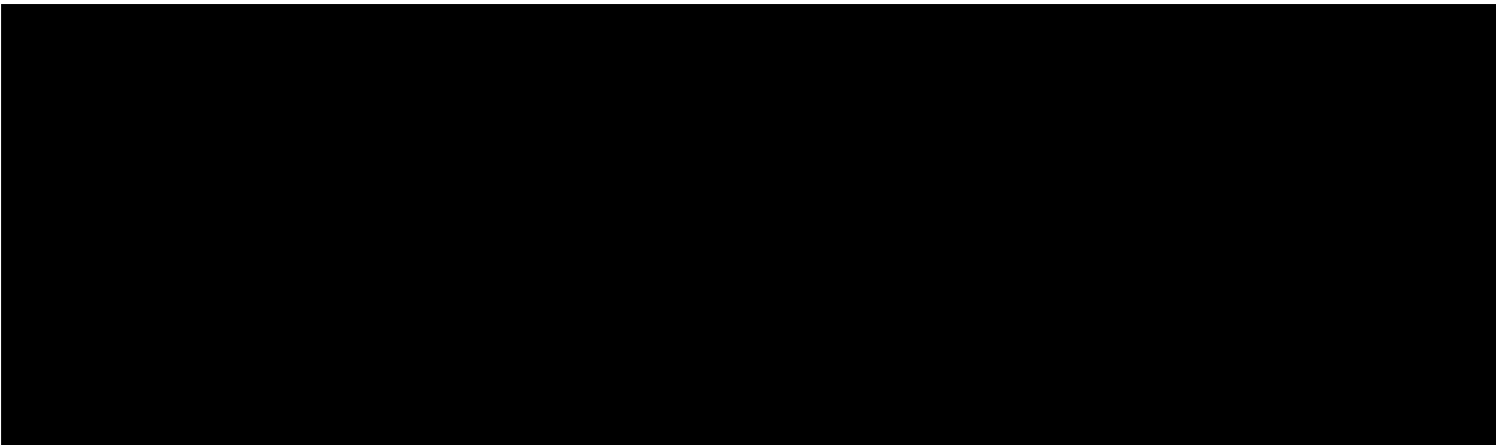




From: Serena Page [REDACTED]
Sent: 20 April 2017 12:27
To: David Easton; Planning.Responses
Subject: Fwd: WSCC Consultation Response to PA A/44/17/OUT

David,

Please see below a copy of comments from our transport consultants in reply to the comments from WSCC.

Kind regards
Serena

Begin forwarded message:

From: Stephen Gee [REDACTED]
Date: 20 April 2017 at 08:10:28 BST
To: Vera Lamont [REDACTED]
Cc: Dominic Smith [REDACTED] Serena Page [REDACTED] Richard Gregory [REDACTED]
Subject: RE: WSCC Consultation Response to PA A/44/17/OUT

Vera,
Thank you for the revised modelling, I will take a look at it this morning.
My contact details and phone number are below if you would like to give me a call later.

Regards

Stephen

Stephen Gee|Consultant (Senior Planner) County Highways
(Development Management), Strategic Planning, West Sussex County Council |
Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH | Internal
[REDACTED]

From: Vera Lamont [REDACTED]
Sent: 19 April 2017 16:31
To: Stephen Gee
Cc: Dominic Smith; Serena Page; Richard Gregory
Subject: WSCC Consultation Response to PA A/44/17/OUT

Stephen

I write in response to your consultation response to David Easton of Arun District Council dated 5th April 2017 on planning application A/44/17/OUT. You requested revised modelling of the A259/B2187 Body Shop Roundabout.

The modelling submitted within the TA showed the half road width of the A259 East as 3.6m, which reflects how this arm of the roundabout should operate in accordance with the road markings. You suggested that the half road width should be greater to reflect the two-lane approach to the roundabout. In order to assess the impact of this we have re-run the junction capacity assessments, as a sensitivity assessment, based on a two-lane approach half-width. We have also checked the flare width for this arm and consider the measurement included in the TA to be correct.

The results of the sensitivity assessment are shown in red in the attached tables, and as expected, show that the roundabout would perform better with the wider approach width you suggested. The predicted maximum RFC and queue for the A259 East is reduced for all scenarios, with all predicted RFC's being below 0.85 and the maximum predicted queue of less than 4 vehicles. The ARCADY output files are also attached.

Based on the above I consider that the conclusion of the TA, that the proposed development will not have a material traffic impact or have a detrimental impact on local highway safety, remains valid. Therefore, it is considered that there are no highway or transport reasons that would support refusal of the planning application.

I note your request for proposals to improve public rights of way and would welcome an opportunity to discuss this with you. I have tried to call you and understand from reception at WSCC that you do not have a telephone number. I would be grateful if you could call me or provide a telephone number that you can be contacted on.

Kind regards

Vera

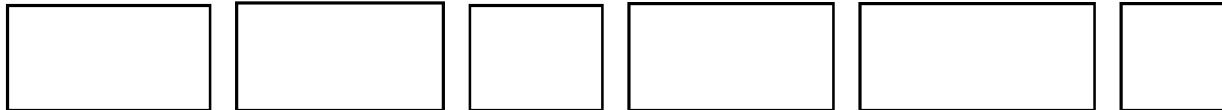
Vera Lamont, BE (Civil) CEng MICE MCIHT MCMI
Director

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