White House Farm

Infrastructure Steering Group
Off Site Works – Session Outputs

Jubb

PREPARED BY:	FOR:	DATE:	REFERENCE:
Jubb Consulting Engineers Ltd.	Miller Homes/Linden Homes	October 2019	19183_Rep01

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1 Introduction

Planning permission was granted by Chichester District Council on 18th April 2018 for 750 residential units as the first phase of the West of Chichester development. For reference the planning application number was CC/14/04301/OUT and further information is available by searching using this application number on the Chichester District Council website (http://www.chichester.gov.uk/viewplanningapplications).

A requirement of the planning permission was that an Infrastructure Steering Group (ISG) was set up to provide advisory comments on and take forward the preliminary designs of the off-site highway works associated with the development to detailed design; prior to their approval by West Sussex County Council as Highway Authority.

This pack of information will act as a record of the sessions to over the lifespan of the group to include the agreed terms of reference, minutes, plans and developer responses to feedback from each session.

There are six schemes to be delivered through the offsite proposals with the original layouts as agreed included in Appendix A. The six sites are as follows:

- Clay Lane Access – (Section 106 Drawing 3)
- Junction Improvements Clay Lane/Fishbourne Road – (Section 106 Drawing 4)
- Westgate Improvements – (Section 106 Drawing 5)
- Sherborne Road Traffic Calming – (Section 106 Drawing 6)
- Roundabout Improvements at Westgate/Sherborne Road – (Section 106 Drawing 7)
- Junction of Westgate/Orchard Street – (Section 106 Drawing 8)

Any correspondence regarding the group to be sent to isg@jubb.uk.com.

2 Terms of Reference

White House Farm Infrastructure Steering Group

Terms of Reference

relating to

Land West of Centurion Way

and West of Old Broyle Road,

Chichester, West Sussex

Planning Application CC/14/04301/OUT

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1. Purpose of the Group

The primary purpose of the group is to take forward matters relating to the preliminary designs, detailed design and delivery of the off-site highway works associated with planning permission CC/14/04301/OUT, prior to their formal approval by West Sussex County Council (WSCC), as the local highway authority.

As appropriate, other reasonable highway matters associated with the development, as determined by WSCC, may also be discussed by the group.

The group provides an open forum for discussion between the developer (Linden Homes and Miller Homes and their representatives), local residents and community groups, and the three local authorities.

The group is strictly advisory in its capacity and facilitates communication between different interested parties and assists with the dissemination of information. It does not have any enforcement or decision-making role and it does not form part of formal planning or consultation processes.

2. Membership

WSCC will ensure that the membership of the group comprises appropriate and representative resident and community groups, representatives of the developers, elected members at parish, district and county level, and officers of WSCC and Chichester District Council (CDC – as the local planning authority).

Membership of the group will ordinarily include the following:

<u>Local Elected Representatives</u>
Two County Councillors, one representing the Chichester West Division and one other from Chichester North or South Divisions
Two District Councillors, one representing the Chichester West Ward and one other from Chichester North or South Wards
One Chichester City Councillors representing West Ward

<u>Community</u>

One representative from each of the following groups/organisations: Parklands Residents' Associations; Westgate Residents' Association; Chichester Society; Chichester Access Group; Chichester Cycle Forum; the Chichester Ramblers; and Friends of Centurion Way.

Others
Up to three representatives from the developer
Officers from WSCC Planning Services
Officers from CDC Planning Department

As he/she sees fit, the Chairperson has the right to invite other people to attend group meetings as observers.

If a member of the group fails to attend two consecutive meetings (without sending apologies), WSCC may offer their place to another suitable person.

Members of the group will be able to send a substitute to meetings they cannot attend in person, subject to that person being a representative of the same organisation.

3. Organisation

The group will be managed and led by WSCC and they shall appoint a relevant person to chair the meetings.

The venue for meetings will, if possible, be a community facility near the proposed development.

Provisionally, meetings will be held on a quarterly basis but they shall be held as and when WSCC considers there to be a need for a meeting. An extraordinary meeting of the group can be called by WSCC should urgent business arise.

The developer will provide the secretariat for the group. The developer will prepare all agendas and minutes for group meetings.

All substantive points to be raised at a meeting must be submitted in writing to the developer and WSCC no less than 14 days before the meeting to allow time for all parties to prepare. If insufficient prior notification is provided, items may not be discussed at group meetings.

Minutes of the group's meetings will be recorded and distributed promptly by the developer to group members within 21 days of each meeting.

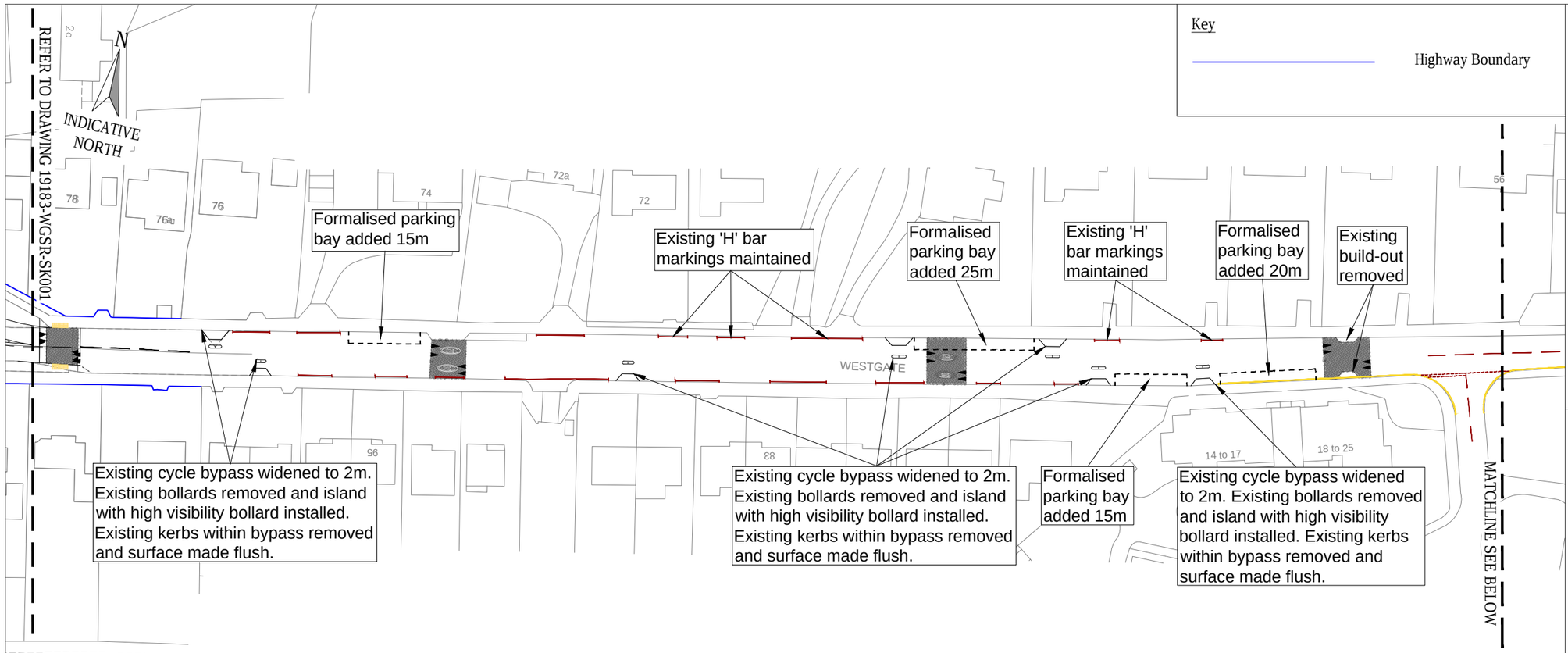
Group communications will be managed by email and/or post.

4. Costs

Any reasonable costs incurred by WSCC through the organisation of group meetings (e.g. venue hire, administration) will be met by the developer.

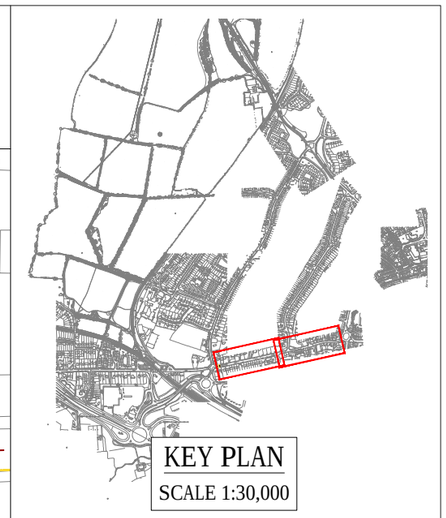
3 Infrastructure Steering Group Session 1 - 17th June 2019

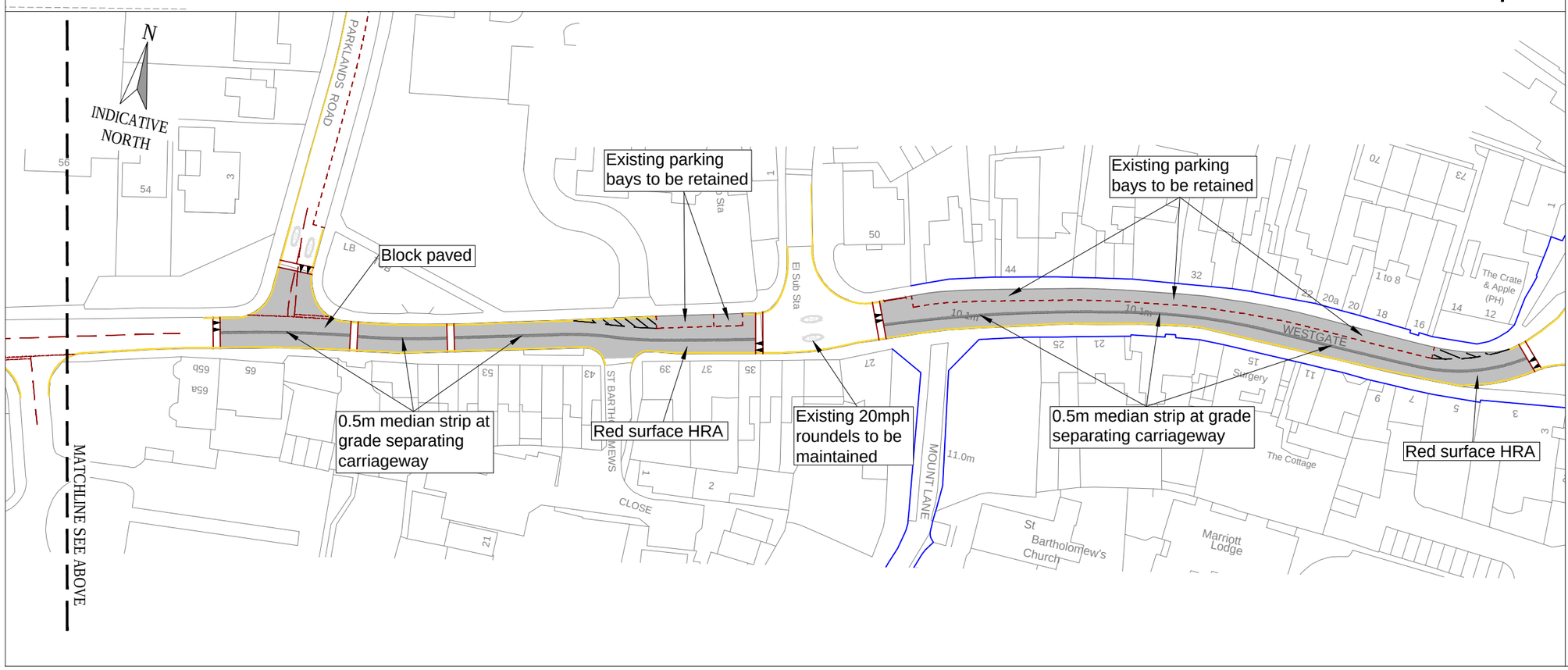
3.1 Plans from the Session



Key

Highway Boundary





Rev	Date	Description	By	Apvd
P1	23.05.19	Preliminary issue	SW	GS

PROJECT:
WEST CHICHESTER S278 WORKS

TITLE:
WESTGATE
IMPROVEMENT SCHEME

CLIENT:
miller homes
Linden HOMES

SCALE@A3:
1:1000

PROJECT REF:
19183

DRAWING No: WG-SK001

REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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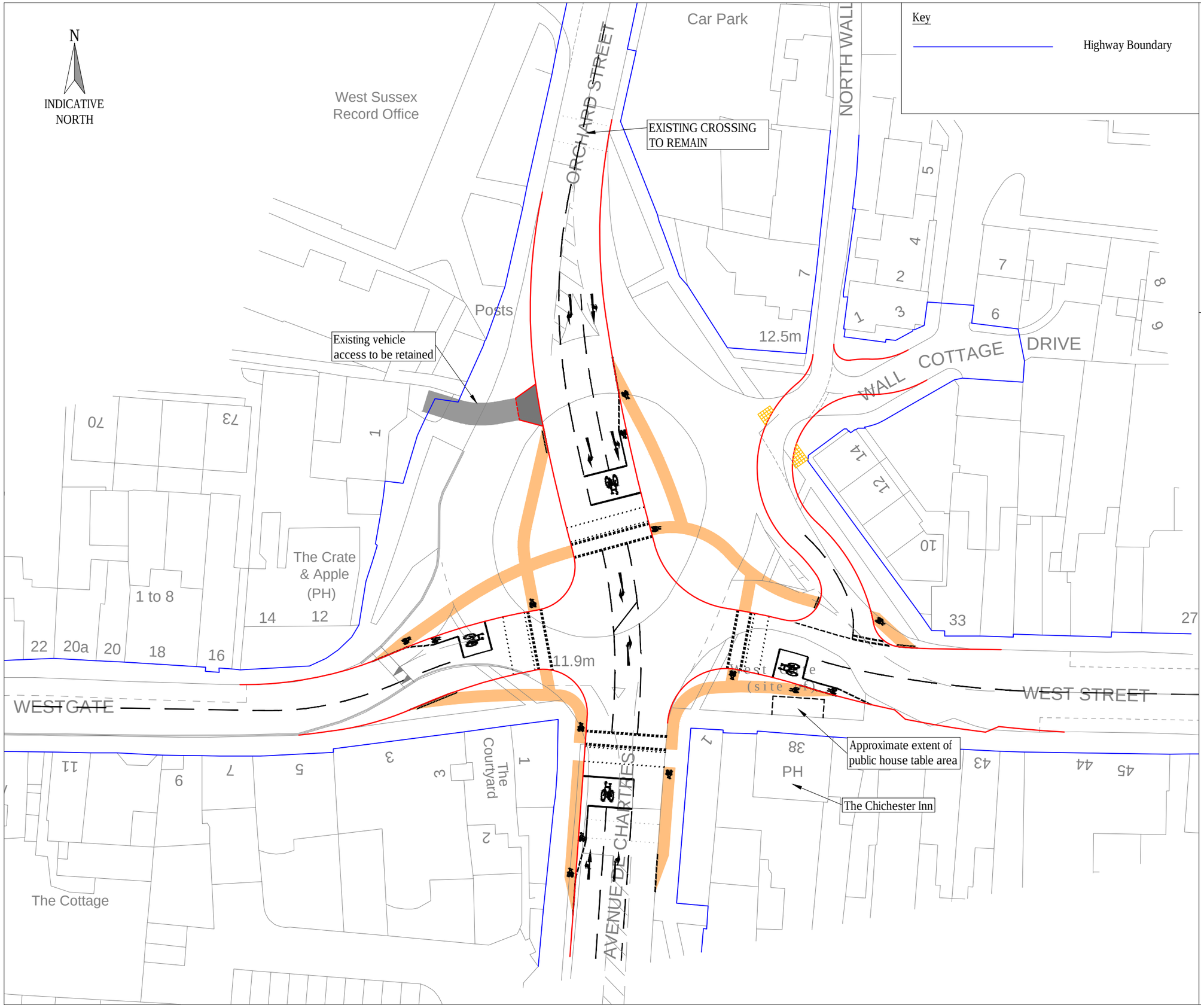

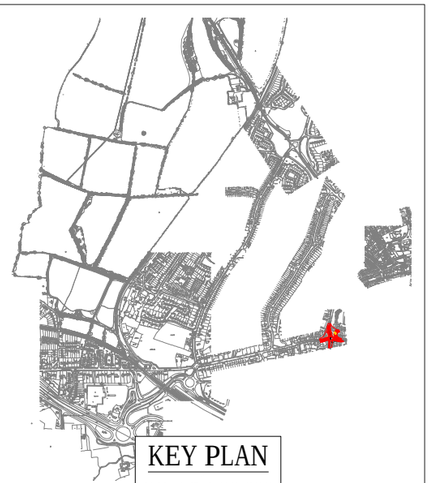

Rev	Date	Description	By	Apvd
P1	18.05.19	Preliminary issue	SW	GS

PROJECT:
WEST CHICHESTER S278 WORKS

TITLE:
WESTGATE/ORCHARD STREET
PROPOSED SIGNALISED JUNCTION
OPTION 4

CLIENT:
miller homes
Linden HOMES

SCALE@A3:
1:500

PROJECT REF:
19183

DRAWING No: WGOS-SK001

REV: P1

Revision Referencing
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3.2 Minutes

Meeting Title: ***Infrastructure Steering Group – Meeting No.1***

Date & Venue: 17th June 2019 County Hall, Chichester

Present:
Adam Bell (AB) ChiCycle
Andrea O'Shea (AO) Jubb
Andrew Howick (AH) WSCC Officer (Highways)
Chris Sprules (CS) Sustrans
Clare Apel (CA) District Cllr Chichester West Ward
Graeme Smith (GS) Jubb
Henry Mayo (HM) WSCC Officer (Highways)
Ian Bartle (IB) Friends of Centurion Way
Ian Swann (IS) Friends of Centurion Way
Jeremy Hunt (JH) WCSS Member of Chichester North
Jo Bell (JBE) Chichester District Council (Planning)
John Davies (JD) Westgate Residents Association
John-Henry Bowden (JHB) District Cllr Chichester West Ward
Jon Bentley (JB) Miller Homes
Julia Smith (JS) Community Note Taker
Louise Goldsmith (LG) Member for Chichester West & CC Leader
Madelaine Owens (MO) East Broyle Residents Association
Mike Evans (ME) West Walls Residents Association
Paul Wreyford (PW) Parklands Residents Association
Paula Chatfield (PC) Parklands Residents Association
Philip Maber (PM) Chichester Cycle Forum
Richard Brownfield (RB) Westgate Residents Association
Stephen Clark (SC) Linden Homes
Steven Shaw (SS) WSCC Officer (Development)
Vanessa Stern (VS) Summersdale Residents Association

Next Meeting: TBC

Item	Description	Action
1.0	***Introductions & Housekeeping***	
2.0	***Terms of Reference***	
2.1	GS highlighted the Terms of Reference document issued with the meeting invitation and requested any comments on the document.	
2.2	JHB queried the purpose of the ISG – is it an Advisory Group? How will it work?	
2.3	SS confirmed the Section 106 agreement (S106) stipulates the requirement for an ISG to be formed to advise the Detailed Design stage of the schemes agreed in principle and included in the 106. Any comments/recommendations received within the ISG would be fed to the Developer to review and determine if items can be incorporated into the design prior to the Section 278 (S278) agreement process.	
2.4	PC queried whether Jubb had replaced the Remarkable company involved in the scheme to date. JB confirmed Jubb had taken on the role held by Vectos previously, with the intention of progressing Vectos' preliminary S278 designs approved within the S106, forward to delivery. JB confirmed Vectos remained involved on the Phase 2 works, advising strategic planning.	

3.0	***Membership***	
3.1	GS asked the group if there were any comments/concerns with regard to membership of the ISG.	
3.2	JH queried whether Bishop Luffa school had been invited to attend the group, due to the impacts on safe routes to the School. Confirmed they had been involved previously. SS confirmed they should be invited, possibly on a meeting-specific basis. JH suggested to approach the Headteacher Mr. Austen Hindman or Mark Nicholds (Business Manager) who had both been involved previously.	GS/SS to actions
3.3	PC queried whether representation from the team involved with ChEmRoute was appropriate (proposed route from Westgate to Fishbourne). SS confirmed whilst there was some overlap with this scheme, no representatives involved with ChEmRoute would be formally requested to attend. Joint working within WSCC would be on-going to ensure appropriate coordination. LG confirmed the route doesn't extend to Westgate at this stage, and therefore there is no direct overlap with the S106 schemes in discussion.	
3.4	PC queried as to whether there would be links with highways drainage and Environmental Health, more specifically emissions within the S106 scheme. SS confirmed they all relevant disciplines would be involved through the detailed design process.	
3.5	SS asked the Group to confirm Membership moving forward, including nominated substitutes. This was in view of the requirement for 1 member only per organisation. PW was confirmed as an additional member representing Parklands Residents Association in the role of Traffic Advisor. SS commented on the membership of Adrian Moss (representing Fishbourne). It was confirmed that as the S106 schemes do not affect these areas, this was not required. LG in her capacity as local member would keep Fishbourne Parish Council updated. JD was confirmed as an additional member representing Westgate Residents Association in the role of Traffic Advisor. IB confirmed he would be replaced by IS as representative for Friends of Centurion Way.	ALL
3.6	JB requested that any comments/documentation submitted to the ISG moving forward was collated and submitted by one representative of each organisation.	
3.7	SS requested that overall membership of the ISG was kept under review moving forward, as the schemes develop.	
4.0	***Scheme Background***	
4.1	GS provided an overview of the two schemes proposed for discussion in this meeting.	
4.2	GS confirmed the first meeting would review the Westgate/Orchard Street signalised junction proposals. PC queried why the focus was on this scheme. There were requests from the Group to understand the programme for delivery of the S106 and trigger dates in terms of the construction of the White House Farm Development. GS confirmed this was due to the scale and complexity of the signalised junction in comparison with other schemes within the S106.	
4.3	It was noted by the Group that due to the interactions between the different schemes in the S106, this may result in different comments coming forward when reviewed – requires consideration to ensure consistency.	
4.4	JB/GS confirmed the 7 different S278 schemes within the S106 can be circulated for review, alongside information of the programme and trigger dates. SS confirmed the programme is largely determined by the Developers.	GS

4.5	There was concern from the Group about the impact of the southern access road for the Development (within Phase 2) impacting or making aspects of the S106 works within Phase 1 redundant. In addition, concerns were raised about construction traffic for the Development site whilst the S278 works were in progress and the impacts to traffic.	
4.6	SS confirmed the S106 works related to Phase 1 only. Phase 2 has not yet been consented and as such no details of the works are available for consideration in line with the S106 works. The Group requested greater community engagement in the Phase 2 application. PC further requested more information on programme/timings to understand what to expect when, in order to manage involvement. LG agreed a timeline would be beneficial. JB confirmed these details could be prepared for the next meeting. SS requested information of Phase 2 from the Developer – JB confirmed he would speak with his strategic land team.	JB JB
5.0	***Westgate / Orchard Street Signalised Junction & Westgate Improvements***	
5.1	GS at request provided an overview of the Westgate/Orchard Street signalised junction scheme and the Westgate Improvements scheme.	
5.2	PW commented on the proposed junction design, highlighting issues with the combination of dedicated on and off-road cycle routes – results in conflict. PW highlighted other aspects of the design that were non-compliant, conflicting, confusing.	
5.3	CS discussed the National Cycle Route 2 (NCR2) running from Dover to Cornwall, which passes through this junction. CS commented that it appeared as if the route was trying to be designed in 100-yard stretches and ultimately this wouldn't achieve the right result.	
5.4	There was a query raised regarding whether the designers had had sight of the West Sussex Cycling Design Guide – based on existing Department for Transport and Sustrans guidance. SS confirmed this was not yet adopted and had therefore not been shared with developers and their consultants.	
5.5	ME raised a query of how pedestrians and cyclists would be controlled on the off-road routes, and what the width of the proposed off-road routes was proposed to be. GS confirmed the off-road routes are 1.5m in width and acknowledged this is below standard. GS commented that the current designs had not been progressed by Jubb from the agreed S106 schemes in advance of the ISG meetings, as it was agreed the Group would input into the designs moving forward.	
5.6	ME commented the scheme is not as well thought out as could be. ME tabled a drawing prepared by the West Walls RA showing a scheme retaining the roundabout. ME highlighted a number of issues with the signalised junction design that the tabled design sought to resolve, including that it does not link with cycle route down North Walls, issues with buses turning right through the junction, lack of consideration of the Walls City Walk, removal of the existing tree and other planting/landscaping. ME confirmed there were a list of concerns of the proposed scheme on the back of the drawing supplied by ME.	
5.7	PW commented that WSCC were undertaking a parking review which included removal of parking on north side of Westgate. SS confirmed engagement with appropriate departments including the parking team would be undertaken at an appropriate stage to ensure the schemes are approached in a holistic way.	
5.8	RB commented on the proposed junction, including concerns regarding removal of the roundabout without substantial improvements to Westgate. Current proposals do not link the two aspects appropriately. He further commented the schemes are not in accordance with cycle guidance and need to be re-thought.	

5.9	PC commented she was more optimistic about the junction proposals, commenting that a large amount of space would be taken from the center of the roundabout and put around edges for people to enjoy. In addition, there would be additional benefits from new trees and planting. She commented that the traffic light phasing would likely transfer rat-runners back on to the main A-roads. PC noted some concerns including blind concerns for pedestrians, insufficient space for cyclists, and the congestion of the routes into the City Centre.	
5.10	There was a comment from the Group regarding traffic from the main entrance of Chichester College, using the roundabout to u-turn to leave the City. This would be removed by the introduction of traffic signals.	
5.11	JH raised the issue of working on the proposed junction whilst construction traffic for the development was also using the route. SS confirmed construction traffic management is contained within the S106 and would be coordinated to avoid any conflicts.	
5.12	PC requested further information in to how the concept of the signalised roundabout was developed. The Group collectively raised concerns into how the outline application was determined. Also, the Group stated there was not sufficient opportunity to review the proposals within the S106 before it was agreed and sealed into the S106.	
5.13	PC requested confirmation of the process moving forward – would further planning permissions be required? Would any TROs be required? What is the process for the Section 278 agreement? Would there be opportunity to comment on this.	
5.14	JBE confirmed no further planning required as the outline permission grants consent for the S278 works within the S106. AH confirmed the process for the S278. This would be based on the preliminary drawings within the S106 and would be detailed design of these schemes in accordance with their requirements rather than fundamental revision of the schemes.	
5.15	PC queries as to whether there was a vision for the new spaces created around roundabout. PC noted there is an existing AQMA (Air Quality Management Area) located to the northern end of Orchard Street, and therefore introduction of new trees would be of benefit. PC also commented introduction of a designated parking/loading area for the Crate & Apple pub would be of benefit.	
5.16	CS queried the proposed cycle route on Westgate itself. GS confirmed it would remain largely as existing, however the cycle bypasses would be increased in width. CS stated that the by-passes and cycle lane arrangement is dangerous, due to passing parked vehicles and the by-passes themselves.	
5.17	PW commented for Westgate that an effective means of reducing traffic volume is required, as speed is the problem. It was deemed further traffic calming was not the solution to this.	
5.18	JB stated that as a representative of Miller Homes he would need to take the identified issues back to the business for review. JB commented that the schemes had not been changed for a considerable amount of time, however in view of the objections and concerns put forward by the Group, there was significant concern of how a scheme has been put forward into the S106 that isn't deliverable.	
5.19	LG commented that the issues raised in this meeting had been voiced in previous groups and concerns/comments had been submitted. Objections had also been raised at planning meetings, but objectors informed there would be opportunity to influence the schemes at a later date.	
5.20	SS outlined the process undertaken to date with regard to the schemes incorporated in the S106.	
5.21	SS confirmed Miller/Linden would need to go back to their respective organisations to determine whether there was scope to make fundamental changes to the schemes within the S106.	
5.22	JBE commented it was unusual to make changes to the principles of the schemes included in a S106. The decision on the S106 was taken by Member Committee.	

5.23	JHB commented that the overall aim should be to deliver a safe and sustainable route from the development into the City Centre. He commented the principle was correct, but there wasn't yet a deliverable scheme.	
5.24	PC commented it would be difficult to look at Westgate without considering the Westgate/Sherbourne Road junction improvements. She commented on the intensity of use of this junction due to routes to and from the schools and colleges, and suggested the junction needed review in terms of pedestrian capacity.	
5.25	CS commented the proposed were not putting people first. Non-motorised users should be prioritised. CS stated it was unusual to include the proposed segregation on Westgate – usual to promote remove of white lining for the benefit of non-motorised users.	
6.0	***Concluding Statements***	
6.1	JB stated he could not speak entirely on Millers behalf; however, they would not normally entertain changes to the S106 once agreed as this is viewed as a backward step.	
6.2	LG queried as to whether a letter to Millers/Lindens Directors would be appropriate proposing the changes – this was agreed by the Group. LG to prepare letter on behalf of Group.	LG
6.3	GS asked if there were any further comments/representations from the Group.	
6.4	GS requested all comments and supporting evidence be submitted to Jubb with a deadline of 2 weeks from today's meeting date (01/07/2019). GS also requested that suggestions of what people would like to see also be submitted.	ALL
7.0	***Next Meeting***	
	Next meeting to be confirmed.	

Post Meeting Note:

All comments, suggestions and supporting evidence to be submitted to the following email address by 1st July 2019:

isg@jubb.uk.com

3.3 Feedback Table

Group	Comments	Developer Response
Friends of Centurion Way (FoCW)	▪ Preserve and enhance Centurion Way and its connection to and from the City.	The S106 works will not affect the existing off-road Centurion Way cycle route but will enhance the connection into the city through the upgrading of the junction at Sherbourne Road/ Westgate, along Westgate and the significant improvements to transform the roundabout to a signal-controlled junction at Westgate/ Orchard Street.
	▪ Concerned that cutting off Westgate through downgrading will reduce and discourage the use of Centurion Way.	Westgate will be enhanced through the removal of the existing cycle bypass arrangement which are only 0.75m width to provide an improved arrangement increased to 1.5m width encouraging cyclist use.
	▪ Reluctantly support the SAR (Southern Access Road) but flag that it should not go beyond the Sherborne Road roundabout, rather it should go into Cathedral roundabout or be re-routed entirely to the Clay Lane corner and a separate A27 access and junction.	This forum is concerned with the S106 works agreed as part of the Phase 1 planning approval ref. 14_04301_OUT only.
	▪ Support a safe, segregated cycle path from the city centre in order to link into the southern end of Centurion Way which is not delivered by the plan.	Delivery of a segregated cycle path from the city centre to link into Centurion Way is outside the scope of the agreed S106 works.
	▪ Believe that the current proposed plans do not provide a safe, segregated cycle or pedestrian link along Westgate and with increased traffic volumes and no change to cycling provision, this will degrade access to & from Centurion Way.	Westgate will be enhanced through the removal of the existing cycle bypass arrangement which are only 0.75m width to provide an improved arrangement increased to 1.5m width encouraging cyclist use.
	▪ Keen about preservation of the green spaces at Sherborne Road roundabout and at the main Westgate/Avenue de Chartres roundabout.	**Sherbourne Road roundabout:** the carriageway and footway/cycleway will be widened around the junction to improve the users experience predominately for pedestrians and cyclists. This will therefore require the removal of an element of the existing green space. **Westgate/ Orchard Street traffic-signals**: the upgrading of the junction will see the green area reduced due to the increase in paved area to develop enhanced farcicalities for pedestrians and cyclists in combination with the traffic signals. During the detailed design the landscaping will be developed in keeping with the surrounding areas.
	▪ Believe that the current s106 plans downgrade Westgate as they remove traffic calming measures by the Sherborne Road roundabout and one further build out, and they do nothing to protect cyclists from weaving around park cars and build outs as there is no designated cycle or pedestrian path and crossings.	The developer is working within the constraints of the agreed S106 proposals for the works along Westgate considering possible enhancements where achievable. Since the initial ISG held in June 2019 the developer has reviewed the proposals for the works along Westgate and considers that there is no reduction in traffic calming measures at the Sherbourne Road junction and the existing cycle bypass arrangements will be enhanced to provide increased width for cyclists. There are existing uncontrolled crossing points across Westgate and the developer looked to add additional points associated with the existing raised traffic calming humps. However, this is not possible in a number of locations due to the existing locations of private drives onto Westgate. The parking along Westgate is formalised into bays or demarcated by build outs therefore the developer considers there is a consistent line for cyclists to take along Westgate. If vehicles are parked in unauthorised areas, then this is an enforcement issue outside the scope of the agreed S106 works.
	▪ Westgate is a residential road, and, in the Narrows, there is insufficient width and a local desire to retain on-street parking. A solution must be found to reduce traffic and address cycle/pedestrian safe routes.	The Narrows (eastern end of Westgate on approach to the existing Westgate/ Orchard Street junction) is a challenging section of the route. Due to the existing width between buildings, existing parking bays and carriageway alignment on the approach to the

Group	Comments	Developer Response
		junction. Due to this the developer has removed the central median strip from this area as proposed in the original S106 works. This is to keep the Narrows current feel of shared space with its paved surface and minimal kerb upstands to facilitate low vehicle speeds and allow pedestrians, cyclists and vehicles to use the area.
	▪ The association supports parking defined by planters (to prevent cars speeding when there are fewer parked cars), continuous pavements, closing the route to Bishop Luffa school buses, road narrowing to slow and discourage through traffic.	The existing layout defines parking by locating planters at the end of bays to reduce vehicle speeds. The closing of the route to Bishop Luffa school buses is outside the scope of the S106 works.
	▪ The draft S106 plans show dangerous acute turns from the cycle path into the traffic stream to avoid parked cars.	The revised proposals have taken this point into consideration, as the detail design develops Road Safety Audits and the S278 reviews by West Sussex County Council will consider issues of safety in design to develop a scheme fit for purpose.
	▪ The roundabout at Westgate/Avenue de Chartres appears to deliver improved measures for cyclists and pedestrians (given signalling and right of way) but the association observe this is pointless investment if there is not the means for cyclists/pedestrians to get to or from this point	The developer considers that the improvements to the route along Westgate will improve the connectivity together with the improved link to the south for pedestrians/ cyclists and to the cycle route along the North Walls link.
	▪ There are only traffic counters in situ on Westgate. The association requests that walking/cycling counters are installed both on Westgate and by the railway bridge near Bishop Luffa School for 12 months to measure this vital piece of missing information.	This is outside the scope of the S106 works although will be raised with WSCC as to how additional counters may be added to the existing network.
West Walls Residents Association	The association believes that the plan shows an outline concept that would meet the needs for: ▪ A safe cycle route from the west into the city centre and the well-used North Walls cycle route. ▪ Support for all local bus routes. ▪ Through traffic on the A286 whilst minimising pollution. ▪ Full access for local residents and businesses.	No response required
	The associations concerns on the Jubb plan no. WGOS-SK001 include:	
	▪ Traffic lights will lead to increased pollution from waiting traffic queues. Weighting the traffic lights in favour of one route (e.g. for the many buses leaving West Street) will cause increased holdups and pollution on other routes.	The implementation of traffic signals at Westgate/ Orchard Street junction were agreed through planning (ref. 14_04301_OUT) and formalised via the S106 agreement. During the detailed design the developer will be considering the phasing of the traffic signals in consultation with WSCC to provide the most efficient arrangement to provide a smooth flow of traffic while balancing the needs of pedestrians and cyclists.
	▪ The proposed entrance/exit to North Walls/Wall Cottage Drive is impractical: – It is too marrow, on such a tight radius, for vehicles to pass. – It is impractical/impossible to turn right into the queue of traffic waiting at the traffic lights. – It will not cope with the volume of traffic from County Hall (employees, large delivery vehicles, and visitors). – It does not connect with the existing well-used cycle route along North Walls to the northern city centre and towards St Richard's Hospital and the university.	The developer has reviewed the layout for the access into Wall Cottage Drive. The arrangement has been amended during a period of design development since the initial ISG meeting to consider the cycleway connectivity to North Walls and the layout of the exit onto West Street. Further updates will be made as the design develops.

Group	Comments	Developer Response
	▪ Southbound vehicles exiting from Tollhouse Close, Marriott House & Lodge and Chichester College must not be sent unnecessarily up Orchard Street to drive round the Northgate gyratory and return back down Orchard Street, in order to proceed south on Avenue de Chartres. As the closure of Westgate to through traffic is an option, we cannot rely on vehicles being able to turn left at the junction and proceed down the length of Westgate to reach Cathedral Way (and in any case through traffic along Westgate should be discouraged).	The closure of Westgate to traffic is outside the scope of the S106 works. Vehicles leaving the Tollhouse Close and others wishing to head north will either use Westgate or Northgate Gyratory. The developer will discuss options to discourage vehicles using Westgate during the development of the design of the signal-controlled junction at Westgate/ Orchard Street. It should be noted that the main car park for Chichester college and vehicle access is signed off the A259 Cathedral Way/ Via Ravenna roundabout.
	▪ The destruction of the current green space, and lack of clarity and assurance on the maintenance of any future green space, means that the urban landscape will be significantly damaged.	The proposed green space will be designed sympathetically with the existing Chichester concept and agreed with WSCC. The initial maintenance of the space will be with the developer following the completed construction. The developer during the detailed design will discuss the maintenance arrangements with WSCC and the community to agree the most suitable future provision.
Chichester & District Cycle Forum	▪ S106 –Westgate: – The NCN 2 (and NCR 88) runs along Westgate entering by the college and leaving by the rail bridge (for NCN2) or Centurion Way (NCR 88). – Currently this route is used as a rat run and will have increased traffic movement as White House Farm develops. – To keep the City moving traffic levels must be reduced and NMU / Cycle levels increased substantially.	Points acknowledged and will be considered during the development of the designs.
	▪ Westgate The request is to be bold and create a safe cycle route along this road that is separate from motor traffic. – Thought could be given to stopping through traffic and allowing only local traffic movement. – Parked cars could be moved away from path / kerb to allow cycle routes on both sides (Southsea sea front) – Change of surface and introduction of raised flower beds to signify its change of use (Bristol)	The proposals suggested for Westgate are outside of the scope of the agreed S106 designs.
	• Roundabout at West Street – Priority could be changed so that Westgate and West street have the priority at the cross roads and the A286 has to stop at the crossroad junction. Given the levels of traffic on Westgate and West street this would not cause much problem – Installing traffic lights and removing the roundabout is an expensive option and if this is the preferred option the route should be off road with separate lights/priority – Of course, if we were being bold the cycle path would go through the centre of the roundabout with priority given to cyclists.	The proposals at Westgate/ Orchard Street roundabout have been developed since the initial ISG session. Further work to understand the full impacts on the flow of pedestrians, cyclists and vehicles is ongoing considering a balance between all users.
ChiCycle	▪ ChiCycle believes that in respect of the proposed Westgate/Orchard Road junction, the proposal to replace the roundabout with a signalised junction makes sense in view of the majority of motorised traffic being north-south. However, the suggested plans do not take into account improvements taking place elsewhere.	The proposals are being considered in light of all of the identified improvements as part of the S106 highway improvements.

Group	Comments	Developer Response
	▪ The proposals discussed at the ISG meeting have a number of serious planning flaws which are summarised below: – Having 2 options for cyclists – on and off-road would be confusing and would also create potential conflicts. – The off-road option provides a very narrow track completely contrary to Sustrans and DfT guidance for path width, as well as creating conflict with pedestrians. – There is no information provided as to how the off-road cycle flow would be managed across the various lanes, whilst the on-road option would not provide any safe way of turning, as there is no lane marking across the junction. – There would also be conflict with motorised traffic entering or leaving Wall Cottage Drive, as anyone cycling on the off-road facility would have to give way, and in addition, motorists would not expect to have to stop close to a signalled junction.	Designs have been developed since the initial ISG in June 2019: ▪ Cyclists to remain on road – less confident cyclists will be able to dismount and utilise the controlled crossing points around the junction to access the off-road cycle routes. ▪ The proposals for entering Wall Cottage have been reviewed. Confident cyclists would remain on carriageway and less confident users would access via the shared area adjacent to the signal-controlled crossing. They would then navigate the junction via the various controlled crossing points.
	▪ The second set of plans covering the section further along Westgate are also flawed and would create dangerous conflict between cyclists and other road traffic. They also do not take into account that the Sherbourne Road/Westgate roundabout would also have to be substantially re-developed in the future when the Southern Access Road is built.	Since the initial ISG the proposals from Sherbourne Road/ Westgate to Westgate/ Orchard Street have been considered and revised layout issued to ISG members. The development of the Southern Access Road is outside the scope of the S106 proposals and the ISG.
	– Currently that section of Westgate has no central white line. TfL data shows that on such roads, vehicle speeds tend to be lower. Therefore, adding a median strip would appear to be counter-productive and would increase speeds.	Agreed, the median line has been removed from the proposals.
	– Amending the current cut-outs to widen them, but then also adding further parking merely means that you would be forcing cyclists to weave in and out of the path of cars, which would be very dangerous. Bikeability cycle training states that cyclists should be at least an arms-length away from parked cars. Having an island 2m away from the kerb merely creates an artificial pinch-point. These plans fail to recognise that cyclists are traffic as well. In the absence of any segregated cycle lane along the whole stretch of the road, then cyclists should not be corralled.	The proposals along Westgate have been amended since the initial ISG session. Working within the scope of the S106 proposals the cycle bypass points have been widened to 1.5m clear width adjacent to planters along Westgate. The purpose of these areas are to protect cyclists, assist in wayfinding for cyclists and provide traffic calming features to reduce vehicle speeds along Westgate. The proposals do not prevent cyclists from being an arm's length away from parked cars as they navigate Westgate.
	– Side roads should have a continuous footway across them, as this slows traffic.	▪ Junction off Westgate include: ▪ Mount Lane – has existing continuous footway ▪ Henty Gardens – footway discontinues across mouth of junction – option to provide continuous footway will be discussed with WSCC ▪ St Bartholomew's – existing table top and paved carriageway off Westgate extends into the mouth of the junction providing a flush crossing point without tactile paving present which is to be provided. ▪ Parklands Road – wide junction with table top arrangement as road users enter and exits Westgate – no tactile paving present which are to be provided to create improvements for the visually impaired – footway not to be continuous. ▪ Tannery Close - footway discontinues across mouth of junction – option to provide continuous footway will be discussed with WSCC

Group	Comments	Developer Response
		▪ Access to the rear of Chichester College – unused field gate to the rear of college car park - footway discontinues across mouth of junction – option to provide continuous footway will be discussed with WSCC.
	– Bearing in mind the low volumes of motorised traffic along Westgate, there has not been any consideration for considering best practice along what would be built in the Netherlands? In a built-up area, pedestrians and cyclists have priority over motorised traffic.	The Department for Transport is considering changing the highway code to give venerable road users priority over cars in certain situations and encouraging the use of the Dutch reach system when opening car doors. The principles of the engineering proposals are set out by the S106 agreement and significant changes to this are outside the scope of this work.
	▪ Safety of people on foot or on bikes is key and the design proposed needs to be as elegant as possible to make this a fitting entrance to the City.	The developer is working within the limits of the agreed S106 proposals, actively taking on board comments from ISG where possible to implement improvements to the current agreed scope of works. The schemes from Centurion Way to the signal-controlled junction at Westgate/ Orchard Street have been considered as a continuous scheme and comments are welcomed on the updated proposals.
	▪ Ideally Westgate can be severed from through traffic with bollards allowing permeability for buses, bikes and pedestrians.	The severing of Westgate is outside the scope of the agreed S106 proposals.
	▪ Should this not be possible, then a segregated cycle route would be necessary from Centurion Way into the City.	Provision of a segregated cycle route is outside the scope of the agreed S106 proposals.
	▪ The median strip is unhelpful as it doesn't give more space to people on foot or on bikes in fact it takes space away.	The median strip has been removed from the proposals.
	▪ Parking on the narrows should be staggered either side of the road to slow traffic down.	Amendments to the provision of parking is outside the scope of the agreed S106 proposals. However, the option to realign the parking will be discussed with WSCC as a potential improvement.
	Also included a copy of the Phil Jones Associates report (2016) which critiques the infrastructure proposed by Vectos for Westgate and provides several proposals.	The report has been and will be reviewed during the detailed design phase to seek opportunities to implement suggestions to align with the report's concepts where practicable.
Westgate Residents Association	▪ Southern Access Road – The WGRA supports the building of the Southern Access Road (SAR). ▪ The WGRA objects very strongly the Vectos plan showing the SAR joining into Westgate. It must go directly into the Cathedral Way/Via Ravenna Roundabout. The Westgate/Sherborne Road roundabout does not have adequate capacity to cope with the additional traffic from Whitehouse Farm.	This forum is concerned with the S106 works agreed as part of the Phase 1 planning approval ref. 14_04301_OUT only.
	Westgate Improvement Scheme (Jubb Drawing WG-SK001) The priority for residents is to reduce traffic volumes and speeds given the expected increased traffic from phase 1 of the WoC development. The plans do not do this. Westgate is a residential road with its own bypass (Ave de Chartres and Via Ravenna), which through traffic should be encouraged to use.	Noted

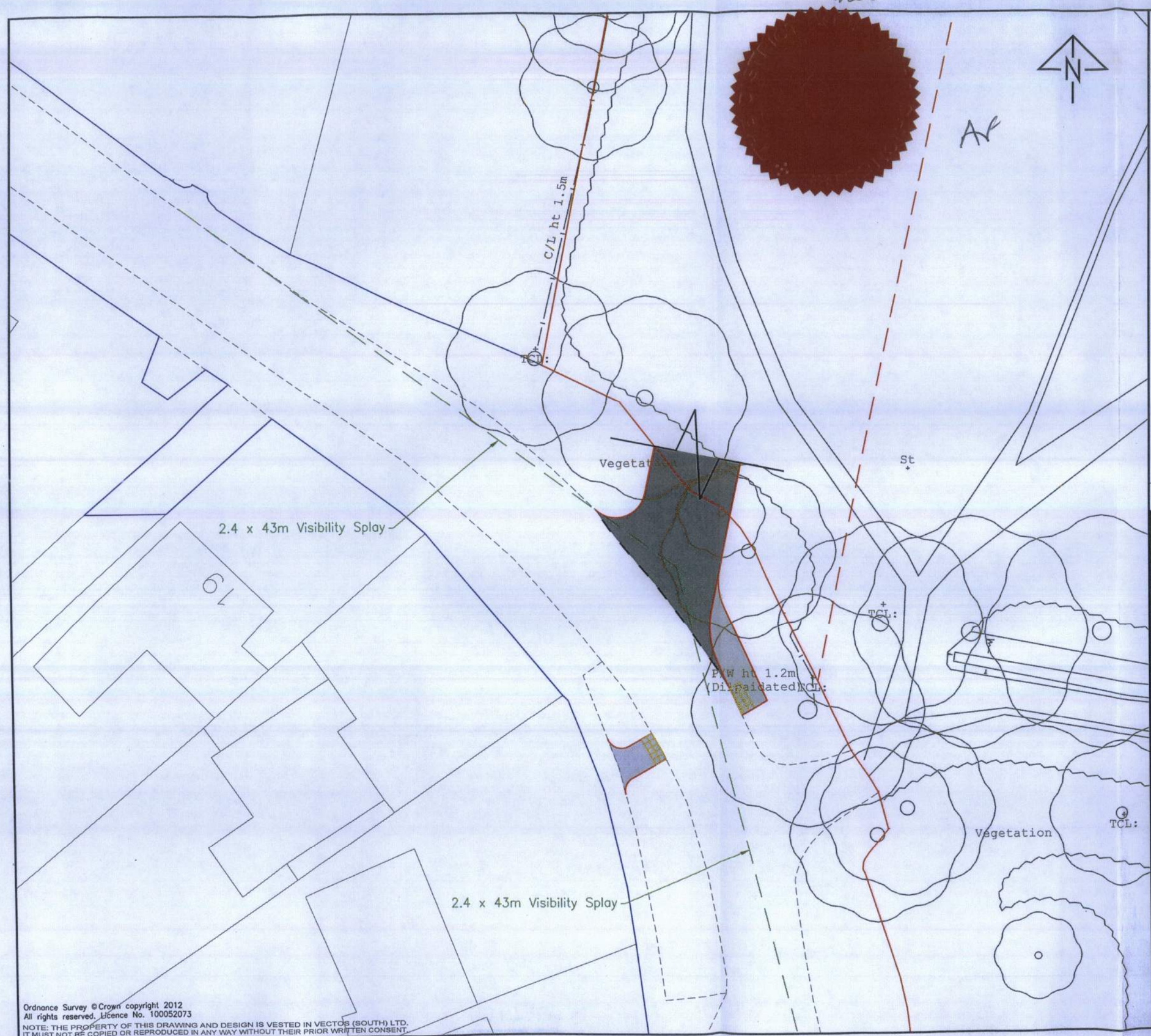
Group	Comments	Developer Response
	▪ WGRA supports construction of a safe, segregated cycle path along the length of West-gate from the A286 to Centurion Way. Roundabout works are pointless unless cyclists have a safe route to reach them.	The developer is working within the limits of the agreed S106 proposals. Actively taking on board comments from ISG where possible to implement improvements to the current agreed scope of works. The schemes from Centurion Way to the signal-controlled junction at Westgate/ Orchard Street have been considered as a continuous scheme and comments are welcomed on the updated proposals.
	▪ Between Sherborne Road and Parklands Road a separate cycle path can easily be in-stalled on the north side of the road. This should be associated with remodelling of the build outs/planters to enhance the traffic calming.	There are in the region of fourteen private driveways onto Westgate from the northern side all with poor visibility due to high hedges, fencing and brick boundary treatments which would lead to risk of collisions between cyclists and vehicles emerging from these properties. Cyclists would then need to enter the carriageway from Parklands through to Westgate/ Orchard Street roundabout. The developer is working within the limits of the agreed S106 proposals, actively taking on board comments from ISG where possible to implement improvements to the current agreed scope of works.
	▪ The Jubb plan shows the removal of an existing traffic island and pinch point. No existing traffic calming, including raised platforms, should be removed without a satisfactory alternative being in place.	Agreed, the traffic island at the western end of Westgate is to remain.
	▪ We note the Road Space Audit/Parking Scheme would introduce no parking on the north side. Currently parking on these lines blocks drives and restricts safe emerging access across the cycle route. Near misses frequently occur.	Amendments to the provision of parking is outside the scope of the agreed S106 proposals.
	▪ The transition to the west into the Sherborne Road/Westgate roundabout MUST be shown and considered, particularly given volumes of pupils, college students, existing and anticipated footfall from the development.	Agreed, plans updated to reflect the single scheme along Westgate and its junctions to the west and eastern extents.
	– East of Parklands Road it is a WGRA "red-line" that parking must be retained. There is not sufficient width for pavements, two carriageways, parking and a cycle path. Options for this section must be urgently assessed. Options could include the following: ➢ One-way traffic in either direction through the Narrows ➢ A road closure near the west end of the Narrows (except for emergency vehicles) ➢ Shared space with cyclists given priority ➢ Residents only access/narrowed pinch points on entry to deter traffic	On review of the scheme proposals within the area of the Narrows the median strip has been removed and it is proposed to repair the existing coloured block paving. This will retain the existing shared space feel of this area that currently exists with minimal road markings, bollards and low height/ flush kerbing. Amendments to the provision of traffic flow, road closures and parking are outside the scope of the agreed S106 proposals.
	▪ The use of a "median strip" will not have any significant effect on vehicle speeds but will make vehicles travel closer to the pavement causing danger to cyclists and pedestrians. It should be removed from the plan.	Agreed, this element has been removed from the proposals.
	▪ When the pink paving is replaced, a kerb should be created to separate road users from pedestrians.	Disagree, this does not align with the principals of shared space. This would also be difficult to create due to: • Need to retain existing property threshold levels and therefore the back of the footway level is fixed, to retain this and provide a kerb the carriageway level would need to be lowered requiring significant construction works, unsustainable use of materials and major disruption to residents for very little benefit.

Group	Comments	Developer Response
		• Alternatively, a raised kerb would be utilised which would create an issue for stormwater drainage and trip hazards for pedestrians.
	▪ Review of the current signage to reinforce the existing 20mph and 7.5T limits in West-gate, including repeater signs at the western entrance to Westgate from Sherborne Road and on the bend in the narrows. Re-order signs at the eastern entrance from the A286 roundabout with the 20 signs at the bottom.	Agreed, the existing sign provision will be reviewed during the detailed design and amended to reinforce the 7.5T limit and 20mph speed limit.
	▪ A286 Westgate/West Street Roundabout (Jubb plan no. WGOS-SK001) – WGRA does not support the plan to replace the roundabout with a signalised junction on the grounds of cost. There is also concern about the care of the "green" space that would be created.	The provision of traffic signals and removal of the roundabout were agreed through the planning process and confirmed through the S106 agreement. The proposed green space will be designed sympathetically with the existing Chichester concept and agreed with WSCC together with the mechanism for how the green space will be maintained.
	▪ A satisfactory solution to the problems of traffic exiting Chichester College and Tollhouse Close and wishing to turn South must be found.	Vehicles leaving the Tollhouse Close and others wishing to head north will either use Westgate or Northgate Gyratory. The developer will discuss options to discourage vehicles using Westgate during the development of the design of the signal-controlled junction at Westgate/ Orchard Street. It should be noted that the main car park for Chichester college and vehicle access is signed off the A259 Cathedral Way/ Via Ravenna roundabout.
	▪ A simpler lower-cost plan that addresses cycle safety but retains the roundabout flow of traffic is preferred.	A number of options were considered during the planning stage to retain the roundabout with improvements for cyclists, however these were deemed to not provide the level of safety for cyclists and pedestrians that a signalised junction would offer and the process concluded that a signalised junction would be the best solution.
Parklands Residents Association	▪ PRA supports this principle of a traffic-light controlled junction rather than a roundabout	Noted
	▪ The design should aim to encourage walking and cycling (by all abilities), including by reinforcing the road hierarchy, so that through traffic uses the A286/A259 as intended in preference to Westgate. ▪ As well as short and direct non-vehicular routes (including linking in to North Walls, which takes pedestrians/cyclists off Orchard Street), landscaping of the newly created areas will be key to creating a safe, pleasant environment. ▪ The current bench backing onto to North Walls, this is screened by lavender from the roundabout and is an unexpectedly pleasant place to sit (in terms of visual amenity, noise and scent) as well as being a practical rest point for those who need it. ▪ There needs to be places to sit, places for rubbish bins, low-maintenance plants and trees. Please think about shade, air quality, and biodiversity opportunities, as well as Secured by Design principles for personal security, and create a space that's an asset for users.	All of the points raised are noted and will be considered in the detailed design of the proposals.
	▪ There is a need for a loading bay to be designed to avoid your design being compromised by, for example, deliveries to the Crate and Apple pub.	A loading bay has been added to the layout for the Crate and Apple pub to provide safe access for deliveries and avoid the inconvenience and risk to other road users of dray lorries parking on the footway.

Group	Comments	Developer Response
	▪ I understand latest industry thinking is not to include an advanced stop line for cyclists (the theory being that experienced fit cyclists are already happy to share the road) but to offer the off-road cycle option for the junction for those who need it.	The proposals retain advanced stop lines for cyclists who are more confident and wish to utilise the road network. The pedestrian signals will also enable less experienced cyclists to navigate the junction safely.

Appendix A: Original S106 Drawings

47/2008



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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Brown background is Topographical Survey.
4. Grey background is Ordinance Survey.

Key

- Masterplan Boundary
- Application Boundary
- Highway Boundary

HIGHWAY WORKS DRAWING 3

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Miller Homes & Linden Homes

PROJECT:
Chichester

DRAWING TITLE:
Highways Layout for Determination
Clay Lane Access

SCALES:
1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	MMcC	18/12/2014

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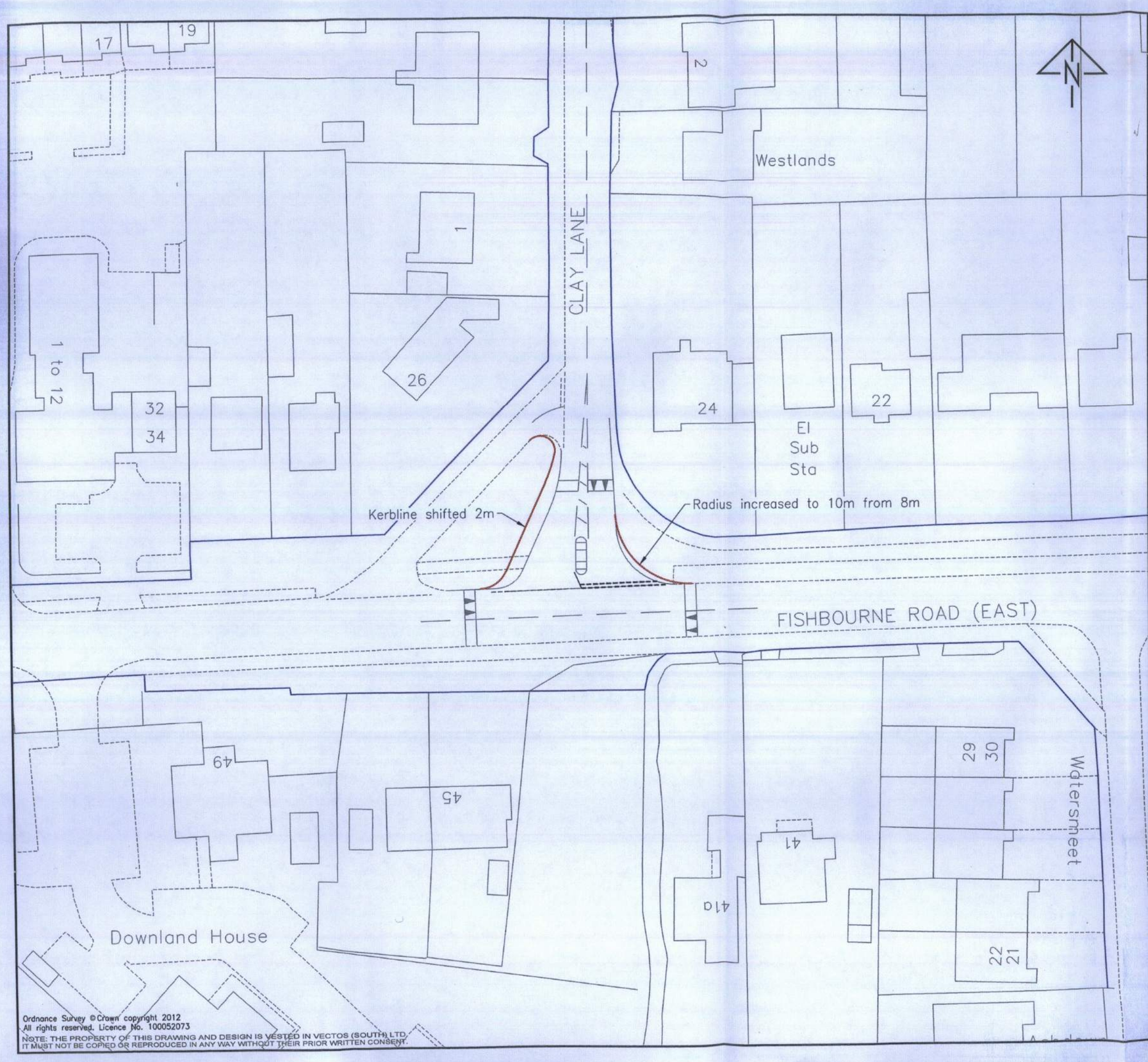
DRAWING NUMBER: 110013/A/55
REVISION: .



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2. White lining is indicative only.
3. See 110013/AT/F01 for Swept Path Analysis.

47/2018

Key

Highway Boundary

AF

HIGHWAY WORKS DRAWING 4

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Miller Homes & Linden Homes

PROJECT:
Chichester

DRAWING TITLE:
Clay Lane/Fishbourne Road Junction widening

SCALES: 1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	MMcC	24/10/2014

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transport planning specialists

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DRAWING NUMBER: 110013/A/48
REVISION: -

EXISITNG CYCLE BYPASS WIDENED TO 2m. EXISTING BOLLARDS REMOVED AND ISLAND WITH HIGH VISIBILITY BOLLARD INSTALLED. EXISTING KERBS WITHIN BYPASS REMOVED AND SURFACE MADE FLUSH.

FORMALISED PARKING BAY ADDED 15m

EXISTING 'H' BAR MARKINGS MAINTAINED

FORMALISED PARKING BAY ADDED 25m

EXISTING 'H' BAR MARKINGS MAINTAINED

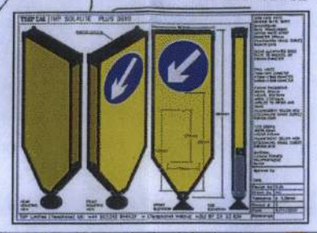
FORMALISED PARKING BAY ADDED 20m

EXISTING BUILD-OUT REMOVED

FORMALISED PARKING BAY ADDED 15m

EXISITNG CYCLE BYPASS WIDENED TO 2m. EXISTING BOLLARDS REMOVED AND ISLAND WITH HIGH VISIBILITY BOLLARD INSTALLED. EXISTING KERBS WITHIN BYPASS REMOVED AND SURFACE MADE FLUSH.

EXISITNG CYCLE BYPASS WIDENED TO 2m. EXISTING BOLLARDS REMOVED AND ISLAND WITH HIGH VISIBILITY BOLLARD INSTALLED. EXISTING KERBS WITHIN BYPASS REMOVED AND SURFACE MADE FLUSH.



EXISTING PARKING BAYS TO BE RETAINED

2.5m APRON ROUNDABOUT IMPROVEMENT WORKS

EXISTING PARKING BAYS TO BE RETAINED

0.5M MEDIAN STRIP AT GRADE SEPARATING CARRIAGEWAY

EXISTING 20MPH ROUNDELS TO BE MAINTAINED

RED SURFACE HRA

0.5M MEDIAN STRIP AT GRADE SEPARATING CARRIAGEWAY

HIGHWAY WORKS DRAWING 5

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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Second option changes	AP	ID	24.11.14
B	Third option changes	AP	ID	04.12.14
B1	Priority narrowings added, Eastern rbout detail added	AP	ID	27.07.15
B2	Cycle bypass improvements, give ways removed, eastern section surfacing to red surface HRA.	JM	MMcC	26.01.16

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

Existing Markings Shown in Red

Proposed Marking Shown in Blue

Chichester

Westgate Improvement Scheme

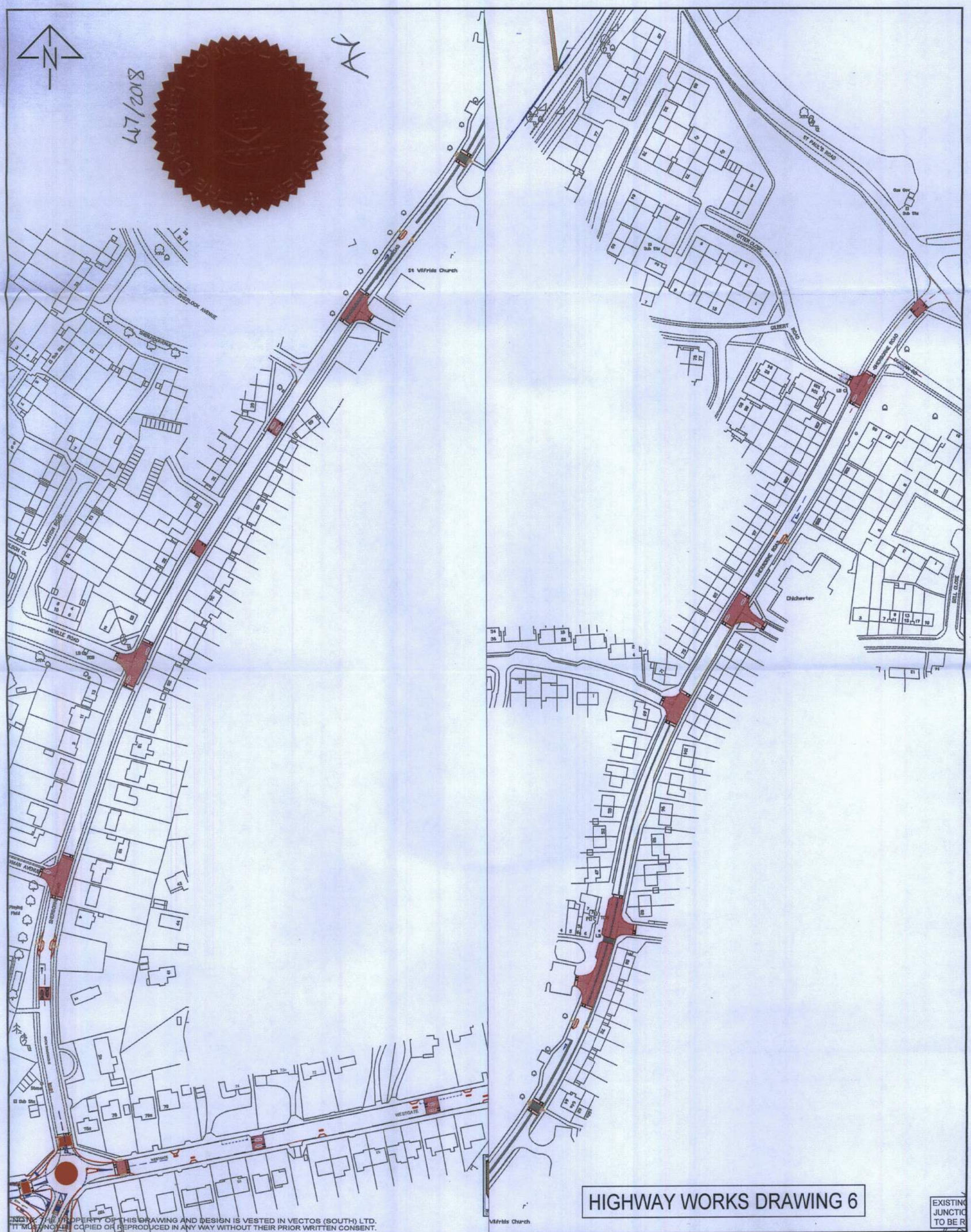
Miller Homes & Linden Homes

vectos transport planning specialists

10th Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
AP	ID	30.10.14	1:2000 at A3	110013_A_50	B2

147/2018



HIGHWAY WORKS DRAWING 6

EXISTING JUNCTIO TO BE R

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REV	DETAILS	DRAWN	CHECKED	DATE
A	Second option changes	AP	ID	24.11.14
B	Third option changes	AP	ID	04.12.14
B1	Tables removed, 2 No. Priority narrowing's added.	AP	ID	30.07.15
B2	Cycle bypasses provided, narrowing adjacent to plots 31 & 48 removed.	JM	ID	25.01.15

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

- Existing Markings Shown in Red
- Proposed Marking Shown in Blue

Chichester

Sherborne Road Proposed Traffic Calming

Miller Homes & Linden Homes

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DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
AP	ID	31.10.14	1:2000 at A3	110013_A_51	B2

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HIGHWAY WORKS DRAWING 7

REV.	DETAILS	DRAWN	CHECKED	DATE
C	WSCC Comments	JM	MMcC	20/07/2016
B	Stage 1 Road Safety Audit	JM	MMcC	29/06/2016
A	Lane marking added southern arm southbound.	JM	MMcC	19/04/2016

CLIENT:
Miller Homes & Linden Homes

PROJECT:
Chichester

DRAWING TITLE:
Westgate/Sherborne Road Mini-Roundabout Improvements Option 2

SCALES:
1:500 at A3

DRAWN: JM | CHECKED: MMcC | DATE: 06/04/2016

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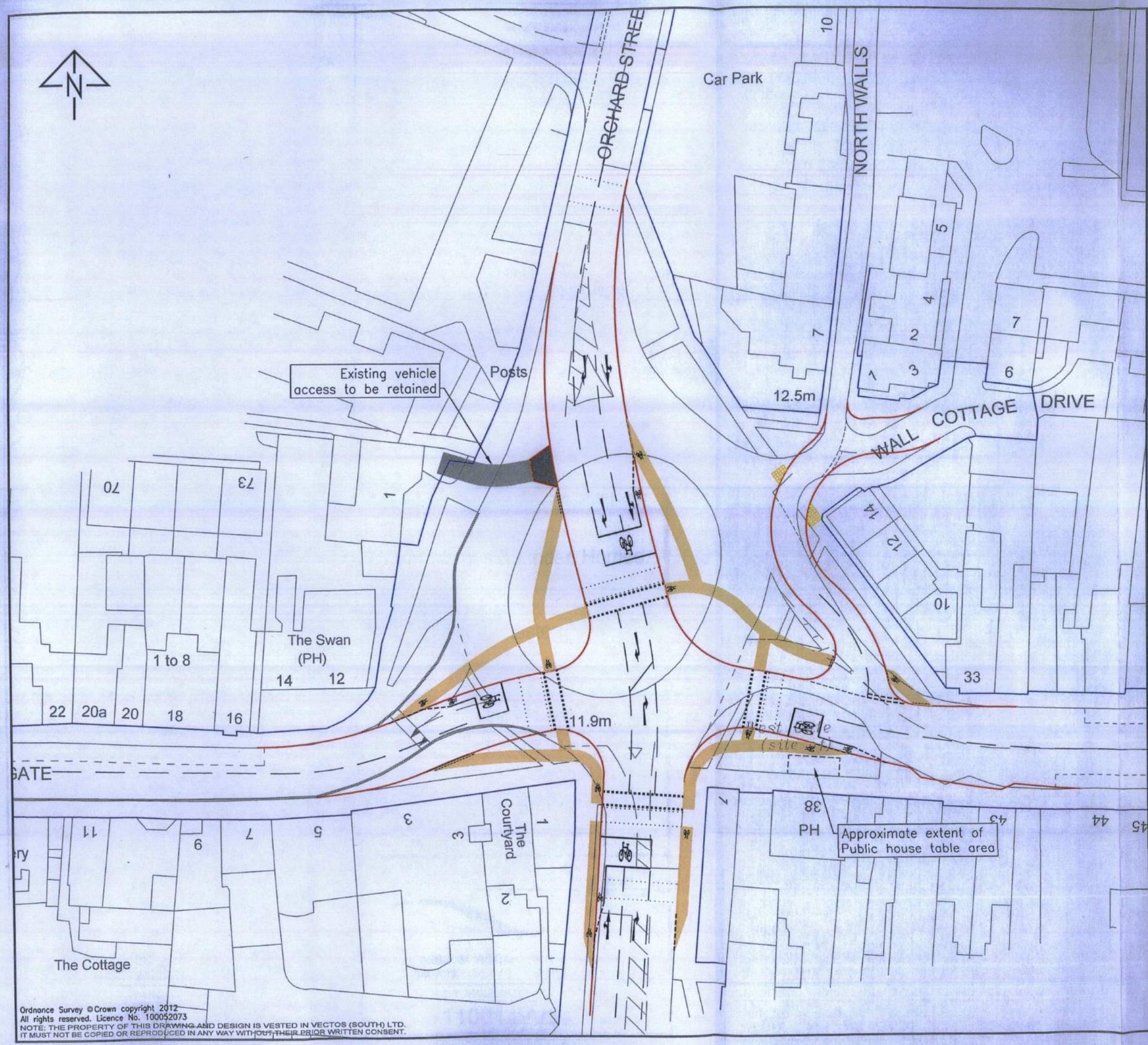
DRAWING NUMBER: 110013/A/70
REVISION: C



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2. White lining is indicative only.

47/2018

THE DISTRICT COUNCIL OF CHICHESTER

Af

HIGHWAY WORKS DRAWING 8

REV.	DETAILS	DRAWN	CHECKED	DATE
B	WSCC Comments	JM	MMcC	20/07/2016
A	Stage 1 Road Safety Audit.	JM	MMcC	30/06/2016

CLIENT:
Miller Homes & Linden Homes

PROJECT:
Chichester

DRAWING TITLE:
Proposed Westgate/Orchard Street Signalised Junction Option 4

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	MMcC	08/04/2016

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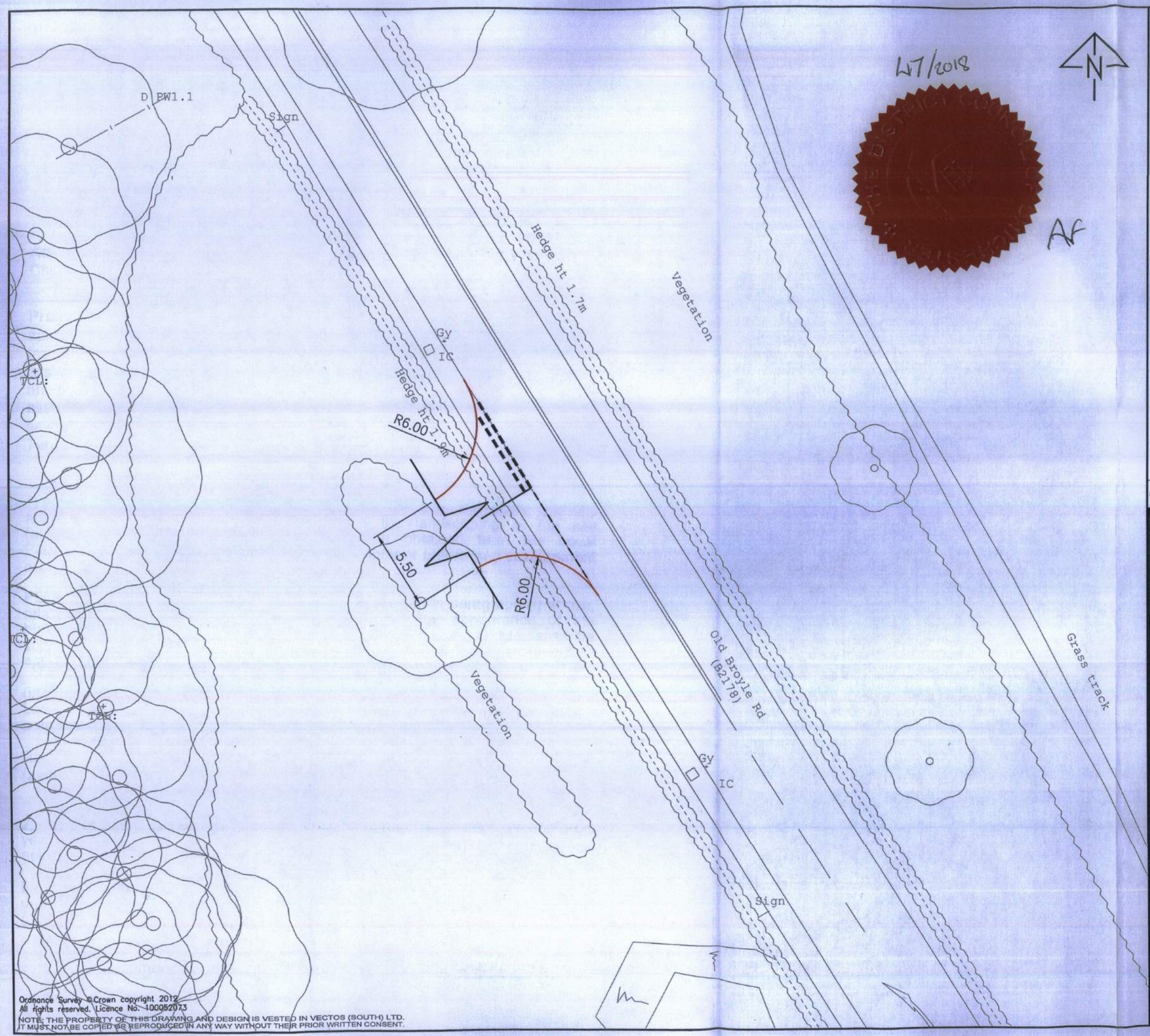
DRAWING NUMBER: 110013/A/74
REVISION: B



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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Topographical Survey is Whitehouse Farm Topographical Survey (Feb 14).

47/2018

AF

HIGHWAY WORKS DRAWING 9

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Miller Homes & Linden Homes

PROJECT:

Chichester

DRAWING TITLE:

Car Park Access Dimensions

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
JM	MMcC	07/01/2016

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transport planning specialists

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DRAWING NUMBER: 110013/A/54.1

REVISION: .