

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO:
FROM:	WSCC - Highways Authority
DATE:	26 May 2021
LOCATION:	Land to the north of Eastergate and north-west of Barnham, PO22 0DF
SUBJECT:	WSCC/052/20 The construction of a 1.3km single carriageway with a 3m wide shared cycleway/footway, 2.5m wide central island, one uncontrolled pedestrian crossing with a central island to enable users of the PRow to cross the carriageway, three roundabouts, provision of hard and soft landscaping, road markings, traffic signals, bus stops, and signalised pedestrian crossings, construction of a substation building; installation of a noise barrier, and associated works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

1 INTRODUCTION

- 1.1 West Sussex County Council (WSCC) Lead Local Flood Authority (LLFA) has been consulted on the above proposed development in respect of drainage & flood risk.
- 1.2 The LLFA assesses this proposal in line with the adopted West Sussex LLFA Policy for the Management of Surface Water:
https://www.westsussex.gov.uk/media/12230/ws_llfa_policy_for_management_of_surface_water.pdf
- 1.3 The LLFA has been a participant in the project meetings for the above for the past 2 years. The LLFA is in broad agreement with the approach being taken for drainage to the realigned A29
- 1.4 The LLFA has some queries in relation to the information included in the Environmental Statement and supporting information that are set out below.

2 QUERIES RE INFORMATION SET OUT IN CHAPTER 11 WATER RESOURCES OF THE ES AND APPENDIX 11.1 FLOOD RISK ASSESSMENT

- 2.1 Overland flow routes were identified as a potential flood risk issue as part of the design process (paragraph 6.2.9 of Appendix 11.1).

At the Barnham Road tie-in, the existing road is very flat to the west of the proposed roundabout where it has been indicated that some overland flow may be occurring. With our proposed alignment of roundabout raising the carriageway level there is a risk that an existing flooding issues may be exacerbated. We therefore propose to provide extra gullies at the low point, these will connect to the existing highway drainage.

In addition, two CCTV condition surveys were carried out along Barnham Road to confirm the final road design/mitigation measures at the proposed roundabout with Barnham Road (para 6.2.11 and Appendix D). The surveys identified issues in the pipe work and the need for further works noting that *if the faults of and the obstruction in the pipes are not fixed then this will be a potential flood risk issue* (para 6.2.15). A number of grade 5 defects requiring urgent action to prevent total failure.

- 2.2 The LLFA's approval in principle for the design was also qualified by the statement: *The recent CCTV survey of the Barnham Road system will highlight any **issues with the existing pipe runs which should be repaired prior to the Phase 1 roundabout construction*** [emphasis added].
- 2.3 A combination of the increase in impermeable area associated with the proposed scheme, and the recently identified defects in the existing Barnham Road drainage and the associated flood risk issue have all been referred to in this ES. On the basis that new development should not increase flood risk elsewhere, additional information is sought on the measures being put in place to address the existing deficiencies in the Barnham Road drainage system prior to the construction of the Phase 1 roundabout.

3 INFORMATIVE

- 3.1 Appendix F2 Drainage Proposals incorrectly makes reference to Document W5-074-A-TR-1 'Preliminary rainfall runoff management for developments'. This 2007 EA document has long been superseded by EA (2013) SC030219 Rainfall runoff management for developments.

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