


From: Amanda Scholes on behalf of Planning.Responses
Sent: 20 November 2018 10:52
To: Planning Scanning
Subject: FW: Land at Lidsey AL/20/18/OUT

From: Tim Townsend 
Sent: 20 November 2018 08:55
To: Michael Eastham
Cc: SU Local Development; Planning.Responses; Steven Shaw
Subject: RE: Land at Lidsey AL/20/18/OUT

Dear Michael,

Thank you for your email.

For your information, the highway objections are still maintained.

The key issue here is that the plans provided so far have not been clear and when compared alongside one-another, often inconsistent with regard to the detail. The one attached to your latest email below is no different. What is required is a set of clear plans all based on a definitive base plan showing the development with correct dimensions marked-on and then all the other necessary information. If these are produced, the CHA will review them and reply thereafter.

Regards,

Tim

Tim Townsend, MCIHT
Principal Planner, Highways – Planning Services
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH

From: Michael Eastham 
Sent: 19 November 2018 16:24
To: Tim Townsend
Cc: SU Local Development; Planning.Responses
Subject: FW: Land at Lidsey AL/20/18/OUT
Importance: High

Hi Tim,

Please find attached the latest response from the applicant to your comments regarding AL/20/18/OUT.

I look forward to receiving your response.

Thanks,

Michael

From: Clare Bartlett [REDACTED]
Sent: 19 November 2018 16:17
To: Michael Eastham
Subject: FW: Land at Lidsey
Importance: High

Hi Michael

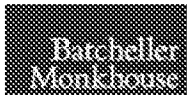
Please see below response to the CHA's latest comments.

Kind regards

Clare

Clare Bartlett MRTPI PIEMA

Partner



Batcheller Monkhouse | Chartered Surveyors
New Bartram House, 3-5 Swan Court, Station Road, Pulborough, RH20 1RL

From: Steve Reeves [REDACTED]
Sent: 19 November 2018 15:53
To: Clare Bartlett <[REDACTED]> Chris Harris [REDACTED]
Cc: Lynn Gilbert [REDACTED]
Subject: RE: Land at Lidsey
Importance: High

Hi Clare,

CHA have raised a new issue about the risk that HGVs 'might over-sail the centreline when travelling south'. The drawing OCL/SR/701 Rev D shows that the route of the A29 is widened to at least 3.75m per lane, widening to 4.25m per lane at the access. Circa 10m to the south of the new access the lane widths are 4.15m each. The correct plans and the swept paths showing that two HGVs could pass each other with ease were attached to the original Transport Statement. For reference, I have attached the swept path to this email. As you can see there is plenty of room between the two HGVs as they pass each other. The camber of the A29 will also mean that HGVs will be leaning away from each other. There is no risk that HGVs would over-sail. Equally so this matter can be addressed at the detailed design stage.

CHA are referring to DWG 1749-02H in the comments about the bellmouth. This is the 'Illustrative Site Plan' of the proposal. We have shown on OCL/SR/701 Rev D the appropriate detail of the bellmouth and the reasoning for the tightness of the radii has been discussed in great detail. CHA had agreed that the detailing of the bellmouth can be agreed at the detailed design stage, once the scheme has been subjected to the Stage 2 Road Safety Audit.

It would seem that the CHA are now basing their concerns on the 'Illustrative Site Plan' DWG 1749-02H. It is not unusual for there to be some discrepancies between illustrative plans submitted as part of the application and (in this case) the 4th iteration of the highway layout plan. We have provided more than enough information to show

that the access can be designed to accord with the required design standards and that the use of the access will not create an impact that can be defined as severe.

Please feel free to share this email with the Planning Authority.

Kindest regards

Steve BEng MBA MCIHT

Director

REEVES TRANSPORT PLANNING



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