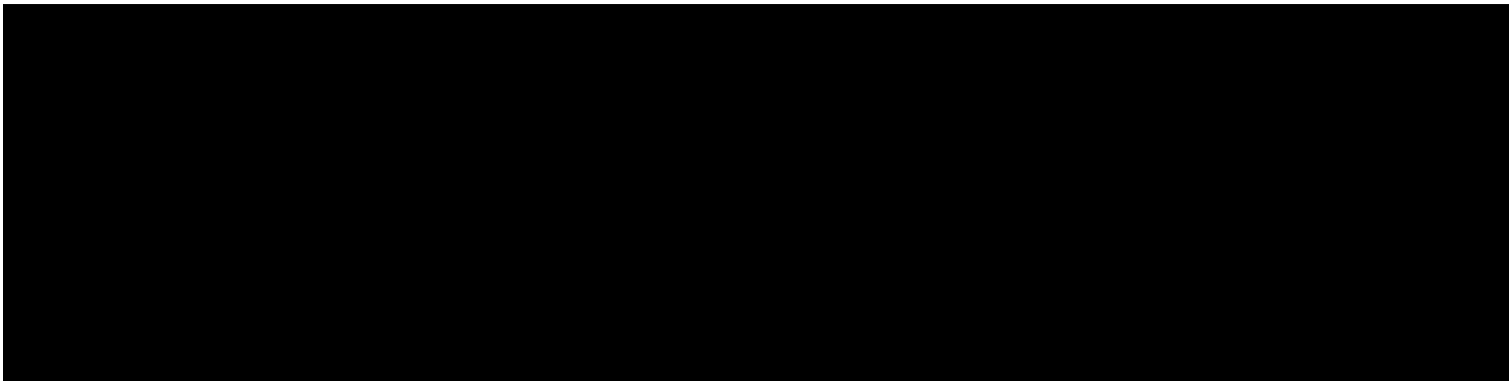




From: Tim Townsend [REDACTED]
Sent: 05 March 2018 11:05
To: Planning.Responses
Cc: Michael Eastham; Gary Markwell; Juliet Harris [REDACTED]
Subject: LU/278/17/RES - Southern By-Pass, Toddington - Approval of reserved matters - WSCC Highways response dated 5th March 2018

Dear Arun Planning Dept.,

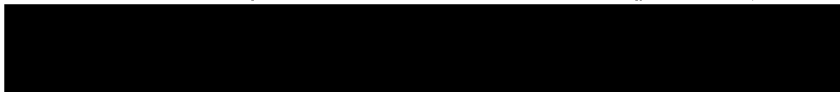
Please find attached WSCC Highways report dated 5th March 2018 in response to the above planning application. Also attached are approved Departures from Standard (DfS) reports which should also be placed on the public planning file.

Should anyone receiving this email wish to discuss it, please do not hesitate to contact me.

Thank you.

Tim Townsend
Principal Planner, Highways -- Planning Services
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH

Web: www.westsussex.gov.uk



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WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION

DATE: 5th March 2018

FROM: Tim Townsend TO: Arun District Council
FAO: Michael Eastham

SUBJECT: LU/278/17/RES - Approval of Reserved Matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping. Departure from the Development Plan & affects a Public Right of Way.

LOCATION: North Littlehampton Strategic Development Site, Land West of Toddington Park, Toddington Lane, Littlehampton, BN17 7PP.

ADDITIONAL INFORMATION RECEIVED.

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This is a further WSCC highways and transport response to the planning application for approval of reserved matters following Outline Permission LU/47/11 for construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping. Comments made follow review of additional drawings, supporting information and discussions with the applicants and their Transport Consultants.

Site location.

The site is located in Wick, Littlehampton and runs north-south between the A259 (starting at a point immediately east of Highdown Drive), then to the east of the allotments found north of the A259; over the railway and Toddington Lane and then finishes at a new roundabout adjacent to the proposed commercial area of the Toddington development. It forms part of a larger scheme comprising a new by-pass road to the north (to be known as the Lyminster By-Pass) running N-S connecting to Fitzalan Road alongside the Littlehampton Academy (and by default, on to central Littlehampton).

Highways consideration.

The following updated drawings have been considered alongside those already referenced in previous responses dated 16th November 2017, 9th January 2018 and 11th January 2018 (surface water drainage for the latter). This report should be read-alongside those previous reports:

Updated drawings:

- A/PHLYM.1/GA-1 Rev P15
- A/PHLYM.1/GA-2 Rev P14
- A/PHLYM.1/ST-1 Rev P9
- A/PHLYM.1/ST-2 Rev P10
- A/PHLYM.1/VIS-1 Rev P9
- A/PHLYM.1/VIS-2 Rev P10

- A/PHLYM.1/TR-1 Rev P7
- A/PHLYM.1/TR-2 Rev P7
- A/PHLYM.1/TK-1 Rev P8
- A/PHLYM.1/TS01 Rev P1
- PBA Dwg 35944/2001/010 A
- A088461 SLB1 Revision C: Landscape Proposals 1 of 2.
- A088461 SLB2 Revision C: Landscape Proposals 2 of 2.
- A088461 SLB3 Revision C: Landscape Proposals: Northern Roundabout.
- A088461 SLB3.1 Revision C: Landscape Proposals: Northern Roundabout (showing drainage and visibility splays).
- A088461 SLB4 Revision C: Landscape Proposals: Southern Roundabout).
- A088461 SLB4.1 Revision C: Landscape Proposals: Southern Roundabout (showing drainage and visibility splays).

In addition to this, the following reports have also been considered:

1. Stage 1 Road Safety Audit (RSA) – March 2017.
2. Designer's Response to March 2017 RSA.
3. Addendum Stage 1 RSA – September 2017.
4. Designer's Response to September 2017 RSA.
5. RSA 1 Addendum 2 Report
6. RSA 1 Addendum 2 Designer's Response

**(please note that other drawings might also be referenced either below or in other reports and/or supporting documentation accompanying the application in addition to those already listed in this report.)*

Summary position of Highway Authority

For planning purposes, the Highway Authority raises no objection to the proposal subject to appropriate conditions being attached to any consent. Should planning permission be granted, the scheme will then need to be submitted to the Highway Authority for S38/278 purposes, at which stage further technical design and safety checks will be undertaken. Please note, therefore, that any approval given to the application by the Planning Authority is not technical approval of the scheme.

Highways consideration.

A formal Design Check of the proposals has now been provided alongside the revised drawings referenced at the top of this report. These have been reviewed and comments are also found below. As a result of this and previous comments, some revisions have been made to the scheme to ensure compliance with design and safety standards and/or guidance as appropriate.

Departures from Standard applications.

As identified in previous reports, five Departures from Standards (DfS) were identified with the proposal. The locations are as follows with general descriptions of DfS alongside:

1. Highdown Drive/Fitzalan Link Road - visibility
2. Highdown Drive/Fitzalan Link – Right Hand Turning Lane
3. A259 – Eastern Arm – splitter island width
4. Fitzalan Link Road and A259 - entry and exit lane widths to and from A259 roundabout
5. Northern roundabout junction – visibility

All have been considered by the Highway Authority and approved as acceptable. Copies of the full reports should be retained on the District Council's Planning file.

Landscaping.

Regarding planting, the CHA previously stated that thorny planting (blackthorn [*Prunus spinosa*], or otherwise) should not be planted adjacent to or close to cycle paths. The applicant has noted and amended this - Thorny shrubs (*Ilex aquifolium*, *Prunus spinosa*, *Rosa canina* and *Crataegus monogyna*) have been removed. *Sambucus nigra* and *Salix caprea* have been added to the mix.

The proposed planting (native tree and shrub planting type 1, 2 and 3) will be individual plants and not linear hedges. This is confirmed by the plant schedule where the spacing between the plants is proposed to be 1 metre centres (hedge planting centres are much denser, normally 0.3m centres). Also, please refer to the 'plant arrangement' heading of the outline specification.

Adequate inter-visibility alongside planting has been provided at cycle path intersections. This will be checked again at the detailed design/S38/278 stage.

Owl boxes (and the barn owl box), previously shown too close to road have now been shown removed and re-located.

The LPA should consider the impact of lighting on bats and establish whether any measures need to be taken.

With regard to Tree Protection Plans (TPPs), one should be submitted for approval by the CHA after consultation with the CHA prior to works starting on-site.

General comments.

- Tactile paving – This is largely shown on the engineering drawings. Where it has been omitted/not shown etc. this will need to be picked-up at the detailed S38/278 stage.
- Maintenance bays – Applicant shows one on the southern roundabout (A259). A further one might be required somewhere along the N-S By-Pass link itself. Will be checked at detailed design/S38/278 stage.
- Street lighting – Is required and will be checked at the S38/278 stage.
- Signage strategy – A DRAFT strategy is currently being considered by the Highway Authority. Once agreed with the LPA and applicant through consultation with the CHA, it should be installed prior to opening of the road.
- AIP (bridge structures) – This is an ongoing process. WSCC's Structural Engineer has looked at the drawings on the Arun DC planning portal and the only one showing the bridges is Drg. No. 35944/3501/004 Rev P05. The current version of the same drawing that is on record here at WSCC that has been examined through the structures Technical Approval (TA) process is now Rev 6. At this stage, there do not appear to be any material changes that appear to affect the appearance when comparing drawing revisions.

Specifically with regard to the description of parts of the structure recently provided by the applicant/their consultants, reference is made to the 'allotment culvert'. As a culvert generally carries water, the applicant might wish to re-visit the description (as the crossing under the bridge is/was intended to be an underpass to provide access to and from the allotments).

Please note that the Technical Approval process for the structures is, therefore, progressing and will continue to do so through the S38/278 stage. Any planning approval granted does not give approval of any structures forming part of the new road.

- Surface Water Drainage – Matters are now concluded for the planning stage. Further checks will be carried-out at the S38/278 stage.
- Commuted payments for landscaping and any non-standard street furniture etc. – Will be required at the S38/278 stage (will be calculated then).
- Road markings – will be re-checked at the S38/278 stage. The applicant has stated that it is their intention to provide road marking diagram numbers and a road markings table at the detailed design stage.
- Cycle lane widths and buffer zones to comply with appropriate design standards as required.
- Speed limit transitions - This will be checked at the S38/278 stage.
- A 'bulge/build-out' has been provided at the junction of the main E-W spine road where it meets the IDR to provide deflection.
- Swept-path diagrams – Appear to be acceptable throughout for the vehicles tested.
- PRoW – If any diversions and/or changes are required, these must be in accordance with WSCC specifications and processes. The applicant has responded to say that no PROW are affected by the Southern Lyminster Bypass. Applications for diversion of those that need to be submitted in relation to the Fitzalan Link have been submitted to Arun District Council under s257 of the Town and Country Planning Act (as agreed between the legal departments of ADC and WSCC).
- Chainage 50 is the required cut-off point between the northern end of the applicant's road and the proposed WSCC Lyminster By-Pass. This is now shown. Chainage 50 cut line taken from WSP drawing numbered 1045/GA/005 Rev C added to A/PHLYM.1/GA-1 for clarity. Note this tie-in has been agreed with WSCC (Sara McKnight via email dated 16 June 2017).
- The footway on the NE corner of the A259 roundabout, forming part of the Persimmon design, will need to have adequate visibility provided to assist pedestrians crossing the road and that are visible to passing traffic. Likewise, the proposed planting at this location will also need to be looked at very carefully to ensure it doesn't encroach on any necessary visibility splays nor the carriageway itself. Please provide further information. The applicant has responded by saying that TD16/07 Para 8.12 indicates that *"At the give way line, drivers must be able to see the full width of a pedestrian crossing (whether signal-controlled, zebra or informal) across the next exit if it is within 20m of the give way line on that arm (crossings should not be sited between 20m and 60m from the give way line)."* This is achieved with the current design arrangements. This will be reviewed again at the S38/278 detailed design stage.

Network Rail.

A 'Tripartate/Overbridge Agreement' will be required with the applicant, Network Rail and the Highway Authority. However, such an Agreement can only be entered-into at the point of or following issuing of S38/278 Technical Approval.

Conclusion.

For purposes of this planning application, the information supplied by the applicant so far does not appear to highlight any significant issues with the proposal. As documented above, a number of detailed matters will continue to be considered in the technical submissions forming part of the S38/278 Highway Works Agreement process. Therefore, the applicant should not consider approval under any planning consent that might be granted for this RES submission provides Technical Approval of the highway works currently considered. This is a separate process in addition to the planning stage and other matters may arise as part of that process. Furthermore, the appropriate permissions from Network Rail and the Highway Authority (including analysis and appraisal of all structures associated with the development – bridges or otherwise) will also be required. Therefore, no works must commence on-site until such time as all relevant Technical Approvals have been granted and final Agreements (S38/278 and Network Rail) have been issued.

Given the above, the CHA recommend that the following conditions and informatives be attached to any permission:

1. Southern By-Pass Road

The road hereby approved shall be constructed as shown on the approved drawings or as otherwise agreed in writing with the Local Planning Authority after consultation with the Highway Authority.

Reason: In the interests of road safety and to ensure appropriate design.

2. Prevention of Surface Water Draining onto Public Highway

No part of the development shall be first occupied until provision has been made within the site in accordance with the approved plans and associated calculations or as otherwise agreed with the appropriate Drainage Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety and to accord with appropriate drainage design.

3. Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works,

Reason: In the interests of highway safety and the amenities of the area.

4. Landscaping Management Plan

The development hereby approved shall not come into use until a scheme for a landscaping management plan for the spine road has been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: To ensure that an appropriate maintenance regime is provided.

INFORMATIVES

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic*

The applicant is required to enter into a Section 59 Agreement under the 1980 Highways Act to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Engineer WSCC in order to commence this process. ***Note this is only required if HGV traffic exceeds 20 movements per working day.**

Section 38 Agreement of the 1980 Highways Act – Provision of Adoptable Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant should to contact The Implementation Team Leader (0330 2225704) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works if they affect the existing public highway. The applicant should contact The Implementation Team Leader (0330 2225704) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Tim Townsend
Planning Services - Highways

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Lyminster Bypass - Highdown Drive / Fitzalan Link Junction
Applicant Organisation	Persimmon Homes c/o Mayer Brown Limited
Applicant Ref	A/PHLYM - DD - HDD1
Highway Authority Ref	
Applicant Contact Details	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Date Submitted	February 2018

1) PROJECT DETAILS

A Description	New 3-arm ghost island right turn junction providing access to/from Highdown Drive / Fitzalan Link
B Location	Major Road Southbound Approach Forward Visibility
C Road Category	TA 79/99 UAP1
D Road Type	Other: Fitzalan Link Road 6.75m wide single carriageway road
E Design Speed	70A kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F Speed Limit	40mph
G Traffic Flows	New roads
H NMU Flows	New roads

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	Ghost Island Right Turn Priority Junction - Major Road Southbound Approach Forward Visibility
B	Relevant Standard(s)	TD42/95
	Clause	7.4/7.5 - Major Road
C	Difference Between Standard(s) and proposed design	7.4 Drivers approaching a major/minor priority junction from both the major road and the minor road shall have unobstructed visibility as indicated in the following sections. The envelope of visibility for driver's eye height is as set out in TD 9 (DMRB 6.1.1.2.2). 7.5 Drivers approaching a major/minor priority junction along the major road approaches shall be able to see the minor road entry from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the major road, as described in TD 9 (DMRB 6.1.1). This visibility allows drivers on the major road to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary. Design speed is 70kph (40mph). 120m forward visibility is required. 47m (from roundabout exit) forward visibility is achievable approaching the junction from the north, approx. 60m from Roundabout circulatory carriageway.
D	Reason for Departure (overview)	The space available for the A259 roundabout is very limited. It is not possible to incorporate Highdown Drive into the roundabout. Highdown Drive has therefore been realigned in order to form a priority junction with the Fitzalan Link. This has been placed as far as possible to the south of the roundabout. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.

E	Associated Project Departures	A/PHLYM - DD - HDD2, 3 and 4
F	Other Options Considered	Add extra arm to new roundabout, this could not be achieved due to available space. Provide a left-in and left-out arrangement only. All movements junction preferred. Narrower exit lane hatched out to single lane exit to encourage slower exit speed.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	A reduction in forward visibility could increase the potential of vehicles not seeing the junction in time and failing to give way. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.
B	Congestion/ Delay	
C	Environmental / sustainability	The proposed arrangements allow for an all movements access junction with Fitzalan Link.
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	None.
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing numbered A/PHLYM.1/GA-2 Rev P13 Drawing numbered A/PHLYM.1/VIS-2 Rev P9
B	Consultations	WCCC - Tim Townsend RSA
C	Other Information	

7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

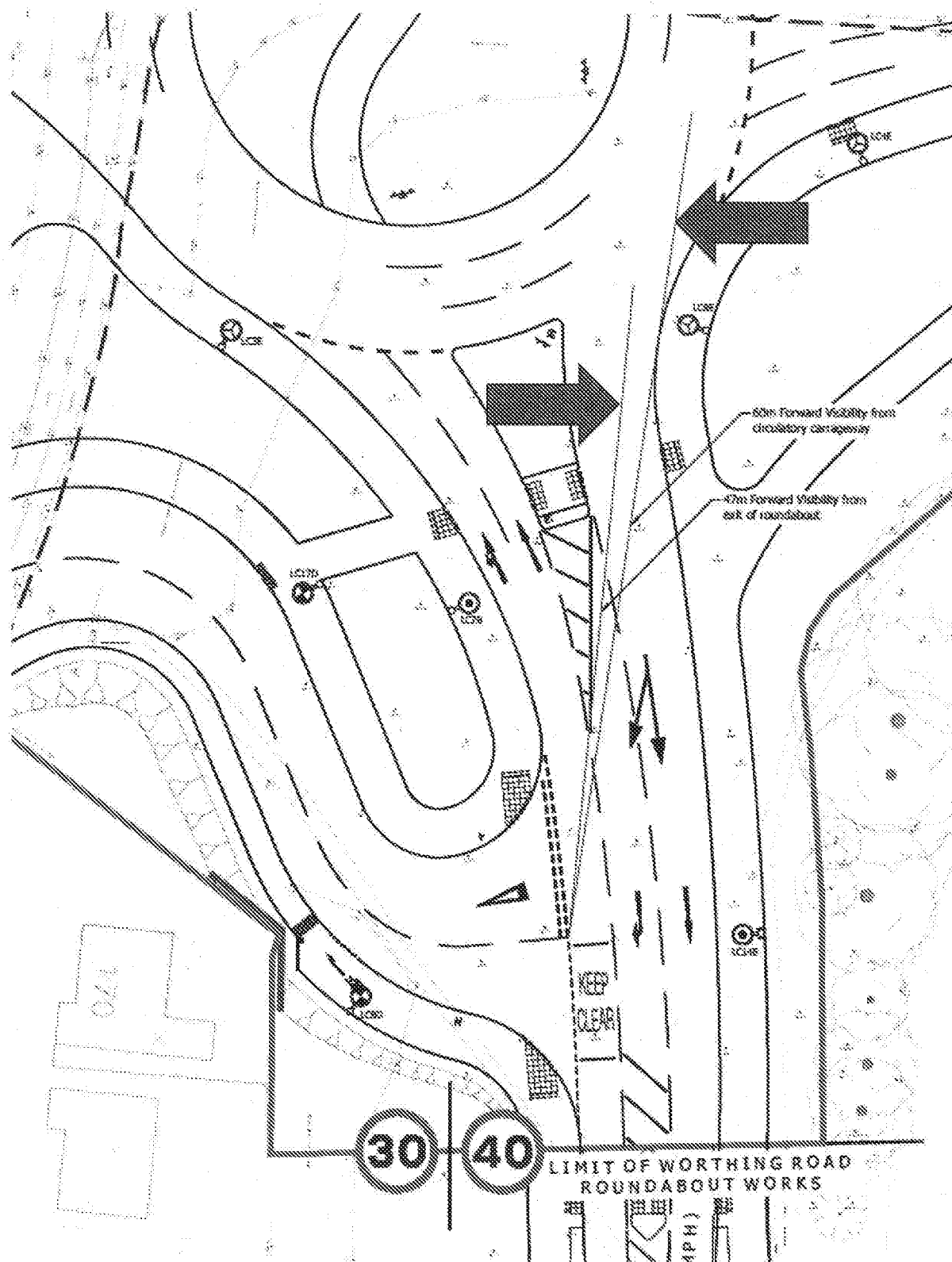
NAME 1	DAVID LAMBERT	DATE	19/2/2018
ROLE	LEAD PROFESSIONAL - HIGHWAY DESIGN		
SIGNED			

DFS2/4/153

NAME 2	ALEX SHARKEY.		
ROLE	MANAGER HIGHWAYS PROJECTS.		
SIGNED		DATE	19/2/18.
MARK ONE BOX:	1- APPROVED ☒	2-APPROVED WITH COMMENTS ☐	3- REJECTED ☐
COMMENTS			

A/PHLYM - DD - HDD1

Major Road Southbound Approach Forward Visibility – 47m from exit of roundabout not 120m



SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Lyminster Bypass - Highdown Drive / Fitzalan Link Junction
Applicant Organisation	Persimmon Homes c/o Mayer Brown Limited
Applicant Ref	A/PHLYM - DD - HDD2
Highway Authority Ref	
Applicant Contact Details	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Date Submitted	February 2018

1) PROJECT DETAILS

A Description	New 3-arm ghost island right turn junction providing access to/from Highdown Drive / Fitzalan Link
B Location	Minor Road - Visibility 'y' distance looking left
C Road Category	TA 79/99 UAP1
D Road Type	Other: Fitzalan Link Road 6.75m wide single carriageway road Highdown Drive 6.1m wide single carriageway road
E Design Speed	70A kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F Speed Limit	40mph
G Traffic Flows	New roads
H NMU Flows	New roads

2) DEPARTURE DETAILS

A Discipline	Road Geometry
Type	Ghost Island Right Turn Priority Junction - Minor Road visibility 'y' distance looking left
B Relevant Standard(s)	TD42/95
Clause	7.6(c) - Minor Road
C Difference Between Standard(s) and proposed design	7.6 (c). The distance back along the minor road from which the full visibility is measured is known as the 'x' distance. It is measured back along the centreline of the minor road from the continuation of the line of the nearside edge of the running carriageway of the major road. The 'x' distance shall be desirably 9m (but see para 7.8). From this point an approaching driver shall be able to see clearly points to the left and right on the nearer edge of the major road running carriageway at a distance given in Table 7/1, measured from its intersection with the centreline of the minor road. This is called the 'y' distance and is defined in Fig 7/1. Relaxations are not available for this distance. 70kph = 120m from Table 7/1 Actual achievable = approx 45m to roundabout exit.
D Reason for Departure (overview)	The space available for the A259 roundabout is very limited. It is not possible to incorporate Highdown Drive into the roundabout. Highdown Drive has therefore been realigned in order to form a priority junction with the Fitzalan Link. This has been placed as far as possible to the south of the roundabout. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.
E Associated Project Departures	A/PHLYM - DD - HDD1, 3 and 4

F	Other Options Considered	Add extra arm to new roundabout, this could not be achieved due to available space. Provide a left-in and left-out arrangement only. All movements junction preferred. Narrower exit lane hatched out to single lane exit to encourage slower exit speed.
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3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Vehicles turning right out of the junction may not see vehicles travelling southbound and cause a collision. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.
B	Congestion/ Delay	
C	Environmental / sustainability	The proposed arrangements allow for an all movements access junction with Fitzalan Link.
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	None.
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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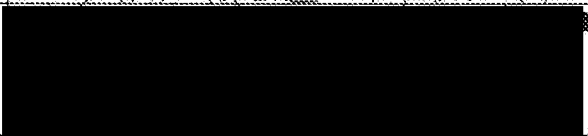
6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing numbered A/PHLYM.1/GA-2 Rev P13 Drawing numbered A/PHLYM.1/VIS-2 Rev P9
B	Consultations	WSCC - Tim Townsend RSA
C	Other Information	

7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

DFS 2/4/154

NAME 1	DAVID LAMBERT		
ROLE	LEAD PROFESSIONAL HIGHWAY DESIGN		
SIGNED			DATE 19/2/2018

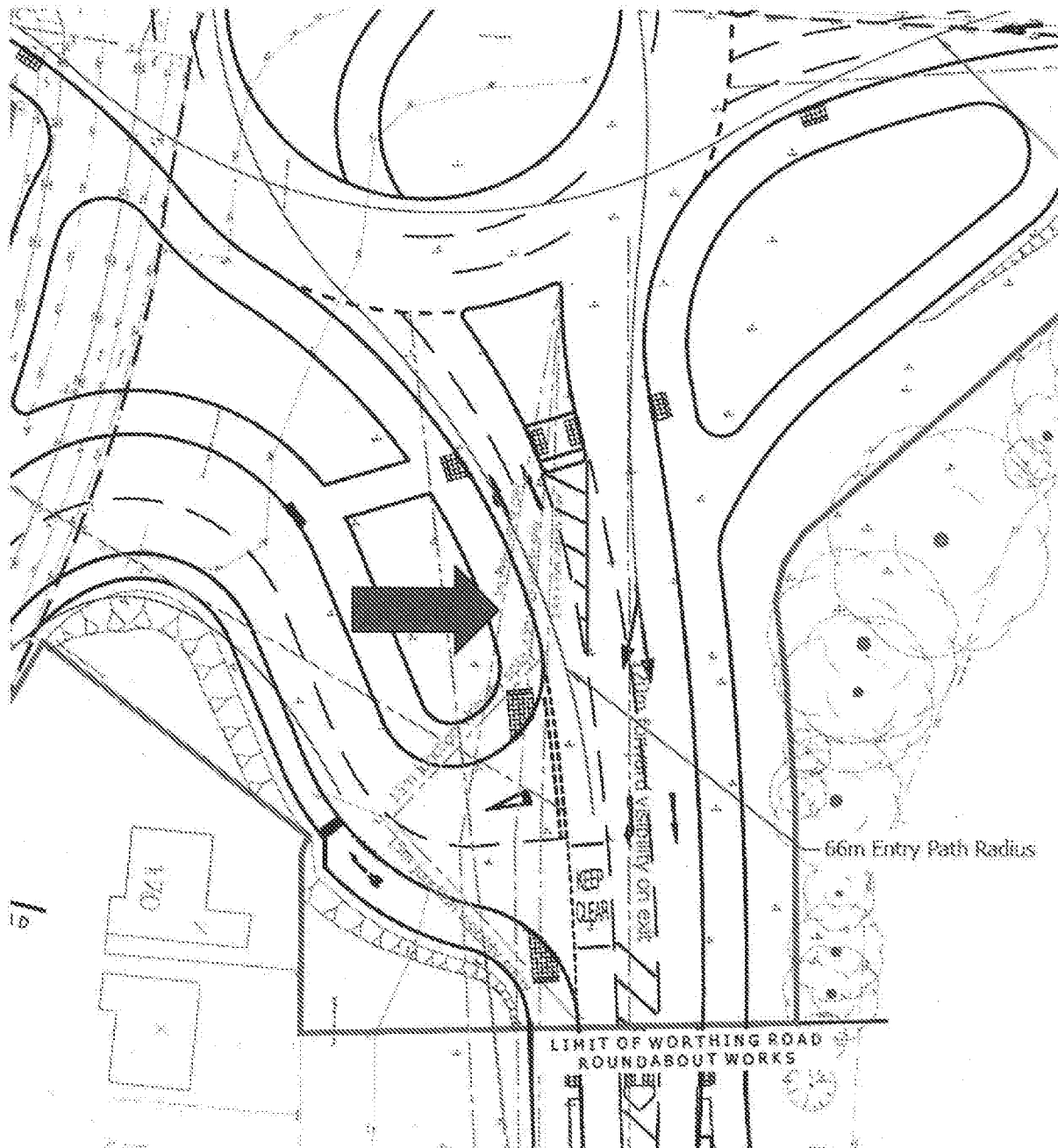
NAME 2	P. A. SHARKEY		
ROLE	MANAGER HIGHWAYS PROJECTS.		
SIGNED			19/2/18.
MARK ONE BOX:	1- APPROVED ☐	2- APPROVED WITH COMMENTS ☒	3- REJECTED ☐
COMMENTS			

Note the 'x' distance is in fact a departure, not a relaxation as described.

Wscce has generic approval for this departure that may be used at any ghost island junction except those between A and/or B roads. DFS1/3 refers

A/PHLYM - DD - HDD2

Minor Road - Visibility 'y' distance - 45m not 120m



SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Generic departure for use throughout West Sussex
Applicant Organisation	WSCC
Applicant Ref	N/A
Highway Authority Ref	
Applicant Contact Details	David Lambert
Date Submitted	16/07/2015

1) PROJECT DETAILS

A	Description	Generic departure allowing 4.5m 'x' distance for Ghost Island junctions serving development where the angle of approach to the junction is between 70 and 110 degrees measured 4.5m back from the give way line. This is not applicable to dual carriageways, WS2+1 roads, or junctions between A or B roads.
B	Location	County Roads in West Sussex
C	Road Category	All except dual carriageways, and WS2+1
D	Road Type	S2, WS2 and UAP1 to 4
E	Design Speed	Up to 100A kph
F	Speed Limit	Up to 60mph
G	Traffic Flows	Any
H	NMU Flows	Any

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	Junctions
B	Relevant Standard(s)	TD 42/95
	Clause	Para 7.8
C	Difference Between Standard(s) and proposed design	Standard requires 9m 'x' distance. No relaxations are permitted. Proposed design allows a departure to 4.5m.
D	Reason for Departure (overview)	Manual for streets states that full visibility is not required in low speed urban environments and suggest 2.4m is sufficient in most situations. The TD42/95 standard of 9m is deemed excessive on a County Road. Large (4.5 to 9m) 'x' distances are required for capacity reasons only and they may still be required where capacity assessments suggest they are necessary. Recent appeal decisions have confirmed that a requirement for larger 'x' distances are unlikely to be supported by the Inspector where capacity is not a key issue.
E	Associated Project Departures	This generic departure may be applied where there are other associated project departures, provided it is referred to in section E of the departures application. For the purposes of this note, where Manual for Streets is deemed applicable as set out in the WSCC Local Design Guide, the use of Manual for Streets 'y' distances are not considered to be Departures from Standards.
F	Other Options Considered	N/A

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	4.5m is sufficient for visibility provided vegetation is not allowed to encroach into the visibility splay.
B	Congestion/ Delay	These matters will be considered separately on a case by case basis.
C	Environmental / sustainability	The proposals will result in less sterilisation of otherwise developable land.
D	Capital and whole life cost/value	N/A
E	Accessibility	N/A
F	Integration	N/A
G	Structural	N/A
H	Network resilience & Maintenance	It is essential that adjacent vegetation is maintained appropriately.

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	None

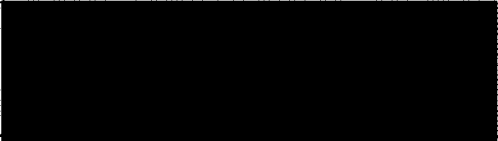
5) DESIGN ORGANISATIONS CONCLUDING REMARKS

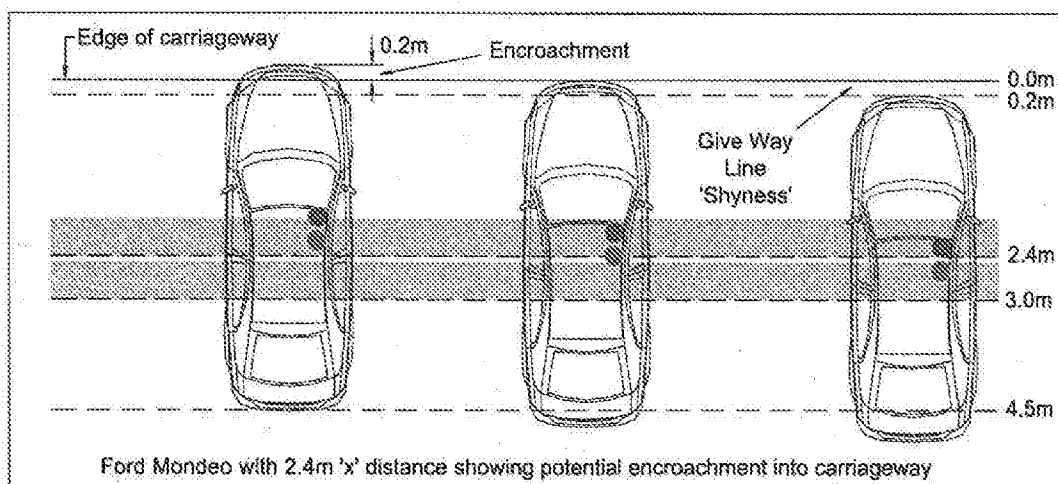
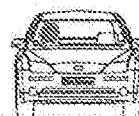
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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing 14244/2 Ford Mondeo Mk3 Visibility Distances
B	Consultations	
C	Other Information	

7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

NAME 1	David Lambert		
ROLE	Principal Engineer, Implementation Team, Strategic Planning		
SIGNED		DATE	16/7/2015
NAME 2	Alex Sharkey		
ROLE	Improvements Manager, Engineering Solutions		
SIGNED		DATE	27/7/2015
MARK ONE BOX:	1- APPROVED ☒	2-APPROVED WITH COMMENTS ☐	3- REJECTED ☐
COMMENTS			



- 0.5m vegetation overgrowth at 2.4m 'x' distance
- 0.5m vegetation overgrowth at 3.0m 'x' distance
- Position of driver's head, leaning forwards.
- Position of driver's head sitting normally

Rev	Revision details	Chkd	Appd	Date
Drawn: drawn	✓	For comment		
Chkd: checked		For tender		
Appd: approved		For construction		
Date: date		As constructed		
File ref: g:\projects\IWP Ref: N/A				

Project Name **Evidence to departure from TD42/95 Para 7.8 response**

Drawing Title

Ford Mondeo Mk3 visibility 'x' distances

Original Drawing Size: A4
Scale: 1:100 Dimensions: m

West Sussex County Council
Resources and Performance
County Hall,
West Street
Chichester
West Sussex
PO19 1RH
(01243) 642105



west sussex county council

Drawing No
14244/2

Rev

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Lyminster Bypass - Highdown Drive / Fitzalan Link Junction
Applicant Organisation	Persimmon Homes c/o Mayer Brown Limited
Applicant Ref	A/PHLYM - DD - HDD3
Highway Authority Ref	
Applicant Contact Details	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Date Submitted	February 2018

1) PROJECT DETAILS

A Description	New 3-arm ghost island right turn junction providing access to/from Highdown Drive / Fitzalan Link
B Location	Right turn lane deceleration length (Major Road)
C Road Category	TA 79/99 UAP1
D Road Type	Other: Fitzalan Link Road 6.75m wide single carriageway road
E Design Speed	70A kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F Speed Limit	40mph
G Traffic Flows	New roads
H NMU Flows	New roads

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	Ghost Island Right Turn Priority Junction - Deceleration length on right turn lane
B	Relevant Standard(s)	TD42/95
	Clause	7.40
C	Difference Between Standard(s) and proposed design	Right Turning Lanes 7.40 The overall length of a right turning lane provided at ghost island, single lane dualling and dual carriageway junctions, will depend on the major road design speed and the gradient. It consists of a turning length, as described in paras 7.32 and 7.33, and a deceleration length. This component shall be provided in accordance with Tables 7/5a and 7/5b, in which the gradient is the average for the 500m length before the minor road. Table 7/5a - Deceleration Length 40m (gradient 0 to 4%) Achievable deceleration length is 20m.
D	Reason for Departure (overview)	The space available for the A259 roundabout is very limited. It is not possible to incorporate Highdown Drive into the roundabout. Highdown Drive has therefore been realigned in order to form a priority junction with the Fitzalan Link. This has been placed as far as possible to the south of the roundabout. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less. The right turn length has been reduced to accommodate an uncontrolled pedestrian crossing south of the roundabout, as requested by WSCC and to accommodate all movements at the junction. 20m is achievable, which is closer to the 60kph design speed that requires 25m.

E	Associated Project Departures	A/PHLYM - DD - HDD1, 2 and 4
F	Other Options Considered	Add extra arm to new roundabout, this could not be achieved due to available space. Provide a left-in and left-out arrangement only. All movements junction preferred. Narrower exit lane hatched out to single lane exit to encourage slower exit speed.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Potential for rear end shunt accidents in right turn lane. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.
B	Congestion/ Delay	
C	Environmental / sustainability	The proposed arrangements allow for an all movements access junction with Fitzalan Link.
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	None.
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing numbered A/PHLYM.1/GA-2 Rev P13 Drawing numbered A/PHLYM.1/VIS-2 Rev P9
B	Consultations	WSCC - Tim Townsend RSA
C	Other Information	

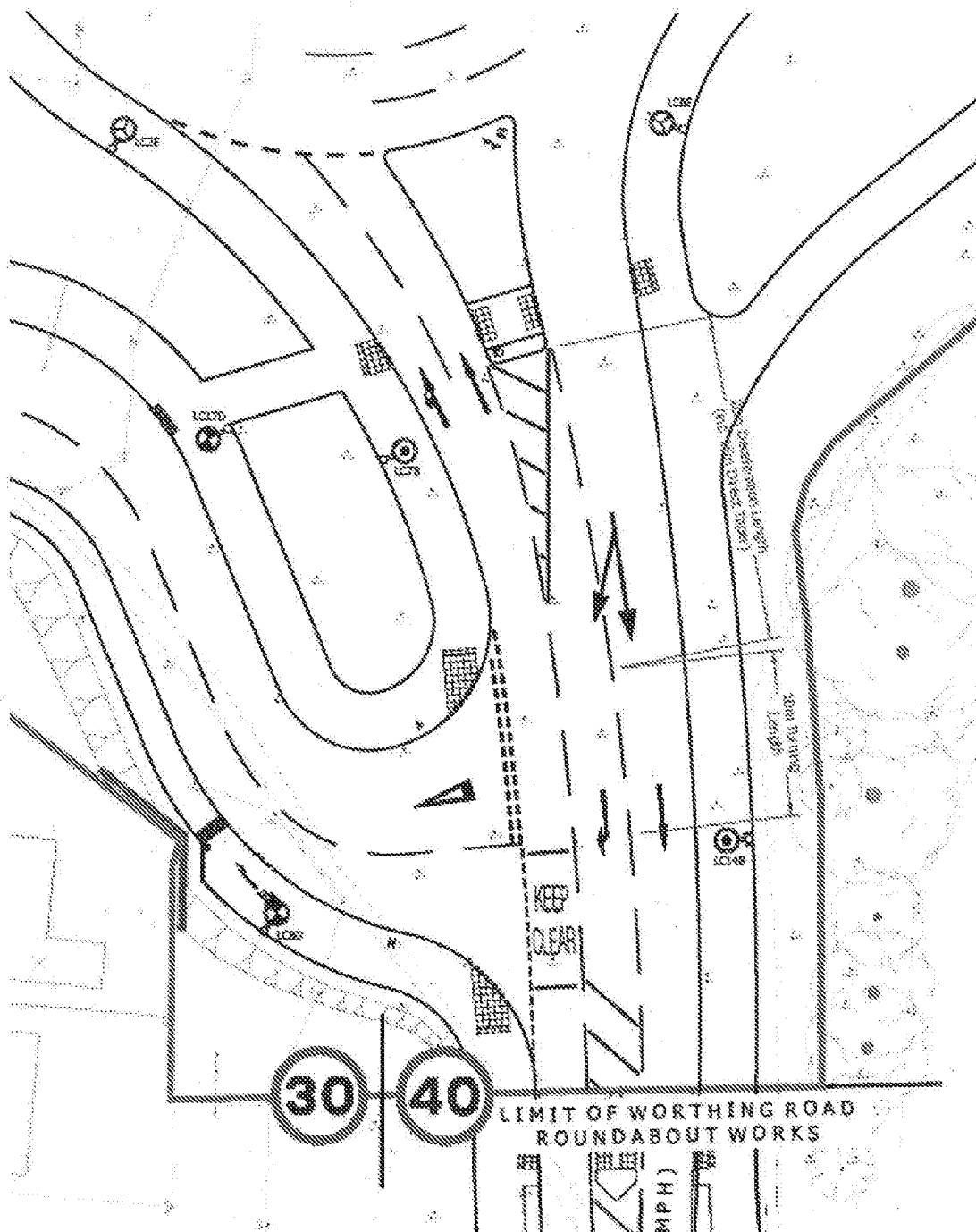
7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

NAME 1	DAVID LAMBERT	DATE	19/2/2018
ROLE	LEAD PROFESSIONAL - HIGHWAY DESIGN		
SIGNED			

NAME 2	P.A. SHARKE		
ROLE	MANAGER HIGHWAYS PROJECTS		
SIGNED		DATE	19/2/18
MARK ONE BOX:	1- APPROVED ☒	2-APPROVED WITH COMMENTS ☐	3- REJECTED ☐
COMMENTS			

A/PHLYM - DD - HDD3

Major Road - Right turn lane deceleration length - 20m not 40m



SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Lyminster Bypass - Highdown Drive / Fitzalan Link Junction
Applicant Organisation	Persimmon Homes c/o Mayer Brown Limited
Applicant Ref	A/PHLYM - DD - HDD4
Highway Authority Ref	
Applicant Contact Details	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Date Submitted	February 2018

1) PROJECT DETAILS

A Description	New 3-arm ghost island right turn junction providing access to/from Highdown Drive / Fitzalan Link
B Location	Southbound through lane of Major Arm
C Road Category	TA 79/99 UAP1
D Road Type	Other: Fitzalan Link Road 6.75m wide single carriageway road
E Design Speed	70A kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F Speed Limit	40mph
G Traffic Flows	New roads
H NMU Flows	New roads

2) DEPARTURE DETAILS

A Discipline	Road Geometry
Type	Ghost Island Right Turn Priority Junction - Through lane width
B Relevant Standard(s)	TD42/95
Clause	7.20
C Difference Between Standard(s) and proposed design	Through Lanes 7.20 At ghost island junctions, the through lane in each direction shall not be greater than 3.65m wide, exclusive of hardstrips, but shall not be less than 3.0m wide.
D Reason for Departure (overview)	The space available for the A259 roundabout is very limited. It is not possible to incorporate Highdown Drive into the roundabout. Highdown Drive has therefore been realigned in order to form a priority junction with the Fitzalan Link. This has been placed as far as possible to the south of the roundabout. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less. The south bound lane tapers from 6m at the end of the traffic island to single lane width at a rate of 1 in 15 to 1 in 20 in accordance with TD16 Para 7.63. The right turn lane occurs within the taper length and thus the southbound through lane at the point of turn is 4m, which is in excess of the maximum 3.65m specified.
E Associated Project Departures	A/PHLYM - DD - HDD1, 2 and 3
F Other Options Considered	Add extra arm to new roundabout, this could not be achieved due to available space. Provide a left-in and left-out arrangement only. All movements junction preferred. Narrower exit lane hatched out to single lane exit to encourage slower exit speed.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Potential for excess speed through the junction, although this is limited being so close to the exit from the roundabout. Possible southbound vehicles merging in proximity to right turn lane causing rear shunt or side swipe accidents. Speeds for southbound vehicles leaving the roundabout are likely to be 30mph or less.
B	Congestion/ Delay	
C	Environmental / sustainability	The proposed arrangements allow for an 2 lane exit from the roundabout with merge in accordance with TD16.
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	None.
B	Rejected Options	

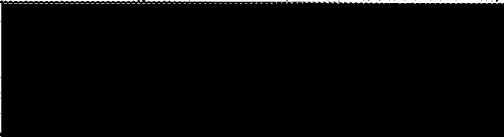
5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing numbered A/PHLYM.1/GA-2 Rev P13 Drawing numbered A/PHLYM.1/VIS-2 Rev P9
B	Consultations	WSCC - Tim Townsend RSA
C	Other Information	

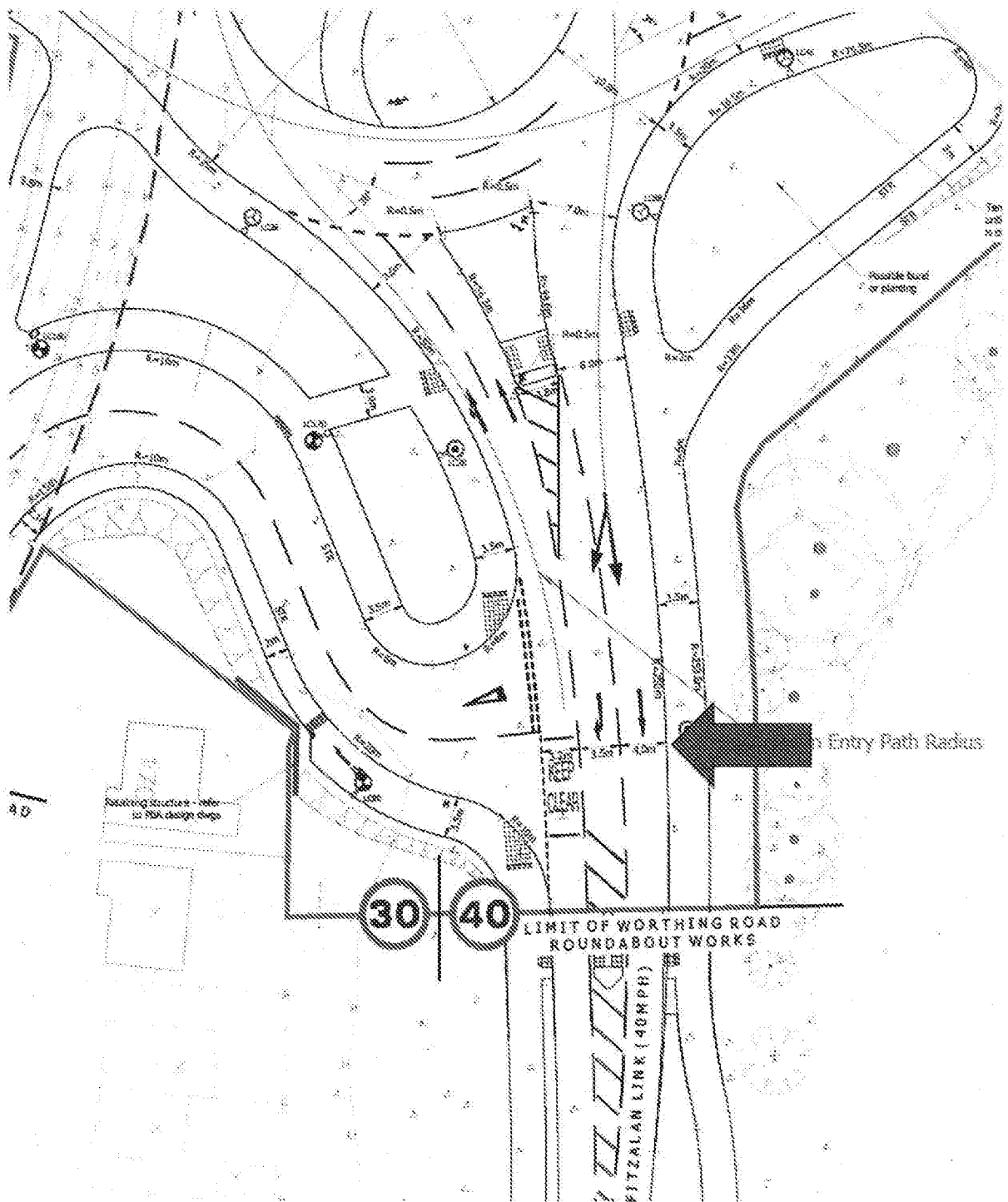
7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

NAME 1	DAVID LAMBERT			DFS2/4/156
ROLE	LEAD PROFESSIONAL - HIGHWAY DESIGN			
SIGNED			DATE	19/2/2018
NAME 2	D.A. SHARKEY			
ROLE	MANAGER HIGHWAYS PROSPECTS			
SIGNED			DATE	19/2/18.

MARK ONE BOX:	1- APPROVED ☒	2-APPROVED WITH COMMENTS ☐	3- REJECTED ☐
COMMENTS			

A/PHLYM - DD - HDD4

Major Road - Southbound through lane width 4m (which is greater than max 3.65m)



SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Lyminster Bypass - Northern Roundabout Junction
Applicant Organisation	Persimmon Homes c/o Mayer Brown Limited
Applicant Ref	A/PHLYM - DD - NRBT1
Highway Authority Ref	
Applicant Contact Details	Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Date Submitted	February 2018

1) PROJECT DETAILS

A Description	New 4-arm roundabout providing access to/from the Lyminster Bypass (New Road) from the the North Littlehampton Development Site
B Location	Eastern Arm of roundabout
C Road Category	TA 79/99 UAP2
D Road Type	Other:
E Design Speed	60 kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F Speed Limit	30mph
G Traffic Flows	New roads
H NMU Flows	New roads

2) DEPARTURE DETAILS

A Discipline	Road Geometry
Type	Roundabout
B Relevant Standard(s)	TD16/07
Clause	8.3
C Difference Between Standard(s) and proposed design	Visibility on the approach (Desirable Minimum Stopping Sight Distance for the design speed of the road) must conform to TD 9 (DMRB 6.1.1) with the position of the object at the give way line indicated in Figure 8/1. Chevron signs on the central island must also be visible to approaching drivers in all lanes from a distance equal to the Desirable Minimum Stopping Sight Distance. 90m required for a Design Speed of 60kph (30mph) - 60m to the give way line is achieved for vehicles approaching from the IDR due to the presence of a 90 degrees bend on approach.
D Reason for Departure (overview)	The IDR is designed to MfS and runs parallel to the Lyminster Bypass. There is a requirement to connect the site to the Lyminster Bypass. Connectivity to the IDR is achieved via a speed reducing 90 degrees bend. The arrangements permit the provision of priority to IDR traffic and the provision of a giveaway priority junction arrangement at the junction of the Main Avenue with the IDR, thus reducing speeds of vehicles approaching from the Main Avenue.
E Associated Project Departures	None
F Other Options Considered	It was previously considered that the priorities could be swapped and priority given to the Main Avenue, with the IDR joining the Main Avenue at a priority junction. However, it was considered that such an arrangement could lead to higher entry speeds.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	A reduction in forward visibility could increase the potential of vehicles not seeing the junction in time and failing to give way. Speeds on the IDR on approach to the roundabout will be constrained by the presence of a 90 degree bend of radius 18m, which is likely to reduce vehicles speeds to 20mph or less. The IDR has been designed with reference to MfS and forward visibility of 60m is greater than DMRB one step below desirable minimum for 50kph (50m).
B	Congestion/ Delay	
C	Environmental / sustainability	The proposed arrangements allow the IDR to have priority over the Main Avenue, thus reducing approach speeds of vehicles from the Main Avenue.
D	Capital and whole life cost/value	
E	Accessibility	
F	Integration	
G	Structural	
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	A 90 degree bend of radius 18m on approach, is likely to reduce vehicles speeds to 20mph or less. The IDR has been designed with reference to MfS and forward visibility of 60m is greater than DMRB one step below desirable minimum for 50kph (50m).
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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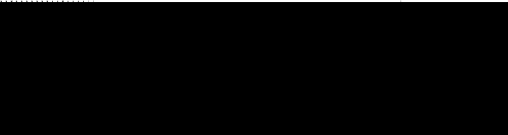
6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drawing numbered A/PHLYM.1/GA-1 Rev P14 Drawing numbered A/PHLYM.1/VIS-1 Rev P8
B	Consultations	WSCC - Tim Townsend RSA
C	Other Information	

7) DECISION - (HIGHWAY AUTHORITY USE ONLY)

DF3 2/4/18

NAME 1	DAVID LAMBERT		
ROLE	LEAD PROFESSIONAL - HIGHWAY DESIGN		
SIGNED		DATE	19/2/18
NAME 2	D.A. SHARKEY		
ROLE	MANAGER HIGHWAYS PROPOSED		

SIGNED			DATE	19/2/18.	
MARK ONE BOX:	1- APPROVED	☒	2- APPROVED WITH COMMENTS	☐	3- REJECTED
COMMENTS					

PHLYM - Departures from Standards Images to assist with locating the DFS. (5 Feb 2018)

A/PHLYM - DD - NRBT1

Eastern Arm Forward Visibility - 60m achievable not 90m required by standards

