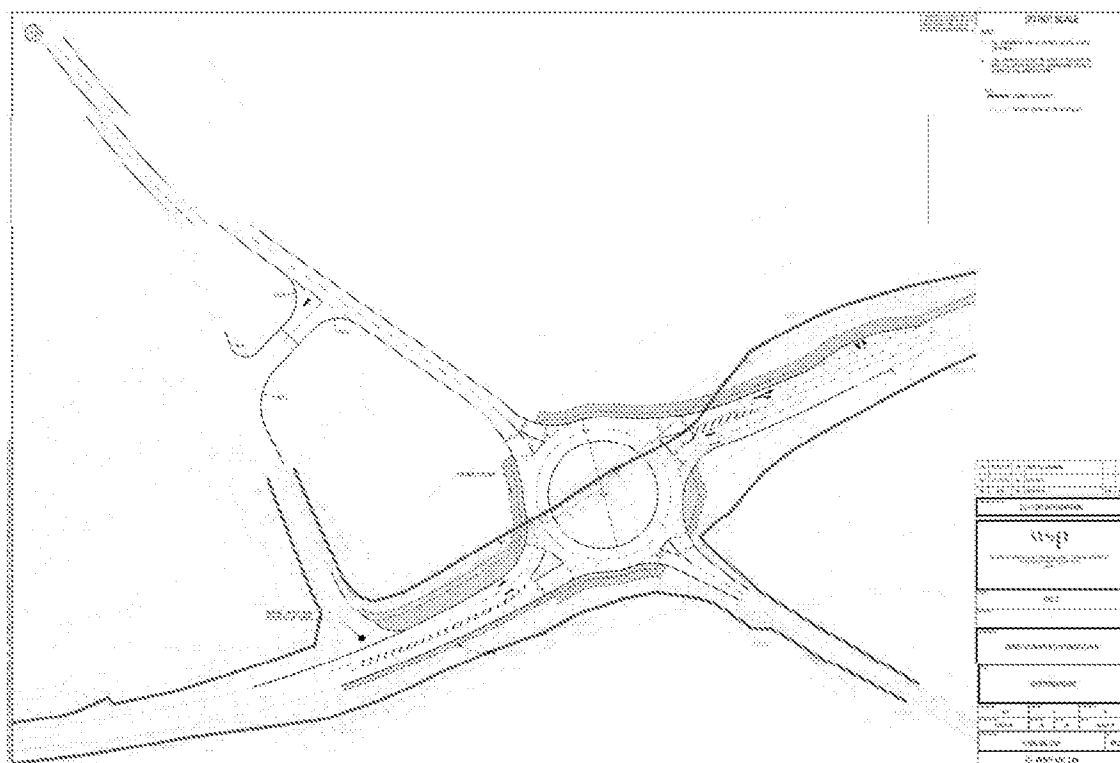
Source: Enterprise Bognor Regis Transport Review (2017) and Arun District Council Phase 3 Study (2016)

Fontwell East Roundabout mitigation scheme



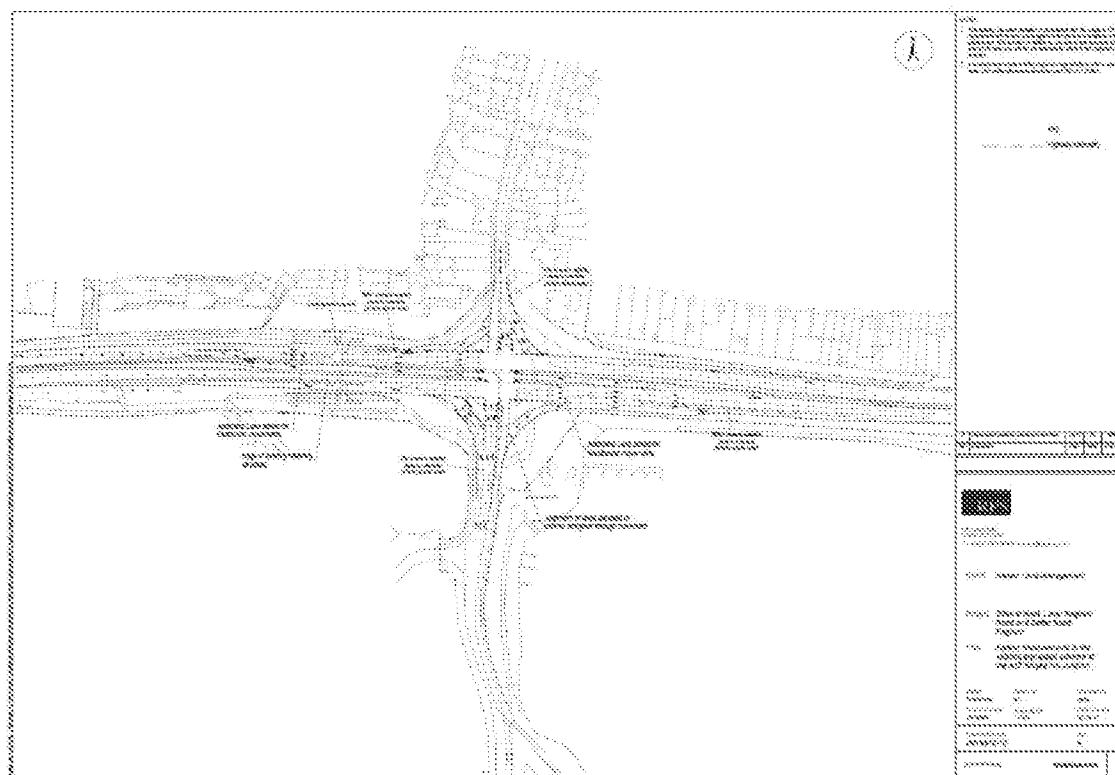
Source: Enterprise Bognor Regis Transport Review (2017) and Arun District Council Phase 3 Study (2016)

A259/ B2187 Littlehampton West – Tesco Roundabout mitigation scheme



Source: WSCC Cornet Corner and Oystercatcher report (December 2019)

Whyke Roundabout mitigation scheme



Source: Enterprise Bognor Regis Transport Review (2017)

An aerial photograph of a roundabout. The central island is a large, roughly circular area with the word "VALLEY" printed in the center. Several roads radiate from the roundabout. To the right, a major road with multiple lanes runs horizontally. To the left, another road runs vertically. The surrounding area includes various smaller roads, some with lane markings, and some green spaces. The image is in black and white with a halftone dot pattern.

[illegible]

ARUN DISTRICT COUNCIL BN/11/22/ODT

North Arrow

Legend:

- Existing Accession
- Proposed Accession
- Highway boundary

A27 (The Greenway) (Amended)

M10 (The Greenway) (Amended)

1000000_0001

ARUN DISTRICT COUNCIL BN/11/22/ODT