

Simon Davis

From: [REDACTED]
Sent: 11 February 2022 15:21
To: 'Tim Townsend'; 'Henry Moyo'
Cc: [REDACTED] 'Nigel Jarvis'; Simon Davis
Subject: RE: 2087: AL/129/21 - Land adjacent Woodgate Nurseries, A29 Lidsey Road, Woodgate - Updated Access Proposals, Departure from Standards applications and Design Audit
Attachments: 2087 36B Proposed Access Arrangements.pdf; 2087 38A Proposed Access Arrangements with HB overlay.pdf; 2087 TR02B Refuse Collection Vehicle SPA Site Access.pdf; 2087 TR04A 16.5m Artic SPA Site Access.pdf; 2087 Dfs 02A Deceleration length 110222.docx; 2087 Dfs 02A Deceleration length 110222.pdf; RDS ATC Classifications.pdf; Woodgate Map.jpg; Woodgate Speeds.pdf; 2087 TN03A Woodgate Design Audit 100222.pdf

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Dear Tim and Henry,

Thank you for your email, we have now considered your comments in detail and respond as follows.

Firstly, thank you for noting our previous comments on the other topics of:

- i. Visibility at retained access to Woodgate House (drawing 2087/37)
- ii. Updated Travel Plan
- iii. Confirmation of EV parking
- iv. Confirmation that access and sight lines are within the public highway and land within the applicant's control (drawing 2087/38) – Please note, we have produced a revised drawing 2087/38/A (attached) to reflect the updated proposals (see below) and the visibility splays/area of works remain within the public highway and land controlled by the applicant.

We consider the above matters to have already been agreed.

On the other topics covered under "Other Matters" in your email:

Cycle connection N-W corner of site and corresponding 'jug-handle' on eastern side of the road

Thank you for confirming that you are happy with the proposed arrangement, we have passed this onto the independent auditors who did the original audit to allow the previous audit to be updated to reflect the current extended proposals. We expect to be able to provide you with the recommendations shortly.

RSA in decision log format

Thank you for providing this, we have reduced the through lane widths to 3.15 metres as requested and this is shown on the updated access proposals (2087/36/B).

2087/DFS/01

During site visits (including at peak hours) no movements at the existing access were observed and therefore agree with your assumption.

- i. 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. – The updated proposals on drawing 2087/36/8 show a 26 metre deceleration length, we assume that this is now acceptable
- ii. There are no compensatory measures proposed to mitigate the effect of reduced deceleration lane. – The Departure from Standards form now includes reference to the signage (temporary and/or permanent) noted on the proposed access arrangement drawing. The location and type of signs will be agreed at Detailed Design Stage. Again, we assume that this is acceptable
- iii. 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. – We have modified the hatching as suggested so that it can be considered acceptable.
- iv. 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. – The islands either side of the access are traffic islands and **not** pedestrian crossings. There is no footway along the eastern side of A29 in this location and, as such, they are not located on a desire line. Again, we assume that this approach is acceptable.

We have attached an updated Departure from Standard to cover these changes (2087/DfS/02/A) and also attach the updated Swept Path Analysis drawings as required by this process and the Design Audit.

Updated Design Audit

We have attached an updated Design Audit (2087/TN03/A) to reflect the modified proposals.

Speed Survey

We undertook a speed survey during December 2021 to the north and south of the site access (as shown on the attached map). The findings of the survey are set out in the tables below (please note I have highlighted the speeds approaching the site access for ease of interpretation).

Table 5 – Average Surveyed Speeds

Location	Direction of Travel	All day (mph)	Weekday Inter-peak (mph)
A29 – North of site access	Northbound	29.8	28.8
	Southbound	33.5	32.8
A29 – South of site access	Northbound	36.7	36.3
	Southbound	36.6	36.0

th Percentile Surveyed Speeds

Location	Direction of Travel	All day (mph)	Weekday Inter-peak (mph)
A29 – North of site access	Northbound	37.4	35.5
	Southbound	39.4	38.4

A29 – South of site access	Northbound	42.9	41.4
	Southbound	42.3	41.2

From this you will see that southbound vehicles (i.e. those that would be approaching the deceleration area, have typical speed of around 30-40 mph.

We trust that this information is helpful and hope you are now in a position to offer no objection to the development proposals. Please let us know if there is anything else you require.

Happy to discuss.

Kind Regards,
Brad

Brad Loxley

Highgate Transportation



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From: [REDACTED]
Sent: 09 February 2022 12:48
To: 'Tim Townsend' <tim.townsend@westsussex.gov.uk>; 'Henry Movo' <henry.movo@westsussex.gov.uk>
Cc: [REDACTED] 'Simon Davis' <Simon.Davis@arun.gov.uk>; 'Nigel Jarvis' [REDACTED]
Subject: RE: 2087: AL/129/21 - Land adjacent Woodgate Nurseries, A29 Lidsey Road, Woodgate - Departure from Standards applications in Word Format

Dear Tim and Henry,

Thank you very much for responding, it appears we are very close now.

We will review in detail and come back to you in the next couple of days.

Kind Regards,
Brad

Brad Loxley

Highgate Transportation



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