

Topic	PF Response
WSCC First round of questions (Additional comments received from WSCC in Red, PF responses in Blue)	
1. Design speed – This is still quoted as 30mph. However, no reference to the WSCC Speed Limit Policy is provided. As such, the applicants should set-out whether-or-not the new A29 road accords with that Policy.	The Design of the A29 is seeking to align with WSCC Speed Limit Policy, however it should be noted there are some outside influences which has impacted and shaped the design process. Further to various meetings with WSCC on the road design in 2019 and 2020 and prior to the submission of the Planning Application there was an agreement between WSCC highways team, WSCC A29 delivery team and The Southern Consortium that the A29 would be subject to a 30mph design speed. Reference to these discussions are highlighted in our Design Statement. In line with WSCC Speed limit policy the main elements are, the road will need to demonstrate that any design speed chosen is self-enforcing and this will

be influenced by design speed related parameters but also by the road width, alignment and layout constraints (number and type of junctions, pedestrian crossings, frontage activity, accesses, bus stops and level of frontage development and associated activity).

It is also worth noting that following the discussions highlighted above a 30mph speed has been approved for northern section of the new A29.

All of the above has been considered in the design, specifically the number of junctions, connections across the site (leading to crossings), Accesses and bus infrastructure

From the WSCC Speed Limit Policy *'For a 30mph limit there should be at least 30% of the route length with frontage development on both sides of the road, or 50% of the route length with frontage development on one side of the road'* Some frontage interaction is proposed and further

detail is set out in the Design Principles Document (pages 29-31), which include the following for the A29 interface:

“Building Line:

- *Buildings should create a continuous frontage along the A29 to achieve a degree of formality and enclosure.*
- *Individual buildings should be parallel to the A29 with any set backs to dwellings to be minimised. Any set backs which occur should be at a consistent distance from the A29. Shared/private drives to the front of dwellings should be kept to a minimum. Where they occur, dwelling grouping should be symmetrical.”*

For the section north of the railway where land parcels are proposed, these principles would deliver at least 50% frontage along one side of the A29 and at least 30% frontage along both sides (excluding the embankment to the bridge as built

form is set back and at a different level to the A29).

The submitted planning application does not include land parcels south of the railway line; however in line with the endorsed Framework Masterplan it is anticipated that there would be frontage along much of this route.

The matter of Speed Limit is undergoing further discussion in-house at WSCC and a further, more detailed response, will follow in due course.

At the meeting on 2nd August WSCC confirmed they will provide some thoughts on the issues they consider critical to achieving the WSCC Speed Limit Policy. Following the issue of this information WSCC and PF to arrange a workshop.

2. Departures from Standard – None appear to be identified by the applicant’s consultants but this is not stated either-way. Applicant to reply to this, please. If some are identified, then there is a formal process for considering them.

There are no departures from Standards, for the road alignment CD109 horizontal and vertical design has been used including appropriate transitions. The horizontal alignment towards the south end on the road design still achieve 255r which is noted in table 2.10 of CD109 meeting the Desirable minimum R (superelevation 5%)

Please see WSCC comments further below in response to new A29 re-alignment and A29 Statement (starts on page 16)

3. **Crossings** - As an initial comment, there appear to be too many controlled crossing points, and where they do occur, they are not spaced sufficiently apart. There could be the situation where drivers are stopped by each set of signals due to the gaps created by them increasing journey time & air pollution. The applicant should state their reasons why so many are proposed.

With regard to the Zebras, having these so close to roundabouts has the potential to impact traffic flow depending on pedestrian flows, and could subsequently generate queues back on to the roundabouts, impacting their operation. Additionally given the recent changes to the highway code, the parallel crossings may result in conflict between vehicles and cyclists as cyclists/pedestrians have priority and drivers may not be looking to the side for a fast-moving cyclist, as they exit a roundabout. That's not to say that some form of ped/cycle priority-style crossing won't be accepted in some locations, it's just that the form and design of crossing chosen for each location might need to be looked at again. At the very least, the applicant needs to present their rationale for them and how they meet design standards and/or guidance. As a final point regarding the Zebras, they cannot be installed if the 85th percentile speed is greater than 35 mph, therefore evidence of this will be required before that type of crossing can be considered.

Crossing point, both key and desirable have been considered and discussed at length with Officers to ensure connectivity across the site is included in the design. As shown on the drawings and in the DAS the site does contain some critical links and desire lines East/West which have been reflected in the layouts.

Types of crossing point and their interaction with the proposed junction have been considered alongside the design standards. As part of the Design Statement Pell Frischmann provided Technical Note on the type of crossing and how this aligns with traffic volumes and design speed.

Specifically related to the Zebra crossings around junctions it remains critical that we provide a link across the site and these have been reflected in the design. In accordance with CD116 figure 3.53 the crossing points are shown in excess of 20m from the give way

line. In accordance with LTN 1/20 the crossings are currently shown as segregated but as part of the design development and to decrease the footprint could be reduced to shared crossing points.

As highlighted in our Technical Note the design speed is proposed at 30mph.

The CHA still need to see the applicant's strategy for crossing positions and consideration of controlled crossings elsewhere along the A29- re-alignment

Crossing point/positions on the A29 are shown on the PF General Arrangement drawings A13394-PF-ZZ-XX-DR-CD-00100 to 109. This can be further discussed at the workshop proposed between WSCC Highways and PF

4. Structures - As a foreword to the comments for both structures, it's very unclear what type of NMU facilities are proposed. The drawn detail, text and dimensions are inconsistent e.g. the GA for the Lidsey Rife Viaduct shows a 4.0m wide 'cycleway/footway' (plus 0.5m extra allowances for fixed objects to each side). It was also understood that the routes are to be segregated facilities. However, the text leads us to think that un-segregated facilities are proposed because there is no drawn detail to the route to define which side is footway, and which side is the cycleway. Also, the dimension of 4.0m wide is in excess of the 3.0m minimum for a shared facility but inadequate for say a two-way segregated facility. On Section A-A of the GA for the Rail Bridge it defines a similar 4.0m wide 'cycleway/footway' (plus 0.5m extra allowances for fixed objects to each side), and defines that the width is in accordance with LTN 1/20 Table 6-3, which is for un-segregated facilities. As noted above, a shared facility only needs to be 3.0m wide. NB: the 4.0m wide dimension given doesn't match any of the dimensions in the referenced table. For the rail bridge there are also NMU facilities under the structure. The Options Report states 'pedestrian' routes under (in the text and in the figures), whereas the West Elevation on the GA defines them as 'shared' facilities (in the dimension for the overall span). However, also on the West Elevation the dimensions for the route widths then defines them as 'segregated' facilities... NB: at 4.0m wide they are only suitable for being an un-segregated facility (i.e. 3.0m minimum width plus 2x0.5m for allowances for fixed objects each side = 4.0m). This needs to be clarified. The drawings and reports need to be unambiguous on the proposed NMU route type(s) as they fundamentally effect the width of the structures and the overall span of the railway structure. WSCC has identified several of the inconsistencies associated to the NMU route in the comments below, but the list is not exhaustive.	It should be noted that the bridge design has been developed alongside consultation with parties including WSCC, Network Rail, Environment Agency. Following the grant of planning permission, there will be additional separate approval processes required for the detailed design of the bridge and the bridge design options will be finalised at this stage following consultation and approval from both WSCC and Network rail NMU facilities are to be segregated over both bridges. It is noted that LTN 1/20 shows a desirable minimum width of 5.5m for segregated pedestrian and cycle routes, cl 10.8.12. This includes a 2m footway, 3m cycle track and a 0.5m clearance on one side. Therefore, the width of the bridge deck has been updated to reflect this in the attached Overbridge Options Report. Reference to table 6-3 has been removed from the drawing.
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The 4m wide paths under the bridge provide access to the bridge soffit and substructure. They also provide space to accommodate a combined footway/cycleway in line with the DAS. The reference to a segregated route has been removed from the Overbridge Options Report.

A29 BEW Rail Bridge (WSCC structure ref; 1779). Options Report

1. The WSCC naming convention for the bridge needs to appear on all doc' headers and drg. title blocks. The name should be as clear/specific as possible but more importantly, the 'WSCC structure ref: 1779' must appear.	Added.
2. Refer to general comment above regarding NMU route type. The cross section in Figure 4 needs to be consistent with that in the GA.	Agreed and amended accordingly
3. 2.1, 2 nd bullet point – the text refers to 3m pedestrian access routes under the structure (between the abutments and fence), refer to general comment above regarding NMU route type.	Agreed and updated in the Overbridge Options Report. "3m wide pedestrian access route" changed to "4m wide path". This bullet point refers to access for maintenance and routine inspection only.
4. Either in section 2.1 or 2.2 there should be a few words on the need for the NMU approaches to be compliant with designing for disabilities (gradients, rest points etc.) as the impacts on the length of the approaches.	The gradient of the segregated cycleway and footway over the bridge are driven by the carriageway gradient which is approximately 1:30. Please refer to drawings A13394-PF-ZZ-XX-DR-CD-00401 and A13394-PF-ZZ-XX-DR-CD-00402.

If required, additional NMU routes will be developed across the site to provide access to the bridge.

Regarding the routes under and over and noting the latest comments made, the response clarifies segregated routes over and shared under. As the applicant will know LTN 1/20 prefers segregated wherever possible.

Applicant to respond as to why the arrangements under the bridge travelling E-W (and vice-versa) are shown shared. If the arrangements underneath become segregated, it will mean the bridge span grows as a result and the construction depth of the bridge will likely need to increase to cope with the extra span (and likewise, if the segregated route over the bridge are widened). For the routes underneath, this will have knock on effects to the height of the carriageway above the landscaping and the length of the approaches. In any event, so long as the correct route widths are incorporated (relative to shared or

segregate decision), the CHA does not need to know what the final decision is in order to ensure technical compliance to the decision.

Applicant to provide further response to this, providing, in particular, actual widths proposed for cycle and footways under and over the railway bridge and how they comply with LTN 1/20.

We have provided segregated whereby cycling traffic is anticipated significant. Shared facilities are provided in less prominent routes. Although Segregated Facilities are preferred in LTN 1/20 this is not a requirement.

Connectivity through the site in either segregated or shared form is a critical item.

5. 2.2 (span), Figure 6 shows a min. 5.8m headroom envelope with a further headroom allowance taking it up to 6.2m, but the GA only show's 5.8m to the soffit(?). As well as ensuring consistency between the Figure and the GA please also define what the red line envelope is, and why you have opted for a further 0.4m clearance(?).	Agreed and amended. Only the min. 5.8m required headroom is now shown in Figure 6. Red envelop line determines the minimum lateral and vertical clearances to the railway.
6. 2.2 (utilities) the response given touches upon the need for further enquiries during the preliminary design stage. WSCC concurs with the statement but would stress the importance of these early enquiries given the potential for abortive design work to accommodate large diameter ducts, (and therefore potential breaches of planning). NB: given the CDM/H&S issues associated to utilities perhaps there should also be a recommendation in section 6(	Recommendation added to Section 6
7. 3.1 immediately above Figure 7-3, refer to general comment above regarding NMU route type (& overall span).	Figure updated and text amended.
8. 3.2.2, the title refers to an in-situ box but the text below refers to a voided deck slab(?).	Title and text has been updated accordingly to reflect an in-situ box structure.
9. 3.3, overall span dimension, refer to general comment above regarding NMU route type.	Amended.
10. Figure 9 showing 6.2m headroom but text above defines 5.8m.	Figure updated.

11. Option 1 – Beams ctrs, spans etc – possible changes(?). Do need to be specific with the dimensions. NB: Figure 10 defines 5No. beams at 3.287m ctrs but the text above define 6M at 3.0m ctrs. Please clarify.	Updated to reflect 6 beams.
General Arrangement	
a. Refer to general comment above regarding NMU route type, and changes associated to items above (i.e. consistency between text and drawing).	Updated accordingly.
b. Refer commentary above regarding utilities. WSCC require to see something on the drawing that is indicative and calls up that the utilities are TBC.	Drawing updated to indicatively show new services within the footways of the bridge. Specific requirements to be confirmed during consultation/enquiries with Statutory Authorities (Utilities).
c. Please show the NMU routes under the structure on the plan ensuring that they don't clash with the maintenance access routes/parking/turning heads.	Please note that in line with the DAS we propose a shared cycleway/footway to cross the new A29 alignment under bridge. The 4m wide path also provides access for routine inspections and maintenance. Overall dimensions for parking area to be developed as part of the design to ensure sufficient space provided for parking/turning heads, however the NMU route is to be maintained

d. On the elevation please show the boundary fences to be 2.4m high palisade (as this is most likely what NR will want, as also indicated by the call-up).	Agreed, drawings updated accordingly.
e. On the elevation please show the 'verges' to the left and right of the NMU's routes (if there are indeed shared facility routes?)	A provision for a footway/cycleway has been provided under the bridge on both sides of the railway. This has been updated in the Overbridge Options Report.
f. On Section A-A please show the NR boundary fence.	Agreed, updated accordingly. Access routes should be considered at the onset and are not hard to incorporate on a drawing with suitable caveats/TBA's. Even if they are indicative only, the CHA will need to see these at the next reiteration of the drawings. The principals of access routes have been broadly discussed with NR. They are not in a position to confirm exact details but the provisions shown on PF GA drawings A13394-PF-ZZ-XX-DR-CD-00101 and A13394-PF-ZZ-XX-DR-CD-00102 (a 5m maintenance strip) NR have been supportive in

	principal of this arrangement. Full details of access and how this interacts with the aligning parcel to be developed.
g. The clear span is noted as being based on the boundary fence location plus the NMU route widths. To ensure accuracy/consistency please also show the 20.1m dimension as per Figure 6.	Agreed, updated accordingly.
A29 BEW Lidsey Rife Viaduct (WSCC structure ref: 1780). Options Report/Technical Note.	

The Technical Note (TN) is geared towards either a) a 200m long multi-span viaduct, or b) 30m single span structure. The reason for the massive variance is as stated in the front of the report, see screen grab below.

However, recent discussions with the Environment Agency have reduced to the flood level to 2.2m AOD at point of crossing. As a result, the structure clearance can be reduced and therefore the multi-span bridge is no longer a viable option. For information purposes, the multi-span structure proposal is included within the report.

Given as much, the vast majority of the content of the TN is of limited use as it only discusses 1 No. viable option. The TN should have addressed various single span options (weathering steel, U or W beams similar to the Options Report for the rail bridge). As a result, the drawing is certainly of interest but also of limited value (in the context of 'options'). Perhaps the river bridge could basically be a repeat of the rail bridge (the widths should be identical and the spans are very similar)?

Technical Note updated as required.

WSCC Structure ref: 1780 – Item 1 – A copy of the revised report is requested at the earliest opportunity. Decisions made within will set the scene for the format of the structure so early sight of this is important to ensure that all parties are in agreement before the design moves towards AIP (presuming planning permission is granted).

Revised Technical Note re-issued

General Arrangement

a. Refer to general comment above regarding NMU route type.

Updated accordingly.

b. The WSCC naming convention for the bridge needs to appear on all doc' headers and drawing title blocks. Again, the name should be clear/specific but the 'WSCC structure ref: 1780' must appear.

Updated accordingly.

c. It is appreciated that deeper beams result in more fill on the approaches, but with Y6 beams at 1.0m centres there is not enough space between the beams to inspect the inside faces (gap is currently approx. 250mm). Deeper beams at larger centres are necessary.	Changed from Y6 to Y8 beams at 1.2m c/c. Alternatively W13 beams at 3.25m c/c are included in the technical note.
d. The cantilevers look too wide given how thin the deck slab is(?).	Cantilever reduced due to new Y beams and changes to the highway section.
e. Typically with a Y beam deck there are YE beams.	YE beams added.
f. Ideally, WSCC would require inspection & maintenance access points to the underside (steps down the embankments at diagonally opposite corners?).	Access for routine inspections and maintenance to be incorporated in the design at a later stage.
g. The report touches on the lack of clashing with existing services, but what about new services? There is not a lot of fill to accommodate larger diameter mains. It is appreciated that this is the first submission but WSCC would like to see something on the drawing that is indicative and calls up that the utilities are TBC.	Drawing updated to indicatively show new services within the footways of the bridge. Specific requirements to be confirmed during consultation/enquiries with Statutory Authorities (Utilities).
5. Public transport strategy (from developer) - still awaited. The strategy should include proposed bus services and routes (E-W and N-S), more information about the area shown to the east of the site, such as how it is intended to use it, how it feeds into the public transport strategy for the site and how connectivity to Barnham Station is provided, how 'active travel' is to be incorporated into overall strategy etc. (list is not exhaustive).	Initial conversations have been held with Stagecoach on the provision of a bus service at the site. It has been suggested that a new route between Littlehampton and Chichester could be provided.

Stagecoach has expressed a requirement to discuss the bus strategy and phasing further in a meeting between the applicant, WSCC and themselves. It is therefore requested that a meeting is arranged on this matter.

The requirements for public transport access should include service provision both E-W between Littlehampton and Chichester and also N-S between Bognor Regis to Barnham. WSCC look forward to discussing progress as soon as possible in order to inform ongoing responses to the Planning Application.

We have spoken to Stagecoach and they have advised that there would be prepared to consider operating the E-W service between Littlehampton and Chichester. It is considered that given the outline application is for the land north of the railway, Stagecoach would have evaluated the options available and presumably has proposed what they

consider to be appropriate. Stagecoach are aware of the wider allocation and potential opportunities but it is understood that their comments are in relation to the outline application. This does not restrict further conversations taking place in the future, and it is anticipated that consideration would need to be given to other bus route options when the planning application for the land south of the railway comes forward at some point in the future.

The masterplan accommodates a shared footway/ cycleway that connects the south eastern corner of the masterplan to Gospond Road. This provides a legible and direct route to/ from Barnham Railway Station.

The route described in not particularly direct but would provide for an indirect walking link of approximately five minutes from the BEW site to the station and vice-versa. A cycle journey from the site

	to the station (and vice-versa) would take about two minutes although would require riders to use the carriageway of both Gospond Road and Barnham Road We investigate with NR alternative routes (using their land) unfortunately they confirmed that this was still used. We have therefore used the most appropriate route available. We have held recent meetings with NR and they have confirmed this approach is acceptable. Applicant to provide further details of how a more direct and traffic-free link could be accommodated to and from the site and railway station.
6. Left-in/left-out junctions still proposed at certain locations – These do not look right and may encourage higher speeds. How do these meet any specific design criteria and why are they proposed?	The proposal to introduce the left-in/left-out arrangements for the interim junctions was as a requirement to ensure free flow of traffic along the proposed A29. Throughout consultation with WSCC and ADC the requirement was to

limit the number of interim junction and to make the main junctions the facility for all movement.

It is not unusual to have a left-in/left-out arrangement on this type of road and we have reinforced this approach with the introduction of a central island to stop right turning traffic attempting to be completed. The islands are introduced in accordance with the taper indicated in CD123 Table 6.1.1

The development is supposed to be providing for a community with excellent connectivity instead of severance. Applicant to re-visit the left-in/left-out arrangements with a view to providing them as right-hand turning lanes with no restrictions on movements and also provide traffic flows data for them to indicate proposed usage during peak periods and all day.

The development will have excellent connectivity for NMU. The idea of the scheme was agreed not to make

	it simply attractive to car users. The key goal is to balance the needs of the A29 as a strategic connection so minimising the interventions in the road and diverting traffic away from the existing A29; whilst in parallel encouraging those living within the new development to use the NMU connections rather than prioritising car use The initial advice from Arun District Council was to have a route with as limited a number of junctions as possible. The principal proposals on junction locations north and south of the proposed bridge were discussed at length with ADC.
7. TRO strategy for entire road scheme – Nothing supplied. In one area, the applicants propose a speed limit reduction from 50mph to 30mph at the southern tie-in with the existing A29. Applicant to provide evidence of speed surveys, consultation with Local Member and whether or not the resultant speed surveys would comply with WSCC policy considerations for speed limit reductions. Applicants to also state the reasons why the speed limit is proposed to be reduced at this point.	The speed of Lidsey road, specifically around the ‘Lidsey bends’ although indicated as 50mph is not the reflective of speed of vehicles travelling around the alignment, it is less due to the back to back curves just north of our proposed roundabout junction.

As part of early negotiations with WSCC and ADC the location of the proposed A29 connection was considered a benefit in controlling speed in this area.

A TRO strategy for the entire development will be developed as part of the detailed design and will include speed reduction in the location of the A29/Lidsey Road connection.

The TRO Strategy is a key principle required at planning stage because it is so intrinsically linked with the design of the A29 and connections thereto. Undertaking informal consultations with the Local County Councillor/s and other key parties now will provide an indication as to whether the proposed changes would be accepted or not, in-turn informing the design of the scheme prior to the detailed design stage. Undertaking this at post planning could meet with objections and subsequent delay in the delivery of the scheme and could, in the worst

case prevent the development from proceeding if the design cannot align with the posted speed limit.

Added to this, the applicant should also set-out their proposals for any TRO's within the development parcels, such as at or close to, the proposed station parking and school site.

Details of how to do this can be made available to the applicant on request. As requested at the meeting on 2nd August WSCC to provide additional information.

The Lidsey Bends area of the old A29 is downgraded at the introduction of the new A29 and therefore it is suggested that the speed be reduced around the bends and at the introduction of the new junction connection. We will consider the comments received at the meeting with WSCC on 2nd August concerning how we manage the speed reduction on the A29 and

	will provide additional information in due course. For the Proposed A29 this is a 60kph (30mph) design speed
8. Cycle infrastructure – The alignments towards the side roads would benefit from being made smoother. And no continuation of routes from new A29 alongside access roads nor transitions shown. Please also provide evidence of what design documents the crossings comply with/follow, please.	On the main A29 the cycle/footway is segregated, on the side roads it changes to shared. The transition can be developed further at the detailed design stage. The interaction and specific layout of the segregated route and crossing is in line with LTN1/20 As the RED Boundary edging extends around the side roads and, as such, meaning they form part of the detailed component of the planning application, the detail is required now. As indicated on our drawings and Design Summary Document main A29 a segregated route is proposed.

	On E/W Link, on Banham Station Link and within parcels a 3m wide shared route is proposed. Any individual plot strategy going forward will incorporate cycle infrastructure and links.
9. Access to commercial buildings at southern tie-in with existing A29 – No detail shown.	The existing access into the Commercial buildings just north of proposed A29/Lidsey Road roundabout is to be maintained. PF drawing A13394-PF-ZZ-XX-DR-CD-00106 P06 attached Because of the proposed changes to the southbound approach to the southern tie-in of the existing A29 with the new A29 will alter part of the existing access to the commercial buildings, the junction needs to be assessed for all vehicles that use it, including the provision of swept path diagrams to demonstrate suitability for all types of vehicles using it and visibility splays (including forward visibility) need to be provided. And if has not been included in the Road Safety Audit Brief, it needs to be added.

	This has been further answered in the second round of comments/answers to WSCC
10. Travel Plan – The applicants should review the WSCC Development Travel Plans Policy as the Travel Plan doesn't appear to follow it. The submitted Framework Travel Plan does not seem to reference promotion of lift sharing (e.g. through www.westsussexcarshare.com) or the provision of car club vehicles. The latter will be particularly important given that car clubs have the potential to 'unlock' use of non-car modes. Copies of all the relevant WSCC TP documents can be sent to the developer separately to this response upon request.	An updated travel plan to include car sharing and car clubs is appended to this response. It is noted that this is a framework travel plan, and more detailed documents would need to be prepared as part of reserved matters applications. The travel plan follows a standard format, and includes what would typically be included e.g. actions, targets, management process, and implementation and funding. Clarification is sought from WSCC on what specifically needs to be amended. The revised Travel Plan cannot be located – applicant to provide, please and when provided, applicants to highlight how (and where) they have amended it and how it meets the requirements of the WSCC guidance.

	Travel Plan re-issued with this document
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11. Modelling - The information is not presented clearly. WSCC would expect the applicants to quantify the uses in the application itself at the start of section 4 and to fully set-out the quantum of development modelled for each scenario in section six. However, the information provided at 6.1.4 is non-specific with a general description which is not enumerated/quantified. However, it does strongly suggest that the applicant has only included the application itself, other committed sites and the other sites within the BEW Local Plan allocations. There is no mention of development within the BEW area beyond the Local Plan period or quantum. This should be clarified.

In particular there would be the opportunity to set out at the 4th bullet under 6.1.4 the quantum associated with each developer included in the modelling. Looking at the model scenarios seems to show that all the strategic modelling provided is that which the CHA saw previously (2 years?). As such, it appears that no new runs have been undertaken. Further runs could be undertaken given that the applicants paid for three years continuous access to the A29 model. Therefore, the option has been available to the applicants to amend the previous work without needing to renew their access fee. So, any comments the CHA made previously to do with the then assessed 2031 and 2038 scenarios may still apply if no new work has been undertaken, unless the applicants can tell us what they have done differently. It would be helpful to the CHA to see again see what information was provided previously showing the quantum assessed and it's split between the various land parcels. And building on this, what would also be very helpful is an account of any differences between the pre-application scenarios and also whether numbers proposed now for individual plots are now higher than originally planned and/or modelled and whether that impacts on an overall number of dwellings within BEW overall, higher than the Local Plan allocation.

The years which they have modelled are those which exist in the strategic forecast model for the A29. However, given that if approved this part of the development (at least the house and part of the new A29 and associated access roads off it) would be constructed prior to 2031 and 2038, WSCC will require forecast years for opening year and interim/intermediate years when certain infrastructure is not yet in place. This may need to be on the basis of manual adjustments or failing that, the applicants would need to agree methodology with the CHA for development of a new model forecast year. The manual method seems simple. The applicants do need to provide details of opening year and scenarios where they are reliant on a single point of access (and until when)?

An extensive pre-application discussion was held with WSCC and WSP to determine and agree the modelling approach, scenarios, inputs, and assumptions.

To clarify, the modelling has included all traffic growth associated with committed, local plan, TEMPro and the proposed development for all of the traffic scenarios where appropriate. It is understood that WSCC advised their consultant WSP on all of the housing commitments and local plan sites to be considered.

The BEW development zoning and infrastructure parameters have been shared previously, but are attached for each of reference.

In terms of the number of dwelling assumed for the other parts of the BEW allocation, the table below provides a summary

Site	Modelled in the BEW assessment	Current Planning Scale

	Cala	350	No new information available
	Landacre and Boweries	45 and 30 dwellings	45 and 30 dwellings
	Barratt	510 dwellings	550 dwellings
	Pye Homes	165 dwellings	180 dwellings
It is acknowledged that the modelling has considered 55 fewer homes than the current planning assumptions. To put this scale of development in context, the additional AM and PM peak hour vehicle trips have been calculated based on the agreed residential trip rates for the BEW development. This equates to 25 and 26 vehicles in the AM and PM peak hours respectively and it is considered that this would not change the conclusions of the transport assessment. It is also noted that			

these trips would not all have their origin/ destination in a single part of the BEW allocation, and therefore are further dispersed within the overall highway network.

The modelling demonstrates that the scale of development considered in the outline application can be accommodated in 2031. It is therefore reasonable to infer that the development can also be accommodated in the years proceeding 2031. It would be appreciated if WSCC could also be more specific in their requirements rather than referring to “certain infrastructure”.

The applicant has not provided adequate answers to the questions raised by the CHA. And, the applicant needs to demonstrate how the development (and to what scale) would impact on local roads and junctions in advance of the modelled years (and what impact would occur and what mitigation would be provided in those scenarios

Additional information on the scope of the modelling (detailing the assumptions in terms of development and background traffic growth) is appended.

As noted above, the modelling demonstrates that the scale of development considered in the outline application can be accommodated in 2031, including the mitigation schemes identified in the apportionment study. It is therefore reasonable to infer that the development can also be accommodated in the years proceeding 2031.

Further to the meeting held on 2/8/22, it is understood that further clarification is required on the modelling results from the 2038 scenario (which includes the full build out of the site allocation). This information will be issued as part of a separate response.

12. Noise attenuation – What is required and what is proposed? WSCC would want confirmation that the type selected has a long design-life (so steel – not wood) and that its location would be such that it didn't present any highway safety issues and could be easily accessed for maintenance purposes.

This is noted. Noise attenuation proposals would be similar to those being implemented in Phase 1 of the A29 realignment by WSCC. Full details would be developed at Detailed Design Stage.

The CHA requires that a plan showing the indicative locations be provided at this stage given the importance of getting the locations right prior to the application being determined. Of course, noise assessment is a matter for Arun Environmental Health and the need to advise as to whether the mitigation provided is appropriate. However, WSCC will need to respond to this type of measures proposed and where they are to be located relevant to junctions, foot and cycle paths and visibility splay areas.

We are currently consulting the noise consultant but confirm it is not envisaged that noise attenuation is required. It is noted however if introduced that Steel type is

	preferred. We also note that the position of any noise attenuation must not affect visibility or impede routing for NMU.
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WSCC comments dated 10th May 2022

Cycle track width to be widened to provide for two-way flows on both sides of the new road

Our design currently has a 2m cycleway either side alongside the footway which in accordance with LTN 1/20 allows for a maximum of flow of cycles at 200 per peak hour, see extract below:

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0

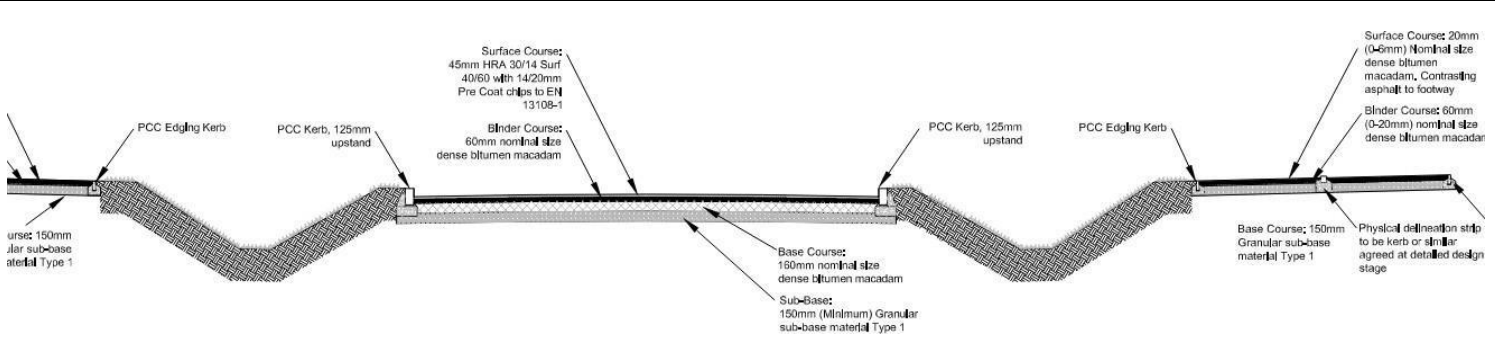
We anticipate less than 200 cycles per hour.

A 'step' shown to differentiate foot and cycle components of the paths referred to in point 1 above should be shown.	PF drawing A13394-PF-ZZ-XX-DR-CD-00001 P05 shows a physical delineation strip between footway and cycleway. A step can be incorporated but not specifically required and will complicate the drainage provisions along the footway/cycleway. If this is a WSCC design requirement it can be included as part of the Detailed Design without changing the principals of the design.
No continuation of cycle routes is shown into the side roads.	On the main routes (at the roundabout intersections) we have shown a 3m wide combined footway/cycleway. For the minor connections cycle routes will be developed alongside the plot design if required. This information will be submitted as part of the relevant reserved matters applications for the plots.
Central islands preventing right hand turns. These appear to be very narrow and may lead to signs being hit by vehicles on either-end and may, in practice, lead to higher traffic speeds past them. And, no rationale is provided as to why they are proposed. Applicant to look to provide right hand turning lanes instead for the locations where the central 'barriers' are shown.	The central island physical widths are 1.5m and therefore a sign can be centrally located (for example a left turn only sign) with a 0.45m offset from the kerb edge. Additionally, the proposed 1040 hatch markings which add another 1m either side provide additional protection. During initial discussions with Arun District Council and West Sussex County Council the team were advised to minimise full access junctions to maintain throughput of traffic. Therefore, under the direction of WSCC we provided central roundabouts linking through traffic and limiting side road traffic to left-in/left-out.
The access to the industrial/commercial facility north of roundabout (Lidsey	The existing access to Lidsey Farm is to be maintained and is reflected on the submitted highways plans. A visibility splay of 41m can currently be achieved in land which is either public highway or land owned/ the existing access /controlled by The Southern Consortium. Please see attached drawing A13394-SK034.

Farm) is not clearly shown, nor does it appear to have been considered in the Road Safety Audit, nor tracked for the size and type of vehicles that use it. As the kerb line is being altered and given its proximity to the new roundabout on Lidsey Road, this information must be provided, please.	
No detail is shown of the transition of the roundabout on existing A29 and the existing right hand turning lane, also on existing A29 (the latter serving the waste site). This point has also been picked up in the submitted Road Safety Audit.	Please find attached a revised version of drawing A13394-PF-ZZ-XX-DR-CD-00107 incorporating the existing Ghost Island junction on south of the proposed Hanbury Link Roundabout serving the waste site.
Roundabout referred to in point 7 above should be tracked for a selection of vehicles including HGVs.	Please see attached drawing A13394-PF-ZZ-TR-DR-CD-00002 which shows tracking of HGV's on the existing A29 and Refuse vehicle tracking accessing Hanbury Link
Crossing points – There are a large number of crossing points shown – some controlled and some uncontrolled. Applicant to explain rationale behind	As indicated in our previous response: Crossing point, both key and desirable have been considered and discussed at length with Officers to ensure connectivity across the site is included in the design. As shown on the drawings and in the DAS the site does contain some critical links and desire lines East/West which have been reflected in the layouts.

them including type of crossing proposed, locations chosen and whether any informal ones are included?	Types of crossing point and their interaction with the proposed junction have been considered alongside the design standards. As part of the Design Statement Pell Frischmann provided Technical Note on the type of crossing and how this aligns with traffic volumes and design speed. Key links across the proposed A29 (away from junctions) have been primarily shown as Signal Control crossing points to ensure clear and controlled links across the site.
Applicant to explain the same (i.e. that set-out in point 9 above) for the proposed crossing points around the roundabouts.	In line with LTN 1/20 we have proposed Parallel 'controlled' crossing points around the main roundabout junction as primary links across the site. On the main A29 we have shown a refuse to protect users on the side roads the length of crossing is reduced. Providing a parallel crossing aligns with the segregated nature of the main routes and allows for continued use of the links on both sides of the proposed A29.
Speed limit reduction on approaches to new road and associated links (on existing A29) – what evidence of data collection and information consultation has been carried out?	No, we do not currently have any speed surveys. It is appreciated that the road is currently shown as a 50mph speed limit but because of the nature of the road, surrounding elements and Lidsey Bends to the north actual speeds are closer to 30mph. Aligned with the true speed of the road and our proposed junction arrangements we suggest that 30mph be implemented in this location.
Applicant to explain rationale for 'no kerbed' new A29, road width of the same and what	Not sure where this has come from as the proposed A29 is kerbed, please see below section from PF drawing A13394-PF-ZZ-XX-DR-CD-00001 P05

effect these might have on traffic speeds.



WSCC comments dated 23rd June 2022

It is unclear what the approach gradients on the roundabouts are. Where the proposed approach gradients to the new roundabout exceeds 2%, CD 116 says roundabouts should be avoided. The approach is considered as a distance equivalent to 1.5 times the SSD from the give way line. Applicant to confirm what the gradients are.	As indicated on PF drawings A13394-PF-XX-DR-CD-00400-00407 there are no gradients that exceeds a 2% on the approach to the proposed roundabouts. Drawings A13394-PF-XX-DR-CD-00400-00407 have been updated to indicate the exact position of the proposed roundabout on each of the long sections. Roundabout design levels to be developed further at detailed design stage.
Whilst geometric parameters are shown on each entry appear to be within the requirements of CD 116, the designers will need to provide drawings showing how they have been constructed/drawn, e.g. entry angle, curvature, half width etc.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Exit widths are narrower than recommended in CD 116 cl 3.28.2. Applicant to address	Exit widths have been based upon tracking and required carriageway, additional information shown on PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505

Circulatory visibility may be affected by chevrons and advance direction signs. So, at detailed design stage, applicant to ensure that these do not affect circulating and visibility to the right.	Noted, these elements will be developed and confirmed as part of the detailed design
The design audit would usually be presented in a tabular form with a column identifying the parameter, another showing the applicable standard and clause, another showing what the design proposes and the other showing whether or not a departure from standard is being sought. As such, it is still not clear whether any departures are being sought.	We did enquire about the layout of the Design Audit during discussions with WSCC, however a preferred arrangement was not indicated. All design detail is shown on the drawing and withing the Design Summary Document
Pedestrians crossing the roundabout shall be located within 20m of the give way line or more than 60m from the give way line.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505 confirming that all crossings are within the 20m maximum
Applicant to ensure that potential earthworks and landscaping do not affect pedestrian visibilities	Noted, these elements will be developed as part of the detailed design to maximise pedestrian visibilities

A29 - 13 Roundabout, Dwg. No. 00106P06 & 0054P04

On the southbound approach to the roundabout, forward visibility to the uncontrolled pedestrian crossing (at the exit) is not shown. These will need to be shown and consideration given as to whether they can be achieved within the existing highway boundary. Applicant to show on amended plan.	Visibility added to drawing
A circulatory carriageway of 5.5m is proposed, which is within the requirements of CD 116. However, in addition to this, swept paths of an appropriate design vehicle are required to demonstrate that overrun areas are not required.	Tracking carried out on all roundabouts PF drawings A13394-PF-ZZ-XX-DR-CD-00700 to A13394-PF-ZZ-XX-DR-CD-00705
It is unclear what the lane widths at the give way line on each approach are, as they are not dimensioned. Designer to note that lane widths at the give way line should not exceed 4.5m for normal roundabouts.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
The southbound forward visibility on the approach to the give way line is 40m, which is lower than the required 90m. It is also unclear if the visibility to the pedestrian crossing is achievable on this arm. Applicant to review and reply to the CHA.	Forward visibility is dictated by land we own or land within the public highway. Visibility to crossing point added to PF drawings.

Landscaping is not shown on the drawings but designers need to ensure that the circulatory visibility is maintained when landscaping is provided.	Noted, these elements will be developed and confirmed as part of the detailed design
Road markings are proposed to narrow the lane widths at the uncontrolled pedestrian crossings on splitter islands. This may mean that pedestrians have to wait at the marking instead of at the kerb. CD 116 says the use of hatching should not be used to reduce the entry width in areas adjacent to pedestrian crossing points. Applicant to reply to this.	Noted as item 3.15 of CD116. Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Provide diagrams to show how the geometric parameters have been constructed, e.g. entry angle, entry path curvature/radius.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Exit radius should not exceed 40m, otherwise speeding on exits occurs, particularly where pedestrian crossing points are located on the exits. In A29-13, all exits have radii in excess of the 40m suggested in CD116. In the case of the southbound exit, the radius exceeds 100m, which is considered excessive. Ref CD 119 clause 3.29.2 — 3. Applicant to reply to this.	Please note as indicated in CD116 item 3.29.3 - Where an exit kerb radius of 40 metres cannot be achieved, the exit kerb radius should be no less than 20 metres and no greater than 100 metres.

A29 - 11 Roundabout, Dwg. No. 00503P04 & 00503P04

Applicant to confirm whether or not the toucans and parallel crossings are level or are on raised tables or not. DfT authorisation will be required to place toucan and parallel crossings on road humps if they are.	It is not intended that any of the crossings are raised table type. Only the green link is proposed at present to be of a different finish across the carriageway to increase its importance. The exact surfacing material will be agreed at Detailed Design Stage. This is to be further discussed in the up and coming workshop with WSCC
The circulatory carriageway is 6.5m when using the ICDs given on the drawing. However, when using information given on drawing number 00503P04, it is 6.65m. Actually, the circulatory carriageway width seems to vary when calculating using information on each arm. Applicant to clarify.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Circulatory carriageway width does not meet requirements on three arms. Applicant to review.cx1	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Provide drawings to show how the geometric parameters have been constructed.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Show the pedestrian crossings visibilities.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505

The proximity of the parallel crossings mean that exit blockage will be likely, resulting in blockage of the circulatory carriageway. Applicant to respond to this and set-out what has informed the location/s and how they meet design requirements (or not).	As indicated previously crossing point locations and links east/west have been strategic. It is not possible to have a crossing across the entry and not at the exit otherwise pedestrians will be stranded in the central reservation.
A29 - 9 Roundabout, Dwg. No. 00502P04 & 00107P06	
See above with regards to drawings showing how the various parameters have been constructed.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
The circulatory carriageway width is shown exceeding the 1.2 times relationship with entry widths. With single entries and exits but a wide circulatory carriageway, there could be conflict at the exits. A technical note is required explaining the design of this parameter.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505 Please note however, Item 3.6 of CD116 indicates the width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the <u>maximum entry width</u>, excluding any overrun area.
A29 - 4 Roundabout, Dwg. No. 00500P04 & 00103P06	
See above with regards drawings showing how the various features were constructed, e.g. entry angle etc.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505

Potential earthworks and landscaping are shown in what could affect pedestrian crossings visibilities.	Noted, these elements will be developed and confirmed as part of the detailed design
A29 - 4 Roundabout, Dwg. No. 00501P04 & 00105P06	
Two lane entries are proposed on all arms. Whilst two exits also have two lanes, the north west exit is a single lane, raising concerns about 'race' to the exit. Applicant to respond to this.	This is not unusual. Two Lane exits serving the internal parcels is not required and would not be in-keeping with the road strategy. As you have noted we maintain two lane entry and exit along the main A29 route
Confirmation is required regarding the location of the pedestrian crossing points, i.e. are they within 20m of the give way line?	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Circulatory carriageway ratio to widest entry exceeds the requirements of CD116. Applicant to review	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505 Please note however, Item 3.6 of CD116 indicates the width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the <u>maximum entry width</u>, excluding any overrun area.
Please review if zig-zag markings can be used in conjunction with other road markings, in case contradictory messages are conveyed	This can be reviewed at detailed design stage, however the current arrangement is in line with best practice.

A29 - 14 Roundabout, Dwg. No. 00505	
See section 1 above.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Entry path curvature on the northbound approach appears shallow, raising concern that braking can be expected to occur at or close to the give way line.	Additional information has been added to PF drawings A13394-PF-ZZ-XX-DR-CD-00500 to 00505
Vertical and Horizontal Alignments	
Detailed longitudinal profiles and plan with chainages have not been provided.	Long section details have been shown on PF drawings A13394-PF-ZZ-XX-DR-CD-00400 to A13394-PF-ZZ-XX-DR-CD-00407. These shown chainages of the main A29 and the corresponding long sections. We have added Roundabout locations to the long sections for ease of reference
Other Matters	
Walking and cycling links (and connections thereto) - Links across and outside of site by Phillip Howard and the western-end to be provided by the developer. As it's one of the main strategic routes it needs to be constructed fully. This also	Discussions have been held with the PROW team and comments have been provided.

applies to other routes where links enter and leave the site. Developer to liaise with PH school and PRow team	
Railway crossings (E- W and N-S) including crossing of adjacent railway lines (main line and Bognor-Barnham branch line — latter in proximity of the old canal) — Applicant to set-out their strategy for grade-separate crossings.	The planning application is for land north of the railway, and it is considered that these matters would be addressed as part of a planning application for land south of the railway.
Parking strategy (throughout the development and for proposed station parking) — Applicant to provide their strategy for any parking restrictions throughout the development and at, and close to, the proposed station parking area.	Car parking would be provided in line with WSCC policy. A 200 space car park is being provided to support travel to and from Barnham Railway Station. Discussions are ongoing with Network Rail to understand the future management of the car park. Parking restrictions would only be required if an issue emerges in the future. Analysis of the demand for station parking (generated by the proposed development) suggests that the 200 spaces would be sufficient to accommodate the forecast demand.
Road Safety Audit Decision Log/s — Applicant to provide these in WORD format compliant with GG119.	RSA1 response provided in GG119 format included in this submission.

WSCC comments dated 20th October 2022

Proposed speed limit reduction for existing A29. Need to set out Departures from Standard and/or relaxations at both southern tie-in and Hanbury Link tie-in based on a 40mph road speed (do bear in mind that the 40mph isn't a 'given' at this stage but something that can be explored in connection with the proposed junctions being considered). Please show achievable visibility splays and geometry and document how these comply or don't comply with design standards. If the designs are changed, both junctions would need to be re-tracked.

We have prepared drawing A13394-PF-ZZ-SK-DR-CD-00003 proposing a 40mph speed limit on Lidsey road. As requested we have identified visibility splays on all proposed junctions and junction approaches and indicated where the appropriate 120m visibility cannot be achieved.

Departures from Standard are noted as:
Hanbury Link roundabout southbound visibility is below the 120m required (68m achieved).

On Lidsey Roundabout both visibilities are below the 120m
41m achieved on the Southbound approach and 90m achieved on the northbound approach.

For the Hanbury Link tie-in, we need to see better detail of the transition of the roundabout on existing A29 and the existing right hand turning lane which serves the landfill site. This point has also been picked up in the submitted Road Safety Audit. The designer will need to carry out a design audit to demonstrate how the resultant ghost island to the landfill site remains within the requirements of CD 123. Current tracking for large vehicles around this roundabout show that they run very close to the central island.

We had answered this query as part of the 3rd round of comments. We have covered all potential movements again looking at each existing junction near the new roundabouts on Lidsey Road. This tracking is shown on PF drawings A13394-PF-ZZ-SK-DR-CD-00004 and A13394-PF-ZZ-SK-DR-CD-00005

Access to Lidsey Farm – It needs to be demonstrated that this has been considered in the design and through the Safety Audit process. Visibility splays and swept-path analysis should be undertaken and provided for a selection of vehicles using the entrance (including HGVs).	Tracking of the Lidsey Farm Access is shown on drawing A13394-PF-ZZ-SK-DR-CD-00004. Very large vehicles will have to use the entire carriageway to turn left out of the Farm but this is not fundamentally different from existing requirement. Example of existing movement is shown on PF drawing A13394-PF-ZZ-SK-DR-CD-00004.
For the proposed new A29, you should again explore a reduction in road width and other engineering measures to try to demonstrate how the road might be suitable for a 30mph speed limit. WSCC would not accept ‘dragon’s teeth’, roundels on carriageway, rumble strips, central hatch markings. Double-lane approaches to RBTs should also be reviewed given proximity of crossing points. Recommend that a sample section of the road be provided for WSCC to consider.	In line with our conversation at the last workshop we have reviewed industry standards for various categories of road and provided commentary in the attached pdf. We have reduced the proposed A29 to 6.75m generally with further reduction to 6.5m at the signalised crossing points.
The left-in/left-outs should, in WSCC’s view, be all-movement right hand turning lanes to maximise connectivity and to have an influence on driver behaviour. WSCC consider that they (li-lo) do not assist with controlling traffic speeds – rather that they might lead to higher speeds.	This was discussed from the outset of the design of the A29 and the focus was to ensure that multiple vehicle movements did not reduce the effectiveness of the route. Number and type of junctions to be allowed were discussed at length with both WSCC and ADC. Providing ‘wider’ all movement junctions are unlikely to reduce traffic speed.

Crossings (types, locations etc.), WSCC of the view that zebras (and zebra/style) are not suitable for main A29 but might be OK for side roads (subject to RSA responses being positive and design standards being met). Controlled (push-button) crossings should be provided at suitable locations along the new A29 alignment on/at key desire lines. Some uncontrolled crossings with refuges could be accepted for some parts. However, we still require a clear rationale for their locations. And please note earlier comment about double-lane exits and potential to 'mask' peds and/or cyclists crossing.	Following the workshop with WSCC we have removed crossing across the A29 near junctions and replaced them with uncontrolled crossings at specific points related to bus stops. Signal controlled crossings have previously been proposed at the 'desire line' for pedestrians. Drawings A13394-PF-ZZ-SK-DR-CD-00001 and A13394-PF-ZZ-SK-DR-CD-00002 show the proposed removal of zebra crossings on the A29 and replaced with uncontrolled crossings with refuges. In addition to this we have shown the proposed frequency of 'controlled and uncontrolled' crossing points along the A29 on the overall drawing A29 Full Layout Rev F. This should be read alongside the endorsed Framework Masterplan issued previously on the 18.10.22 and incorporated in this submission again for consistency. This drawing shows the proposed movement strategy for the masterplan.
Details of cycle path tie-in's with side roads still required.	We have shown on drawings where cycle ways are to link with side road provisions. This is shown on previously issued drawings. Details of the provision will be developed alongside the Reserve Matters Application.
Travel Plan – Latest version being reviewed by WSCC. In previous correspondence from WSCC, we asked that the applicant review the WSCC Development Travel Plans Policy	Updated version of the Travel Plan, addressing these comments, to be re-issued ahead of the meeting on 9 November 2022.

as the first version of the Travel Plan didn't appear to follow it. And that version didn't seem to reference promotion of lift sharing (e.g. through www.westsussexcarshare.com) or the provision of car club vehicles. The latter will be particularly important given that car clubs have the potential to 'unlock' use of non-car modes.	
Structures. Regarding the routes under and over and noting the latest comments made, the response clarifies segregated routes over and shared under. As the applicant will know, LTN 1/20 prefers segregated whenever possible. Applicant to respond as to why the arrangements under the bridge travelling E-W (and vice-versa) are shown shared. If the arrangements underneath become segregated, it will mean that the bridge span grows as a result and the construction depth of the bridge will need to increase to cope with the extra span (and likewise, if the segregated routes over the bridge are widened). For the routes underneath, this will have knock-on effects to the height of the carriageway above the landscape and the length of the approaches. In any event, so long as the correct route widths are incorporated (relative to the shared or segregated decision), the CHA does need to know what the final decision is in order to ensure technical compliance to decision.	LTN 1/20 'prefers' segregation wherever possible and alongside the A29 this has been provided. - Under the railway 'shared facilities are based upon providing useable space rather than maximum width under the bridge structure. - Within the parcels shared facilities are planned but this can be developed further as part of the Reserve Matters Application. In discussions with National Rail they were concerned regarding maintenance access to the bridge but ensuring the area was not abused by all parties. This supports ensuring only the required width is accommodated.
Applicant to provide further response to this, providing, in particular, actual widths proposed for cycle and footways under	Further evidence of the proposals were provided as part of the 3rd round of comments. The proposals are: - Segregated two-way route on the A29, changing to a

and over the railway bridge and how they comply with LTN 1/20.	shared route into the individual parcels. - Segregated route across the bridge connecting the north and south of the A29. - Shared cycleway footway provision under the proposed A29 bridge, both north and south of the railway. -
Access routes should be considered at the onset and are not hard to incorporate on a drawing with suitable caveats/TBA's. Even if they are indicative only, the CHA will need to see these at the next iteration of the drawings.	The provisions of cycle routes and connections directly related to the A29 are shown on the drawings, provisions within the individual parcels to be developed as part of the Reserve Matters Application for that specific parcel.
RSA responses + RSA Decision Log. WSCC will need a revised RSA because of design changes. Access to Lidsey Farm north of southern tie-in needs to be considered in this too.	This will be dependant upon the amount of design changes and we will need to take advice from the Safety Auditor.
Noise attenuation – WSCC need to know that the locations of any noise attenuation would be such that they don't present any highway safety issues such as obstruction to visibility areas, cycling and footway/path routes etc. and could be easily accessed for maintenance purposes. Of course, noise assessment is a matter for Arun Environmental Health and they need to advise as to whether the mitigation provided is appropriate. You have confirmed that if any is required that it would be steel.	Previous responses had been provided as part of the 3rd round of comments. In relation to the noise comments, please find submitted with this round of comments the consultation response from Environmental Health officers which recommends several conditions including on road noise and if residential properties are to be occupied prior to the whole development being finished. We have responded to Arun to recommend an amended to the railway, road and commercial noise condition as follows:

“Prior to the commencement of each phase of development containing residential development, an acoustic assessment will be submitted to and approved in writing by the Local Planning Authority to include:

- An assessment to determine the impact of noise from transport related noise sources including the A29 on the proposed dwellings. The assessment shall be in accordance with the ‘shortened measurement method’ described in the Department for Transport document ‘Control of Road Traffic Noise’ (CRTN) 1988;*
- An assessment to determine the impact of noise from commercial related noise sources on the proposed dwellings; and*
- An assessment to determine noise and vibration impacts from the existing railway lines on the proposed dwellings.*

Where relevant the assessments shall include details on mitigation measures necessary to ensure an appropriate level of aural amenity within habitable rooms and amenity in garden areas. The identified mitigation shall be implemented in accordance with the approved details.”

Reply required to request for cycle track width to be re-visited (widened) to provide for two-way flows on both sides of the new road.	On drawings A13394-PF-ZZ-SK-DR-CD-00001 and A13394-PF-ZZ-SK-DR-CD-00002 we have increased the segregated cycleway to 3m to allow for two-way movement.
Alignment of foot and cycle paths towards side roads at roundabouts – alignment on approaches should be sweetened, if possible, to avoid sharp turns.	We have sweetened the alignment a little but do not want to introduce sweeping arrangements which will only serve to increase cycling speeds.
Walking and cycling links (and connections thereto) - Links across and outside of site by Phillip Howard and the western-end to be provided by the developer. As it's one of the main strategic routes it needs to be constructed fully. This also applies to other routes where links enter and leave the site. Developer to liaise with PH school and PRow team and provide evidence of same and outcomes.	Proposed 'controlled and uncontrolled' crossing points along the A29 on the overall drawing A29 Full Layout Rev F
Grade-separated railway crossings (E-W and N-S) including crossing of adjacent railway lines (main line and Bognor-Barnham branch line – latter in proximity of the old canal) – Applicant to set-out their strategy for grade-separate crossings.	No at-grade crossings are to be retained long term. The bridge will provide segregated access north/south together with the potential upgrade to the existing underpasses. A new footway bridge is proposed for the Bognor-Barnham branch line as part of the Gleasons Redevelopment.

Parking (and TRO) strategy (throughout the development and for proposed station parking) – Applicant to provide their strategy for any parking restrictions throughout the development and at, and close to, the proposed station parking area.	It is expected that on-street parking restrictions will be required within close proximity to the station as well as within other areas of the development where parking demand may needed, to prevent parking stress and potential safety issues, for example to ensure that buses and are able to safely navigate the site and to ensure that junctions and pedestrian crossing locations are kept clear from parked vehicles. It is anticipated that an on-site parking management strategy would be prepared prior to occupation of the development, to be secured by planning obligation.
PT Strategy – update required.	Pell Frischmann, on behalf of the applicant, met with Stagecoach (James O'Neill and Rob Vince) on 12 October 2022 to discuss the proposed bus strategy in relation to the site. Pell Frischmann noted to Stagecoach that WSCC had objected to the routing of a bus service via Gospond Road, to the east. In response to this, Stagecoach confirmed that it would discuss the wider bus strategy for BEW and other emerging developments with WSCC. The applicant awaits the outcome of this discussion between Stagecoach and WSCC. At the meeting, it was noted by Pell Frischmann that, without this bus connection via Gospond Road, and prior to the development of third-party (e.g. Cala) land providing

additional means of access, any bus service that serves the applicant's site would be limited to a cul-de-sac/loop arrangement. The site's close proximity to Barnham village centre, including local services and amenities, and the railway station, was noted. This approach was accepted by Stagecoach.

Stagecoach suggested that the applicant's site could be served potentially using two vehicles, operating a service with a 30 minute frequency.

The bus operation within the site was agreed to be to/from the re-aligned A29 roundabout that is broadly in the centre of the site. Stagecoach require the internal road design to allow for bus stops on both sides of the road, noting that initially a single bus stop would likely be sufficient.

Stagecoach highlighted that operating costs are now approaching circa £200k per bus per year. Stagecoach to provide a more detailed costing to the applicant, and potentially include a tapering funding plan with the target being that the route is commercially viable within seven years.

The split of the contribution across sites within the wider allocation was discussed (with reference to Barratt's development in particular). Stagecoach acknowledged that they need to hold conversations with other developers and that there is the potential for costs to be shared across

	more than one developer, on the basis more than one development is benefitting from the service.
With regard to the information provided in response to WSCC response 3 (pages 19-23 – detailed design matters to do with new A29), WSCC will review this as it was part of the information missing from one of the re-consultations. However, please note that if any parts of the road design changes, then a further submission of information for review would be required.	Noted.

WSCC comments from meeting 9th November 2022

****WSCC COMMENTS IN GREEN TEXT DATED 22/12/2022****

****PF RESPONSES TO THE ABOVE ADDED IN RED 02/02/23****

WSCC provided comments on controlled and uncontrolled crossing distributions/positions (comments received via email 15.11.22)

PF provide an updated drawing A29 Full Layout SK001 attached.

Controlled crossings on the main A29 changed to signalised crossings and at 6.5m wide. *Noted. Please ensure that controlled crossings are a minimum of 20m back from the stop lines/give-way lines/outside-arc of roundabouts.*

In accordance with CD 116 Crossings should not be sited between 20 metres and 60 metres from the give way line (section 3.53.1). Furthermore (section 8.2.4) Non- staggered signal-controlled crossings should be sited either at 20 metres or more than 60 metres from the roundabout entry give way line.

Uncontrolled crossings have a 3.0m wide refuge island. *Noted. And where possible, please try to set these back 20m back from stop lines/give-way lines/outside arc of roundabouts. Some are shown away from desire lines at roundabout crossings and should, if located at the roundabouts, be located on desire lines (i.e. 20m away from stop lines etc).* Typically crossings are located at strategic points and supportive of additional infrastructure including bus stops.

	Controlled crossings on the minor arms have been maintained as Zebra crossings to maintain the Segregated Arrangements. <i>Noted. Final details can be agreed at detailed design/S38 stage.</i> Agreed
Narrowing of road carriageway to 6.75m and reducing to 6.5m at signalised crossings.	Road width throughout layout (apart from bridge element, see comment below) reduced to 6.75m and 6.5m at controlled crossing see A29 Full Layout SK001 attached. <i>Noted. Comments about bridge element follows below.</i>
Segregated Cycleway to be two-way in line with LTN 1/20	Cycleways changed to two-way either side of the carriageway with width increased to 3m in line with LTN 1/20 see A29 Full Layout SK001 attached. <i>Noted. However, we should also see what any new Stage 1 Road Safety Audit says about this too, particularly at junctions.</i> Noted.

Two lane exists from roundabouts reduced to single lane exit	This is changed however in line with CD116 section 3.28.2 and 3.28.3 i.e. <i>At a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres and the exit should taper down to a minimum of 6 metres. Noted. We should also see what any new Stage 1 Road Safety says about this too.</i> Noted.
WSCC requested removal of left-in, left-out ('li-lo') side road junctions	Left-in/ Left-out removed from design and replaced with Ghost Island junction with appropriate taper. Right Turn Lane width proposed 3.0m. <i>Noted. However, please would you provide a short commentary stating whether (or not) the design complies with DMRB. If not, then it may be that Relaxations and/or Departures might need to be considered.</i> Ghost Island junctions are designed to CD 123 Turning length (10m) to Para 6.4 Deceleration Length to Para 5.22 Taper Length to Para 6.1.1 Deceleration Lengths and Taper Lengths are designed to suit the distance between corresponding junctions

WSCC queried if the road design incorporated superelevation as this could increase road speed.	PF confirmed that the design does accord with Design Manual for Roads and Bridges. Therefore, as indicated on drawing Appendix C A13394-SK030 Rev C A29 Geometry Design (previously submitted) - For the part north of the proposed NR bridge we have a 510R requiring a 2.5% superelevation - For the Southern Section just before the Lidsey tie-in we have a radii of 255R and 360R which have included a 3.5% and 5% superelevation respectively. <i>Noted. Given the various changes in alignment and use of the new road by HGVs, then WSCC require that appropriate superelevation be included where required.</i> Noted and therefore remains unchanged meeting DMRB standards.
WSCC suggested that ongoing monitoring of speeds on the realignment could be secured in the Section 106 agreement as additional design safeguarding, which would require that additional mitigation is provided at a future point if 30mph is not being achieved.	PF noted that the timing of such obligation would need to be carefully considered. Wording to be agreed. <i>Noted.</i> <i>Wording to be agreed as part of S106 Agreement.</i> Noted

WSCC queried if the pedestrian and cycle routes have adequate set-backs.	PF confirms that a 5.0m setback has been provided in accordance with LTN 1/20. <i>Noted. However, the details of the road markings (particularly give-way markings and visibility splays) are not shown. Please provide on an extract of the drawing with dimensions marked-on showing compliance with LTN 1/20. It is assumed that non-motorised users would have priority at the junctions. However, please confirm.</i> Details added to the drawing showing that NMU get priority at the junction in line with LTN 1/20 Figure 10.13
WSCC requested Traffic Signals maintenance bays.	It was agreed that maintenance bays could use the areas currently occupied by culverting a section of the drainage swales. Final detail would be determined at Detailed Design Stage. <i>The principle of this is something that could be considered. However, the depth of any supporting lay-by construction and culvert will likely make it necessary to alter the gradient of the drainage swale underneath. It is agreed that the final detail is something to be considered at detailed design stage but do bear these comments in-mind.</i> Noted
Would the carriageway widths at uncontrolled crossing points (with Refuge) prohibit drivers overtaking cyclists on the road	As agreed at the meeting 3.75m minimum carriageway width is to be provided in the location of the refuge island to provide safety space for cyclist. <i>The minimum kerb-to-kerb width should be 4.1m, please.</i>

	6.75m for the width of the A29 were agreed at the meeting of 9th November 2022. At refuse islands we have introduced an island of 3.0m minimum and with increasing the road width either side to 3.65m this provides a corridor of 10.3m increasing this to 4.1m either side will likely increase vehicle speeds on approach. A fully segregated cycling facility is being provided alongside the carriageway and should therefore be promoted.
WSCC would like to see segregated cycle routes on the Green link.	This is currently being reviewed with the Masterplanners and a response will be issued separately. <i>In-line with LTN 1/20 and to attempt to fulfil the aims and aspirations of 'Active Travel', WSCC recommend that you look again to see whether this route can be delivered as a segregated foot and cycle link, please.</i> Cycle and footway links have been proposed through the site. A combination of segregated and shared routes are proposed. These are indicated on the plans. The Green Link forms part of the outline application and so detailed design can be agreed at reserved matters stage.

WSCC would prefer segregated cycle routes on the East-West link / Barham Link and Hanbury Link	This is currently being reviewed with the Masterplanners and a response will be issued separately. <i>In-line with LTN 1/20 and to attempt to fulfil the aims and aspirations of 'Active Travel', WSCC recommend that you look again to see whether these routes can be delivered with segregated foot</i>
	<i>and cycle links alongside, please. No detail of Hanbury Link route shown.</i> Cycle and footway links have been proposed through the site. A combination of segregated and shared routes are proposed. These are indicated on the plans. In accordance with the JTP Secondary Street note shared facilities are proposed on East- West link / Barham Link and Hanbury Link. <i>And with regard to details of foot and cycle tie-in's for the side roads where they meet the new A29 foot and cycle facilities, these details are still not shown.</i> Cycle facilities on side roads to be developed alongside the individual parcels leading from the side roads. In accordance with the JTP Secondary Street note shared facilities are proposed on side roads. It should be noted that the East-West Link Road is submitted in outline and so the detailed design can be agreed at the reserved matters stage.

It was agreed that the RSA would need to be updated. The agreed steps are: 1 PF to liaise with auditor. 2 PF to identify any departures (if any) and add a technical note on super-elevation. 3 RSA Stage 1 to be reviewed and either an appendix or a new RSA1 completed and closed out prior to Planning Committee.	PF to discuss with the previous auditor and once all changes are agreed confirm the Auditors approach. <i>Noted.</i>
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WSCC reported that the road safety engineer raised concerns that an application for departure from standards in relation to the southern tie-in roundabout design. WSCC requested additional speed surveys north and south of the junction to inform the suggested 40mph reduced speed	PF confirmed that the scheme uses all land within the applicant's gift so there are no other options for the roundabout design. Additional Speed Surveys being organised at the Hanbury Link and proposed A29 junction locations. <i>The above two points are noted. Once the new speed data is available, further discussions and then consideration of any Departures can be undertaken.</i>
WSCC requested information setting out additional mitigation that could be offered to overcome the departure to the Southern A29 junction. The existing road arrangement was discussed and it was noted that historically there had been rumble strips* on the junction. <i>(*The 'rumble strips' were, in fact, just coloured surfacing, as far as can be made out).</i> WSCC noted that there is a strong argument** for mirroring measures already at the junction and that the road may be downgraded once the realignment is operational which could prove helpful. <i>(*WSCC will consider measures put forward by the applicants/their consultants to support any Departure applications, which might include – amongst other things –</i>	This is currently being reviewed and a response will be issued separately. <i>This is noted. Once the new speed data is available, further discussions and then consideration of any Departures can be undertaken.</i> Proposals for Lidsey Road and the junctions with the new A29 are shown on PF drawing A13394-SK035. Available visibility is identified on the approach to the proposed junctions together with proposed mitigation measures to align with the reduced visibility available. The proposed mitigation measures are in line with previous mitigation measures in the area.

measures similar to those previously installed on parts of the A29).

WSCC queried if any property accesses are compromised to the south of the southern tie-in. Action: PF to review and establish any measures that could be recommended to meet standards.	This is currently being reviewed and a response will be issued separately. <i>This is noted. Once the new speed data is available, further discussions and consideration of existing access points, and any changes thereto, can be undertaken then.</i> Visibility of existing accesses off of Lidsey Road (including those as part of known proposed developments on the west side of Lisdey Road) have been shown on A13394-SK035.
Addition of development opposite Hanbury Link junction to be added to plans.	This is currently being reviewed and a response will be issued separately. <i>Noted.</i> See above
WSCC currently reviewing Lidsey Farm access swept path analysis to ensure they are happy with it. WSCC advised Arun that it reconsult the Lidsey Farm industrial tenant once information is checked	This is currently being reviewed and a response will be issued separately. <i>Noted. Following conversations with the Carden Group Plc they have confirmed that the existing access from Lidsey Road will be shut off once the roundabout and first section of the new A29 (to the first internal roundabout is constructed) and a new access taken from here, see below extract:</i>



WSCC comments from email dated 23rd November 2022

For the internal Roundabout on most arms, when you multiply the entry width with a factor given for that arm, this does not give you the circulatory carriageway width

Section 3.6 of CD116 indicates:

*The width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the **maximum entry width**, excluding any overrun area.*

For the example on drawing A13394-PF-ZZ-XX-DR-CD-00500 P05 the maximum entry width = 6.36m Circulatory Carriageway Width = 7.63 (which equals 1.19 x entry width)

Similar applies for all the other roundabouts on the proposed A29.

Noted.

Following WSCC comments in the email dated 06/01/23 we confirm that With regard to your point on Circulatory widths at roundabouts, CD116 section 3.6 indicates The width of the circulatory carriageway for normal or compact roundabouts shall be between 1.0 and 1.2 times the maximum entry width, excluding any overrun area.

The roundabout in your extract (roundabout A29-5) has 4 arms with varying entry widths. Based upon the drawing these are (please note I am taking the dimensions from

the drawing):

- Arm A – A29 North entry width = 6.78m
- Arm B – East Link entry width = 6.52m
- Arm C – A29 South entry width = 6.3m
- Arm D – West Link entry width = 6.26m

Therefore the maximum entry width is 6.78m and the circulatory carriageway can be between 6.78 and 8.14m (being between 1.0 and 1.2 times), we are proposing 8.14m . There are some errors in the table which we will correct in the revised submission but the dimensional information on the actual drawing is correct.

For continuity we have also checked roundabout A29-4 which has 4 arms with varying entry widths. Based upon the drawing these are (please note I am taking the dimensions from the drawing):

- Arm A – A29 North entry width = 6.34m
- Arm B – East Link entry width = 6.23m
- Arm C – A29 South entry width = 6.36m
- Arm D – West Link entry width = 6.32m

Therefore the maximum entry width is 6.36m and the circulatory carriageway can be between 6.36 and 7.63m (being between 1.0 and 1.2 times), we are proposing 7.63m

Exit radii should have a desirable value of 40m. Although the standard allows for values up to 100m to be used in certain circumstances, there is no technical note to say why the desirable values should not be used

All roundabouts designed are no greater than 100mR as indicated in Section 3.29.3 of CD116

Achieving 40mR would not have allowed for the crossings on the side roads to be permitted as this would have made the central island too narrow at the crossing point.

On the main A29 alignment 40mR would have reduced the central island crossing width at the crossing points closest to the roundabout and for the crossings slightly further away required to the road to narrow and then widen which would not provide a good design alignment.

Noted.

Following WSCC comments in the email dated 06/01/23 WSCC have confirmed that *'Your comments are noted but we will wait to see what any new or updated Stage 1 Road Safety Audit says too'*.

Two lane exits from roundabouts reduced to single lane exit (as shown on plans). - Please would you provide new swept-path analysis for all the roundabouts after you've made all your changes. And send us all the new design drawings so we can check the detail before the scheme moves onto the safety audit stage.	This is changed however in line with CD116 section 3.28.2 and 3.28.3 i.e. <i>At a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres and the exit should taper down to a minimum of 6 metres.</i> <i>Noted. Swept path analysis still awaited. And with regard to exit lane widths etc.</i> Following WSCC comments in the email dated 06/01/23 Concern was that there will be 'racing' to the exit or lane change on the circulatory part of the roundabout. Design of the roundabout is in accordance with CD116. WSCC also requested that we also wait to see whether this is referred to in the new or updated Stage 1 Road Safety Audit. We will reissue tracking of the roundabouts with the single lane exit.
The entry width is normally drawn to the mid-point of the entry lanes, but the designer constructed using the splitter island kerb.	This is currently being reviewed, however the difference is minimal as the white line is only 100mm from the kerb edge. <i>Noted. Further comments awaited from PF.</i> Detail to be updated as part of full package re-submission

The link road is superelevated on bends with superelevation of up to 5%. It is not a problem but it may contribute to higher speeds when built.	The design criteria is currently in line with DMRB, however superelevation could be removed (standard camber introduced) for radii 510m and above. This would need to be under agreement with WSCC as this is a 'Departure from Standard' - Please Advise <i>Given the changes in alignment of the various sections of the road – particularly those sections south of the railway line – and given the expected use of the road by HGVs, superlevation is recommended to be incorporated in the design.</i> Noted and therefore remains unchanged meeting DMRB standards.
WSCC to check structures comments have been addressed. Designer to provide appropriate to provide for a 7.3m kerb-to-kerb dimension through the structures with extra white lines/hatching to delineate the 6.75m-wide useable carriageway width	For the bridge element over Network Rail line a 7.3m wide carriageway, with markings reducing the carriageway to 6.75m has been shown on drawing A29 Full Layout SK001 attached. <i>For under the bridge SK001, this includes a slightly unclear elevation which appears to show a 4m wide shared footway/cycleway facilities under the bridge. This does suggest that it should be in compliance with LTN1/20 and therefore acceptable for shared-use subject to expected numbers of users being within</i>

LTN 1/20 criteria (please provide any data you have in support of numbers).

Yes a shared cycleway footway provision under the proposed A29 bridge, both north and south of the railway are proposed as indicated in previous comments.

For over the bridge, the future-proofed c-way width is shown and what appears to be two No. 1.5m wide directional cycle lanes with an adjacent 2m wide footway to each side. It is not clear how these comply with LTN 1/20, nor how they match the lanes running up to the bridge (i.e. the 3.0m two-way cycle route and separate 2.0m-wide footways on both sides). Therefore, please provide the requested marked up cross-section with the clear notation of the buffers, kerbs, footways and cycle-ways etc. for WSCC to check.

As indicated the intention is to provide a continuous two-way 3.0m wide cycle route across the bridge alongside the 2.0m footway on either side. In accordance with LTN1/20 section 10.8.12 a 0.5m buffer is proposed between edge of carriageway and cycle route The bridge drawing will be updated once principal details have been agreed with WSCC

Clear determination of the type of cycling and pedestrian facilities provided both under and over. WSCC needs to see very clear plans (cross-sections too, please) and labelling regarding: - The two-way segregated flows across each bridge - Where any shared facilities are proposed (including dimensions) - Where applicable, the means of segregation (white line, kerb etc.) - Width of the all facilities (both footway and cycleways where segregated and where not) - Where applicable, the additional margins provided (ref: LTN 1/20, Table 5-3: Additional width at fixed objects – e.g. buffer zone between edge of path and carriageway and room for handlebars etc). - Clear definition and width of any easements / access routes / maintenance strips etc.	Details (kerbs and finishes) of the segregated route are shown on drawing A13394-PF-ZZ-XX-DR-CD-00001 previously issued. These will be updated a part of full pack to include 2-way route, however the principles will remain the same. Other elements currently being reviewed with the Masterplanners and a response will be issued separately. <i>See comments above.</i> Responses added above
WSCC have issued TRO pack to Designer (but do not action until WSCC have agreed speed data available).	Speed surveys are being carried out expected completion on-site early February

WSCC to provide departure from Standards form, **Designer to complete once principal design elements are agreed.**

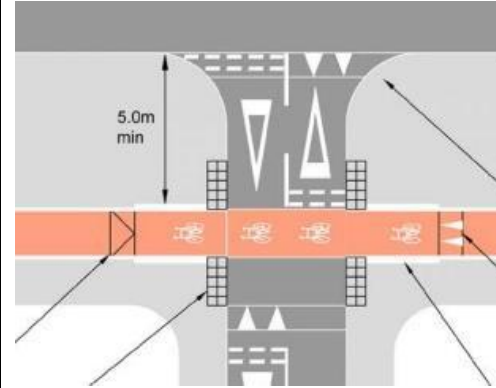
Speed surveys are being carried out expected completion on-site early February

WSCC comments from email dated 28th March 2023
(Black text – WSCC; Red text – latest PF responses and
Blue text - latest WSCC responses) PF comments 24.04.23
in Green

Plan A13394-PF-ZZ-SK-DR-CD-00004 P01 (swept path diagrams at Lidsey Farm) – OK	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00004 P01 (swept path diagrams at Lidsey Farm) – OK	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00006 P01 (Lidsey Farm/ Existing Manoeuvres Swept Path Analysis) - Noted	Noted

Plan A13394-PF-ZZ-SK-DR-CD-00100 P08 (A29 Link Road – General Arrangement - Sheet 1 of 10) - Set-backs for cycle routes from carriageway appear to measure 5.0m - please confirm that they meet LTN 1/20 requirements. Departure from Standard required for back-to-back right hand turning lanes.

Set backs in accordance with LTN 1/20 10.5.10 Noted.



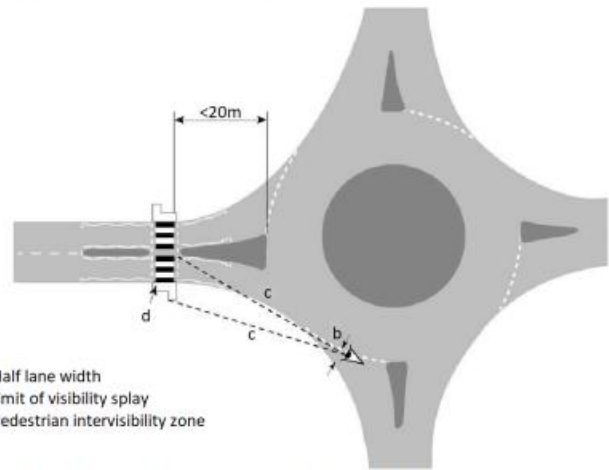
The principals of the layout of the side roads on the A29 are

set. The location is subject to the various parcels being developed and exact junction points being agreed. A departure from standards will be required for the back to back right turns as currently shown due to the length of the deceleration lanes as set out in CD 123 Para 5.22. Our proposals show the deceleration lanes are at equal distance between the 2 junctions. WSCC look forward to receiving the Departures applications asap.

Plan A13394-PF-ZZ-SK-DR-CD-00101 P08 (A29 Link Road – General Arrangement - Sheet 2 of 10) – Controlled crossing needs to be moved to 20m away from the RBT stop lines. Currently it is shown 4-5m closer. Give way marking for cyclists may also need to be reviewed at detailed design stage to check they are correct.

*A13394-PF-ZZ-SK-DR-CD-00101 is in line with CD116 3.53.1 which requires the crossing to be <20m or not sited between 20 metres and 60 metres of the give way line. Please see extract below (red circle signifies 20m zone) Clarification required
PF comment: See below extract from CD116 figure 3.53 showing spacing that is required is less than 20m:*

Figure 3.53 Visibility measured at entry to pedestrian crossing at next exit



b Half lane width
c Limit of visibility splay
d Pedestrian intervisibility zone

3.53.1 Crossings should not be sited between 20 metres and 60 metres from the give way line.
NOTE Requirements and advice for visibility to crossings for a signalised roundabout are given in CD 123 [Ref 2.N].

Cycle tie-ins now shown although WSCC recommend for E-W link road that a segregated path be provided given that this will serve as a key E-W route in and out of the site and onwards to schools, central area, bus area and the railway station.

Uncontrolled crossing including dropped kerbs needed for southern arm island – need to cater for desire-line for peds and cyclists here too. And, additional margin between edge of road and cycle path where it goes over railway bridge required (see comments at foot of this response).

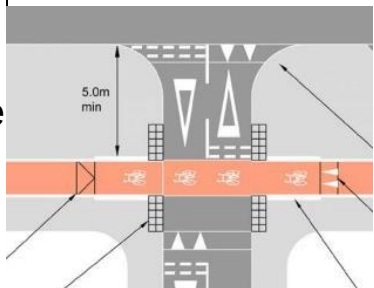
Maintenance access to bridge to be discussed with Andrew Cook.



As indicated previously we consider these roads Secondary roads and have provided details on Shared provisions being provided. Also note East/West Link and Barnham Station Link are in the outline application only WSCC will propose conditions be attached to any planning consent recommending a segregated route (or routes) alongside the E-W Link, Bus Link and the link between Church Lane and St. Phillip Howard School.

Uncontrolled crossing on roundabout (both sides of NR bridge) to be brought closer to the roundabout as indicated in the above sketch and as commented in the RSA1 Addendum.

This should cover the crossing on the south arm of the roundabout north of the railway bridge and the crossing north of the roundabout south of the railway bridge. Please confirm.

Plan A13394-PF-ZZ-SK-DR-CD-00102 P08 (A29 Link Road – General Arrangement - Sheet 3 of 10) – Comments as above re. additional bridge width for cycle margins from edge of road. Need for informal crossing on northern arm of roundabout for peds and cyclists. Andrew Cook for maintenance access to bridge suitability.	Noted re comment on bridge and approach widths Uncontrolled crossing on roundabout (both sides of NR bridge) to be brought closer to the roundabout as indicated in the above sketch. Please see previous comment.
Plan A13394-PF-ZZ-SK-DR-CD-00103 P08 (A29 Link Road – General Arrangement - Sheet 4 of 10) – Controlled crossing to be minimum of 20m away from RBT. Cycle tie-ins shown (final detail to be checked at detailed design/S38 stage).	A13394-PF-ZZ-SK-DR-CD-00103 P08 is in line with CD116 3.53.1 which requires the crossing to be <20m or not sited between 20 metres and 60 metres of the give way line. Please see extract below (red circle signifies 20m zone) Clarification required PF comment: See above
Plan A13394-PF-ZZ-SK-DR-CD-00104 P08 (A29 Link Road – General Arrangement - Sheet 5 of 10) – Is A29-6 crossing controlled or uncontrolled? Set-backs appear to be 5.0m back from edge of road - please confirm that they meet LTN 1/20 requirements. Also, Departure from Standard application required for back-to-back right hand turning lane.	Crossing A29-6 is uncontrolled. Noted Set backs in accordance with LTN 1/20 10.5.10 Noted  The diagram illustrates a cross-section of a road crossing. It shows a central road with a crossing point. On either side of the crossing, there are set-backs from the edge of the road. A vertical dimension line indicates a minimum set-back of 5.0m. The diagram also shows various road markings and signs, including a 'Give Way' sign and a 'No Entry' sign. The crossing is labeled 'A29-6'.

Bus stops might be too close to one-another in opposing directions – need to see if anything is raised in Road Safety Audit or might be possible to re-visit at detailed design stage.

Crossing A29-6 is uncontrolled. **Noted**

Set backs in accordance with LTN 1/20 10.5.10 **Noted**

The principals of the layout of the side roads on the A29 are set. The location is subject to the various parcels being developed and exact junction points being agreed. A departure from standards will be required for the back-to-back right turns as currently shown due to the length of the deceleration lanes as set out in CD 123 Para 5.22. Our proposals show the deceleration lanes are at equal distance between the 2 junctions. **Departures applications awaited - please submit asap.**

Final Bus Stop locations to be determined at detailed design stage and in collaboration with the local bus operator. **Noted, but do bear in mind RSA recommendations too, and make provision for enough land to provide laybys in case they are deemed necessary.**
PF comment: Noted

It has previously been noted that the bridge over the railway had a requirement to be widened to 7.3m with a 6.75m running lane which is now indicated on the recently submitted drawings, there had been no requirement stated that this also needs to apply to the Lidsey Rife Bridge. If this is to be applied this will affect the width of crossing

Lidsey Rife bridge needs to be widened to provide for a 7.3m wide kerb-to-kerb width with appropriate margin between edge of carriageway and cycle lane. See further comments at foot of this response.

A29-8. Are WSCC happy with this? Yes, noted.

Additional margin edge to be added to bridge alignment in accordance with detail shown on drawing 13394-PEF-ZZ-M2-S-000003 P06. Please explain and show.

PF comment: both bridges to be:

- 2m footway
- 0.2m for a trapezoidal kerb as a separator between the footway and the cycle way (ref LTN 1/20 cl. 6.2.8 – e.g. Marshalls product ref: PV9002550 <https://www.marshalls.co.uk/commercial/product/cycleway-demarcation>) – This will also bring it in-line with the remainder of the segregated cycle paths running through the development
- 3.0m cycleway
- 0.275m future c-way widening allowance
- 0.5m allowance for 'Horizontal Separation' ref: LTN 1/20 table 6-1
- Total (inside face of parapet to kerb face) = 5.975m
- 6.75m c-way (then the reverse of the above on the other side)

Overall clear width between inside faces of parapets = 5.975 + 6.75 + 5.975m = **18.7m total width**

Plan A13394-PF-ZZ-SK-DR-CD-00105 P08 (A29 Link Road – General Arrangement - Sheet 5 of 10 – perhaps should say 6 of 10?) –

For Toucan crossing, either the PRow gets diverted or simply stays on the same alignment and those wishing to cross at a controlled facility would have to divert from their route slightly (PRow Team to advise).

Sheet number to be amended.

The above is noted

PRow team to advise.

PRow team (DT) to advise in final write-up

Plan A13394-PF-ZZ-SK-DR-CD-00106 P08 (A29 Link Road – General Arrangement - Sheet 7 of 10) – Departure from Standard application required for visibility splays.

There is also the need to demonstrate that existing visibility at adjacent access points is not compromised.

Footway extension southwards (on eastern side of the road to properties) required (and if possible, make this suitable for cycling too).

Southbound Visibility Splay at Lidsey Farm Roundabout (78m) is departure from standard, application will be completed. Departure awaited – please send asap
PF comment: Departures to be issued

Visibility splays affected by the proposals are indicated on drawing A13394-SK035 TRO Layout. Please provide plan showing existing splays and proposed splays with an explanation about any differences so WSCC can then consider.

PF comment: PF to provide additional plan showing existing visibilities. PF to provide a Departures from Standard if existing visibilities are being affected by our works and do not meet DMRB requirements.

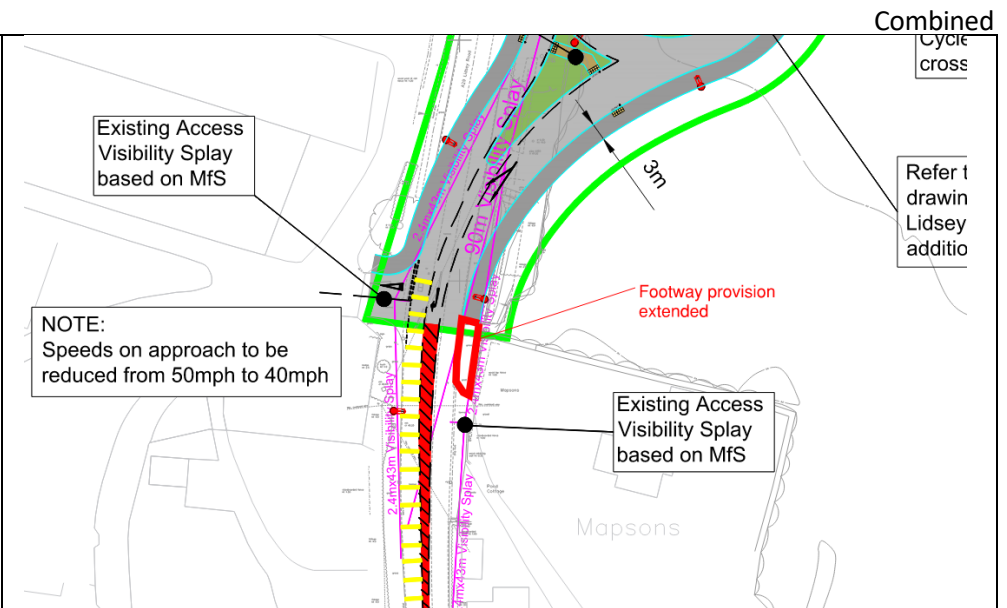
Footway on eastern side of Lidsey Road, south of the roundabout ties in with existing footway outside of the property Mapsons. Existing footway provision ends at the access to this property. Due to land constraints this cannot be a footway/cycleway Highway boundary information has been requested to check this. Comments to follow when information is available to view.

PF comment: Extend footway to tie into Mapsons crossover, see below:

Also, there is a need to demonstrate that all visibility splays are deliverable using highway land and/or land in the applicant's control.

Yellow 'countdown' markings to be removed.

The drawing still refers to 30mph in places.



Visibility splays achieved are indicated on drawing A13394-SK035 TRO Layout. These have all been checked and where limited due to land out of Highway or Land Owner control the achievable visibility (within these elements) is shown. These will be checked and responded to through the Departures process.

Yellow countdown markings to be removed.
Noted

30mph reference to be removed.
Noted

Cycle entry and exit points to/from the roundabout also need to be shown.	Cycle entry and exit on and off slips to be added to the design at the roundabout arms Noted
Plan A13394-PF-ZZ-SK-DR-CD-00107 P09 (A29 Link Road – General Arrangement - Sheet 8 of 10) – Need footway (and if possible, cycleways) extended to Woodgate (north) and to the residential barns to the south and lighting added for both.	Providing a footway to the north to Woodgate is outside of our ownership and Highway boundary. A footway to the residential barns to the south would be of little benefit and would encourage pedestrians along Lidsey Road which would then terminate at the barns. The RSA1 Addendum has suggested that the footways terminate at the Hanbury Junction. Having checked highway boundary information and based on the existing layout of the highway, this appears to show that there is sufficient land within the highway boundary to provide footways in both directions as requested. As such, WSCC ask again that these be investigated again and, if feasible, be provided on an amended plan, also reflecting the proposed highway works for the site as proposed under AL/129/21.* (*Please note that these works do take a part of the highway on the eastern side of the road north of the Hanbury tie-in, so available highway width will be reduced compared to the existing situation). PF comment: This is a new request and not part of any previous discussions. We are unsure of the requirement to introduce a footway alongside a road that does not currently have one. This needs to be discussed further at

Any street lighting would need to be set-back from the shared foot and cycle paths as-per LTN 1/20 recommendations. Tie-ins should be shown with existing A29 and facilities added to show how users will be able to enter and leave the off-road routes.

Yellow count-down markings to be removed as they do not comply with current regs for this scenario.

It is recommended that cycle routes along the Hanbury Link Road have priority over vehicles (this is currently not shown) in compliance with LTN 1/20 guidance.

the detailed design stage.

All Street Lighting along the Hanbury Link Road is shown at the back of the shared cycle/footway. Street lighting is required to be set back a minimum of 0.5m from the back edge of any foot and/or cycle way, as-per LTN 1/20.

PF comment: Noted

**Please note requirement for Departures applications – please submit asap.

Yellow countdown markings to be removed. Noted

As indicated previously we consider Hanbury Link a Secondary road and have provided details on Shared provisions being provided. cycle priority across junctions as indicated in LTN 1/20 are for segregated links only. While shared arrangements are accepted along the Hanbury Link, where possible, cycle priority should be considered where routes cross side roads (space does appear to be available to make alterations where routes cross side roads, although visibility splays would need to be checked). And also note that LTN 1/20 requires additional width at fixed objects including kerbs. Any paths will need to factor-in additional width as-per Table 5-3 in the LTN.

PF comment: As noted in our previous response in accordance with LTN 1/20 there are no details for a cycle priority at junctions on a shared footway/cycleway.

A Departure from Standard application is still required for visibility splays at tie-in and for curtailed RHT lane to Lidsey Landfill. Need to demonstrate that visibility at adjacent access points (e.g. the barns to the south and properties to the north) is not compromised by the tie-in point. **

Please dimension visibility splays at side roads along Hanbury Link Road and document how they meet design

All visibility splays are indicated on drawing A13394-SK035 TRO Layout where affected by the proposals. No visibility splays are shown further south of the proposals as these are an existing situation and not affected by the proposals. The access visibility splays to the Lidsey Landfill is not compromised by the proposals and are to standards as indicated on the drawing.

The visibility splay in the leading traffic direction at the access to the barns south of the Hanbury Link tie-in is changed as a result. Please mark-on both existing and proposed splays for WSCC to consider.

PF comment: Please see above comment. PF to provide additional plan showing existing visibilities.

Visibility splays are shown on all side roads to the Hanbury Link and are to the standards set out in Table 7.1 of

standards and/or guidance for the proposed speed limit proposed to be on the road (and what measures are proposed to manage speeds)? As a detailed component of the scheme, this needs to be bottomed-out now and included in RSA1.

Manual for Streets at 20mph. The RSA1 Addendum has suggested additional features along this section of road and we have proposed raised tables and possible gateway feature which can be developed at the Detailed Design Stage. Noted but additionally, please see comments about about cycle link re-design.

Plan A13394-PF-ZZ-SK-DR-CD-00108 P05 (A29 E-W Link – Illustrative General Arrangement - Sheet 8 of 10) –

Segregated cycle routes recommended for this section as it leads to/from railway station and will also be one of the main E-W links in and out of the site. Although in outline at this moment in time, it will need to be subject to a Stage 1 Road Safety Audit prior to moving to detailed design.

Also, crossing points will need to be carefully considered alongside landscaping on islands.

Cycle infrastructure should take priority at crossing points along length (i.e. side roads etc). This is not shown. Visibility splays need to meet appropriate standards and/or guidance dependent on speed limit proposed (and what measures are proposed to manage speeds)? Street lighting will need to be set-back from cycle paths.

East/West link is shown in principal and is not part of the Detailed Application. **Noted.**

Please refer to previous correspondence with regards to segregated cycle route on the east / west link. As per previous note by JTP the cycle routes along east / west link are proposed as shared cycle/footway. As documented above, WSCC will recommend that a segregated route (or routes) be secured along this link using planning conditions or that they be secured in the S106 Agreement.

PF comment: **Noted**

Cycle priority across junctions as indicated in LTN 1/20 are for segregated links. Please see comments above about Hanbury Link (albeit in this case, it would be for segregated routes) and need for appropriate set-backs from highway and treatment of routes where they cross side roads.

PF comment: As noted in our previous response in accordance with LTN 1/20 there are no details for a cycle priority at junctions on a shared footway/cycleway.

Visibility splays are shown on all side roads to the East / West Link and are to the standards set out in Table 7.1 of

	Manual for Streets at 20mph. Noted. These will be checked again at DOC and/or RES matters stages.
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Plan A13394-PF-ZZ-SK-DR-CD-00109 P05 (A29 Barnham Station Link – Illustrative General Arrangement - Sheet 9 of 9) – As-per E-W comments above, the cycle links here needs to be segregated given access to station and intended use of the road (+ access to schools and facilities etc) + priority at side roads etc.

Stage 1 RSA will also need to consider this at an appropriate stage. Also need more information to do with turnaround area, parking and management thereof etc. at eastern end (+ RSA to consider this too at appropriate stage).

Vis splays as above for E-W link and need to be demonstrated that compliant with relevant design standards and/or guidance as applicable for the scenario (and what measures are proposed to manage speeds)?

Uncontrolled crossing to be put on southern arm of new A29 roundabout at junction of E-W link and Barnham

Barnham Station link is shown in principal and is not part of the Detailed Application. Please see comments above about WSCC Highways recommendations for segregated arrangements along this route.

PF comment: Noted

Please refer to previous correspondence with regards to segregated cycle route on the Secondary Roads. As per previous note by JTP the cycle routes along Barnham Station link are proposed as shared cycle/footway. Again, see comments above about WSCC Highways recommendations for segregated arrangements.

PF comment: Noted

Cycle priority across junctions as indicated in LTN 1/20 are for segregated links. Again, see comments above about WSCC Highways recommendations for segregated arrangements.

PF comment: As noted in our previous response in accordance with LTN 1/20 there are no details for a cycle priority at junctions on a shared footway/cycleway.

Visibility splays are shown on all side roads to the Barnham Station Link and are to the standards set out in Table 7.1 of Manual for Streets at 20mph. Noted.

Uncontrolled crossing south of roundabout to be brought closer to the roundabout as indicated in the above sketch

Station link Road.	and as commented in the RSA1 Addendum. Noted.
Plan A13394-PF-ZZ-SK-DR-CD-00400 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 1 of 8) – final bus stop locations to be agreed at detailed design stage (and also reflective of any RSA comments). Departure from Standard application required for back-to-	Refer to responses above regarding items addressed on the General Arrangement Drawings See comments above about bus stop designs and RSA recommendations. PF comment: Noted

back right hand turning lanes. Need to demonstrate that cycle lane set-backs from new A29 meet LTN 1/20 recommendations.	Departure applications awaited and please see previous comments about route set-backs from carriageway and LTN compliance. PF comment: Noted, Departures to be issued
Plan A13394-PF-ZZ-SK-DR-CD-00401 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 2 of 8) – Uncontrolled crossing (dropped kerbs, tactile etc.) to be provided on western arm of roundabout for peds and cyclists. ~~Segregated cycle routes recommended for E-W link road and Barnham Station Link.~~	Refer to responses above regarding items addressed on the General Arrangement Drawings Comments noted. Please ensure that LTN margins are provided from road to cycle routes where they run alongside carriageways and structures. PF comment: Noted, please see above dimensions
Plan A13394-PF-ZZ-SK-DR-CD-00402 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 3 of 8) – See previous comments made about bridge widths and also detailed structures comments at foot of this response.	Refer to responses above regarding items addressed on the General Arrangement Drawings Comments noted. Please ensure that LTN margins are provided from road to cycle routes where they run alongside carriageways and structures. PF comment: Noted, please see above dimensions
Plan A13394-PF-ZZ-SK-DR-CD-00403 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 4 of 8) – Informal crossing required (dropped kerbs, tactile etc.) to be provided on northern arm of roundabout for peds and cyclists.	As indicated above the uncontrolled crossing North of roundabout to be brought closer to the roundabout as indicated in the above sketch and as commented in the RSA1 Addendum. Noted.

Plan A13394-PF-ZZ-SK-DR-CD-00404 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 5 of 8) – Please see previous comments about bridge widening being necessary. Departure from Standard application required for back-to-back right hand turning lane. Final bus stop locations to be determined at detailed design stage and reflective of any RSA comments. Maintenance bays for drainage and bridge to be considered.	Refer to responses above regarding items addressed on the General Arrangement Drawings Noted. We await Departures applications. PF comment: Noted, Departures to be issued
Plan A13394-PF-ZZ-SK-DR-CD-00405 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 6 of 8) – Again, maintenance bays will need to be considered. Ahead and turn right markings may need to be considered for the northern roundabout (Hanbury Link roundabout) given alignment.	As agreed previously maintenance bays and locations/requirements will form part of the Detailed Design development. It is assumed that signage rather than road markings will signify routes on approach to Hanbury Link. Noted. Details of signage and/or road signs to be determined at S38 detailed design stage. PF comment: Noted.
Plan A13394-PF-ZZ-SK-DR-CD-00406 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 7 of 8) – As previously, need to see extension of footway (and cycleway, if possible) southwards to serve houses on eastern side of the existing A29. On/off cycle route connections need to be shown. Maintenance access will need to be considered for balancing pond (applies to all areas where such ponds are shown).	Refer to responses above regarding items addressed on the General Arrangement Drawings. Maintenance access to ponds to be agreed as part of Detailed Design development. Noted and also see previous comments about extension of footways north and south along existing A29. PF comment: Noted, see above comments

Plan A13394-PF-ZZ-SK-DR-CD-00407 P07 (A29 Link Road - Earthworks and Construction Extents – Sheet 8 of 8) – See previous comments about road design requirements including cycle lanes.	Refer to responses above regarding items addressed on the General Arrangement Drawings. Noted but see previous comments about cycle infrastructure design. PF comment: Noted.
Plan A13394-PF-ZZ-SK-DR-CD-00700 P01 (A29 Link Road A29-4 Roundabout Swept Path Analysis) – NO COMMENT	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00701 P01 (A29 Link Road A29-5 Roundabout Swept Path Analysis) – NO COMMENT	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00702 P01 (A29 Link Road A29-9 Roundabout Swept Path Analysis) – NO COMMENT	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00703 P01 (A29 Link Road A29-11 Roundabout Swept Path Analysis) – NO COMMENT	Noted

Plan A13394-PF-ZZ-SK-DR-CD-00704 P01 (A29 Link Road A29-13 Roundabout Swept Path Analysis) – NO COMMENT	Noted
Plan A13394-PF-ZZ-SK-DR-CD-00705 P01 (A29 Lidsey Road Roundabout Swept Path Analysis) – NO COMMENT	Noted
A13394-SK036 SW Access Tracking – NO COMMENT Plan A13394-SK035 TRO Layout P02 – Yellow ‘count down markings’ need to be removed.	Noted
Structures Comments The widths for the carriageway, verges and NMU routes over the structures is inconsistent with previous discussions and the Design Statement. The table in section 4.1 of the Design Statement includes various dimensional standards but should include the following: - Kerb-to-kerb carriageway width of 7.3m (with marked 6.75m carriageway width – defined by lining), plus a 0.5m verge to each side of the road to allow for future c-way widening (taken from the kerb defining the 7.3m wide width)	Width kerb to kerb on the approaches and across the bridge has been agreed at 7.3m. Kerb-to-kerb widths on both bridges should be 6.75m with appropriate width margins either side (and on the approaches) for possible future widening to 7.3m.

Noted

To be corrected (500mm to be removed)
Noted.

Kerb height is a consistent 125mm throughout the alignment (outside of crossing point)

Noted.

Noted, Changes to be made to Rife Bridge
Please see comments above about kerb-to-kerb widths on structures.

Kerb height is a consistent 125mm throughout the alignment (outside of crossing point)
Noted.

See above PF dimensions

*The preference is for the 500 verges to be located as per the section for the rail bridge (albeit with a 7.3m wide kerb-to-kerb width) with white lines delineating the 6.75m carriageway width. However, no matter the option selected, a suitable fixed object allowance must be included. On the river bridge the verge is currently shown behind the kerb so it might be that an allowance is already catered for (although the kerb-to-kerb width should be 7.3m here as well as the rail bridge), but the same allowance could not be provided if the c-way is widened based on a 6.75m wide kerb-to-kerb width. Equally on the rail bridge, there is still a kerb that cyclists will naturally move away from so again, an appropriate allowance must be included.

Lighting of the bridge to be developed as part of Detailed Design process.

Noted. Please ensure that columns are located clear of foot and cycle ways as-per LTN 1/20 guidance re. fixed objects.

Please see comments about about kerb-to-kerb widths on BOTH bridges including approaches thereto.

Henry Moyo comments:

The visibilities where the new roads join the existing A29 can only be confirmed following the conclusions of the speed limit on the existing A29. If, as might be the case, the speed limit is reduced to 40mph, it still seems unlikely that the visibilities will comply to DMRB. The designer will have to see if the design can be made to comply, but (one example) a forward visibility of 41m is below that required on a 40mph speed limit road. If there are constraints and the designer considers that the reduced visibilities can work safely, then they can apply for considered the usual way (albeit with no guarantee that

Following Tim Townsend Email on 28.03.23 a 40mph design speed is accepted. It should be noted that the RSA1 Addendum suggests this section of road should be 30mph). RSA comment noted but not accepted (response to RSA Addendum to follow separately).

With regard to visibility splays and what can be achieved all visibility splays are indicated on drawing A13394-SK035 TRO Layout. Where the new Hanbury Link and Southern Junction are shown we have identified the achievable visibilities within the Highway Boundary and Developer land). Departure from Standards forms will be

they will be accepted).

1. The relationship between the circulatory carriageway widths and the entry widths still do not seem right. For example, on Dwg No. 00502P05, the entry width at arm 2 is 6.2m. The circulatory width is 7.2m. On the table for that arm it is stated that the carriageway width is 1.0 times the entry width. The factor should be stated on the table as 1.161 instead of 1.0.
2. Whilst tracking seems to work for the ghost island at Lidsey Caravan Park, it may still need to be supported by a departure from Standard which will be from standard if the requirements of CD123 are not met (which seems to be the case).
3. The carriageway width on some of the drawings appears to still show a 7.3m carriageway
4. (kerb-to-kerb) width. Other than for BOTH bridges where 7.3m kerb-to-kerb is required, please do check all other parts of the alignment to ensure the correct 6.75m is shown.
5. The rest of the alignment appears to be within the requirements of DMRB.

part of the next issue of information to WSCC.

Noted – please submit these as soon as possible.

We will review, however as indicated above the maximum circulatory carriageway width is based upon the maximum entry width.

Noted, we will await your review.

Departure from Standards forms will be part of the next issue of information to WSCC.

Noted – please submit asap, please.

We will review and correct as necessary. In accordance with emails sent to Tim Townsend 05.04.23 the following widths are approved:

- Main Carriageway width - 6.75m (kerb to kerb) Agreed
- Approaches and across NR and Rife Bridge - 6.75m (kerb to kerb dimension 7.3m) Kerb-to-kerb on structures and approaches to be 6.75m with sufficient margins across

the cross-section of both to enable possible future widening to 7.3m.

- At controlled crossings carriageway width - 6.5m (no central island) Agreed
- At uncontrolled crossing the running lanes are 3.75m and the central island 3.0m wide Agreed
- At ghost Island junctions the running lanes are 3.75m and the ghost island width is 3.0m Agreed

See above PF dimensions (pg 85)