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**From:** Steven Shaw [REDACTED]  
**Sent:** 29 January 2018 18:19



Richard Temple; 'Alex Budd'; Tim Townsend  
**Subject:** RE: Wings Nursery

Phil,

Further to my earlier emails last week I have now had the opportunity to review the application and can provide the following response.

Firstly, I would like to assure you that this application will get a fair and consistent assessment as with all the applications we assess and that there is no reason for this application to be assessed in a different manner. I also have no concerns or issues with Tim continuing to be the Highway Authority officer who shall be assessing this application. Tim is an experienced and knowledgeable officer and knows the locality that this application is within extremely well.

I have reviewed the application and the comments that the Highway Authority have provided and taking each current area of objection in turn; I can provide the following:

#### **Access**

In relation to the access, having reviewed the Highway Authority comments and the concerns raised within this, whilst I acknowledge that in locations such as this some road users do choose to circumnavigate queuing traffic when the level crossing is down it is not considered to be a design issue and is driver error to do such a manoeuvre. Therefore the Highway Authority are removing this concern.

In relation to other concerns about the site access which specifically relate to its design the Highway Authority would look for a design review of these highway works to be completed with reference made to how they meet the standards contained within the Design Manual for Roads & Bridges (DMRB) and highlight any departures from standard. Whether or not we agree whether use of the DMRB or the Manual for Streets is the most appropriate for this location is irrelevant, as Tim has previously stated and as you are aware, MfS does not include designs for right turn

pockets. The points made in bullet point 4 on page 4 of the Highway Authority comments remain valid and need to be considered as part of this design review. It is noted that in the Dec 2017 Technical Note revised access arrangements have been proposed which include a two lane exit from the site and keep clear markings on both access points. I will also ask one of our engineers to review the access arrangements and provide any comments we have in relation to the design. Any revised design should also be passed to the Safety Auditors who carried out the Stage 1 Audit for further comments. Should they decide to make further recommendations, an updated Designer's Response will also be necessary.

## **Traffic Impact**

I understand from the planning agent, Gareth Giles, that you are providing further information to demonstrate that the proposed development will not have a significant traffic impact. I'm happy to review that as and when further information is submitted. Whilst I do not disagree that a site of this scale may not be deemed as severe on its own, however my main concern is the lack of mitigation which has currently been put forward including sustainable transport improvements and lack of firm commitments within the travel plan. The issue of traffic impact is obviously linked with sustainable travel options and I consider that this is the main area of work that needs to be undertaken.

## **Sustainability**

As stated above my main concern relates to accessibility and the current lack of mitigation in any form. I acknowledge that the NPPF states that accessibility has to be considered relative to its context and we are certainly not expecting city centre levels of accessibility in this location. However, paragraph 29 of the NPPF states, "*... the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*" However, I cannot see, in lieu of any meaningful contribution/improvements to sustainable transport how we could deem that opportunities to maximise sustainable transport has been achieved in this location; in line with the NPPF. We must also continue to be mindful of the relevance of the Woodgate Centre appeal decision, which was considered under the NPPF.

I acknowledge the recent planning applications which have been approved in the locality, however these are generally north of the railway line, which could be argued to have a greater level of access via sustainable forms of travel to local services and facilities. I also consider the other main difference between this application and AL/39/13 is that both improvements to pedestrian and cycling facilities and a contribution towards the strategic sustainable transport improvements associated with the proposed realignment of the A29 were offered and secured as part of the planning permission.

I would therefore look for you to come up with a package of measures/contributions (including to the strategic improvements as part of the A29 realignment) that will improve the sustainable transport offer that the site will benefit from. Please also note that as part of the travel plan the Highway Authority shall be insisting on £150 travel vouchers to be included within welcome packs to first residents and an additional £150 if targets are not met after 5 years.

I hope this email provides you with reassurance that this application will continue to be subject to a fair assessment and also provides you with the opportunity to present further information to WSCC to progress the application.

I am more than happy to discuss in more detail should that be beneficial and please feel free to keep me up to date as work progresses on the application.

Regards

**Steven Shaw BA (Hons) MSc MCIHT**

County Highways (Development Management) Team Manager

Economy, Planning, and Place Directorate

West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester PO19 1RH

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**From:** Steven Shaw

**Sent:** 26 January 2018 09:45

**Subject:** FW: Wings Nursery

**Importance:** High

Phil,

Thank you for your email in relation to AL/115/17/OUT and sorry for not responding sooner.

I have read your email and spoken with Tim about the application and he has advised me where we currently are. I still just need to pull a few things together but I hope to have a response to you and our updated position by early next week.

I can assure you that you will get a fair hearing and the assessment of this application will be no different to any other application within the County. I have no issues or concerns with Tim assessing this application and he will continue to be the case officer on behalf of the Highway Authority.

Have a good weekend and I'm more than happy to speak once you have our updated position which, as I said before, I hope to have with you early next week.

Regards

**Steven Shaw BA (Hons) MSc MCIHT**

County Highways (Development Management) Team Manager

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**From:** Phil Russell

**Sent:** 09 January 2018 12:19

**To:** Steven Shaw

**Subject:** Wings Nursery

**Importance:** High

Dear Mr Shaw,

I write to you in reference to planning application AL/115/17/OUT for a 55 dwelling residential development and associated access on land to the west of the A29 Lidsey Road, Woodgate, West Sussex. My colleague Alex Budd has been handling this project but I now feel compelled to write to you.

WSCC highways have raised a formal objection to the development proposal on the following grounds:-

- I. Sustainability
- II. Access
- III. Highways Safety
- IV. Traffic Impact

The full highways comments are attached for reference. In essence there are two areas for objection as the four listed condense down to highway impact and sustainability. In this case, I am confident that you will agree that access, highways safety and traffic impact are all very closely inter-related.

The highway objection relates to queue lengths associated with the Lidsey Road railway crossing 220m north of the site would be increased to an extent that is deemed 'severe' in terms of both traffic impact and safety. An objection on the grounds of sustainability / accessibility has also been raised relying heavily on a previously refused site at the Woodgate Centre (ref) which dates back 6 years to 2012.

Following the initial consultation RGP prepared a Technical Note rebutting the issues raised identifying the following:-

- i. Based on the trip generation assessment, even if taking an extremely robust view of the site's trip generating potential, the extent of addition queuing would be minimal and not at all severe.
- ii. The geometries of the proposed access and Lidsey Road have been designed to safeguard against 'blocking back' on Lidsey Road. There is no pattern of accident data evidence that would support Mr Townsends opinion on blocking back. Further these issues were not raised in the Stage 1 Road Safety Audit.
- iii. The NPPF identifies that accessibility has to be considered relative to its context - in this particular case on the rural / urban fringe. Whilst the site would not exhibit a city centre level of accessibility, the residual cumulative impact cannot be categorised as 'severe' as sustainable transport options are available. Recent planning applications at Hook Lane AL/39/13/ (79 dwellings) and AL/8/16/OUT (14 dwellings) have near identical accessibility credentials to the proposal and have both been granted planning consent at appeal. Neither of these schemes had highway objections from WSCC.

The subsequent response to RGPs Technical Note by highways officer Mr Townsend did not acknowledged the Technical Note's contents, and his subsequent response was largely reproduction of his original comments. The lack of meaningful review and the absence of any constructive dialogue is a concern, and is unfair to our client.

Notwithstanding Mr Townsend's apparent off-hand dismissal of our Technical Note, we wish to objectively demonstrate that the impact of this proposal is in no way 'severe', which we would otherwise do so at appeal. We wish to do this through traffic modelling of the A29 / railway junction. This would leave sustainability matters, which WSCC would need to defend against several examples of permitted residential development in the location - our additional work would focus on comparisons.

May I have your assurance that if we undertake this work now, rather than in preparation for a planning appeal, the additional assessment would be objectively viewed and commented on, and not by Mr Townsend? In order to undertake this work we need the support of WSCC to afford our client's application an extension of time.

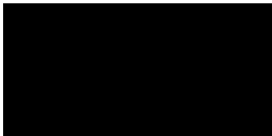
The scheme has over whelming support from the local community and has been identified in the neighbourhood plan. The highways refusal from Mr Townsend is the only outstanding matter and I am confident this issue can be resolved.

I'm happy to discuss this matter with you at your officer or at RGP's south coast office if you would like more clarity on the matter.

I look forward to hearing from you,

Regards,

**Philip Russell**  
Managing Director



Transport Planning and Infrastructure Design Consultants

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