

[REDACTED]

From: Simon Davis
Sent: 10 February 2022 10:49
To: Planning Scanning
Subject: FW: 2087: AL/129/21 - Land adjacent Woodgate Nurseries, A29 Lidsey Road, Woodgate - Departure from Standards applications in Word Format

[REDACTED]

From: Tim Townsend [REDACTED]
Sent: 09 February 2022 11:54
To: brad.loxley [REDACTED]; Henry Moyo [REDACTED]
Cc: dave.tighe [REDACTED]; Simon Davis [REDACTED]
Subject: RE: 2087: AL/129/21 - Land adjacent Woodgate Nurseries, A29 Lidsey Road, Woodgate - Departure from Standards applications in Word Format

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Dear Brad,

Thank you for your email of 8 February 2022 found below and your other email of the same date (not included below).

The scheme and latest information has now been reviewed and comments in response to it are found below:

Design and Departures from Standard.

2087/DFS/01

1. Henry Moyo has checked this and so this can be moved to stage 2 consideration by our Highways Projects Manager. If the latter is happy with it then it will be formally signed off and agreed. Please note that we have assumed the traffic model/generation from the nearby retained access (to the farm) has been assessed to be low, resulting in 0.1 vehicle queuing at peak hour. If the latter is incorrect then please let us know.

2087/DFS/02

1. On the application form, a deceleration lane of 18m is proposed as opposed to 55m that is required on a road with a design speed of 50mph (Note: 50mph is the design speed given on the form). On the form there are no details of why a right turn lane meeting the standard (CD 123) cannot be provided. Existing highway boundary information or land ownership is not detailed on the drawings. The proposed 18m deceleration lane length does not meet the minimum recommended length even for a 30mph speed limit, which is 25m. It is likely that vehicles will be accelerating away from the end of the 30mph speed limit area and so speeds will be higher than 30mph, possibly closer to the 50mph posted speed limit at the proposed right turn lane.
2. There are no compensatory measures proposed to mitigate the effect of reduced deceleration lane.
3. The designer should review the central island hatching on the northern end of the right turn lane. It could be that the hatching starts further north, thereby increasing the turning length. The orientation of the line at the start of the northern hatching should also be reviewed.

4. Islands are proposed on either side of the access but is unclear if they are traffic islands or pedestrian refuge islands. Pedestrian refuge islands on a high speed road can only be provided if supported by an approved departure from standard application.
5. General: - Designers to ensure that visibility splays are within the existing highway or in land that is in the control of the developers (noted as now shown on Drawing No.38 from Project 2087 dated 02.02.2022 as supplied with your further email, also dated 8 February 2022).

Other matters.

1. *Cycle connection N-W corner of site and corresponding 'jug-handle' on eastern side of the road* – This is along the lines I was looking for. I recommend that when you pass it on to the Safety Audit Team that you include a bit more detail (e.g. tactiles, corduroy paving and marking etc).
2. *Visibility at retained access to Woodgate House (drawing 2087/37)* – This is noted as being slightly increased over the existing arrangement.
3. *Confirmation of the central turning 'pocket'* – Please see comments above (points 1-5) under 2087/DFS/02.
4. *RSA in decision log format* – Please see attached. Please note that one of the problems has not yet been resolved from WSCC's perspective. I have highlighted my response to this in the Overseeing Organisation's response column (it is to do with carriageway widths either-side of the central islands).
5. *Updated Travel Plan* – Comments noted.
6. *Confirmation that access and sight lines are within the public highway and land within the applicant's control (drawing 2087/38)* – Comments noted.
7. *Confirmation of EV parking* – Comments noted.
8. *Design Audit and Departures from Standards* - Please see comments above - point 1 under 2087/DFS/01 above and points 1-5 under 2087/DFS/02 above.

I trust the above is helpful. I look forward to receiving your responses to the outstanding matters. When replying, please ensure that all correspondence is also copied to the case officer Simon Davis at Arun District Council – thank you.

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team -- Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

From: [REDACTED]
Sent: 08 February 2022 11:25
To: Tim Townsend [REDACTED]; Henry Moyo [REDACTED]
Cc: [REDACTED]
Subject: 2087: AL/129/21 - Land adjacent Woodgate Nurseries, A29 Lidsey Road, Woodgate - Departure from Standards applications in Word Format

Good morning Tim and Henry,

Tim - Thank you for our phone call and your follow up email. The clarification on timetables is helpful.

Henry - Please find the Departure applications attached in Word format as requested (I've also attached the pdfs for completeness).

Tim - In respect of the RSA Decision Log, my email of 2nd February (reattached for ease of reference). We have completed this document as far as entering the recommendations raised by the auditors issue and recommendation alongside our responses.

Please let us know if you require anything further from us to update your recommendation to a 'no objection'.

Happy to discuss.

Kind Regards,
Brad

Brad Loxley

Highgate Transportation

[REDACTED]

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