

Mr Dominic Smith
Strategic Planning
West Sussex County Council

Date: 17th April 2014

By E-Mail

Your Ref: WSCC/096/13/F
Our Ref: TE1093_170414RS

Dear Dominic,

NEW CIRCULAR TECHNOLOGY PARK – FORD AIRFIELD – RESPONSE TO ADDITIONAL HIGHWAY COMMENTS

I write in response to your letter of 2nd April 2014 addressed to James Neave, the planning case officer of West Sussex County Council, in which you raise some additional highway comments. I deal with these below in the same order that they appear in your letter.

Trip Generation / Capacity

The ARCADY and PICADY outputs are attached with this letter and cover all the junctions listed in the TA i.e.:

- Site access / Ford Road
- Ford Road / A259
- Rollaston Park / Yapton Road
- Yapton Road / A259

The findings of the assessments are described in the TA that accompanied the planning application and further comments were made on this matter in a Technical Note 'Response to Highway Comments' of 26th February 2014.

Eastern Access Arrangements

A truck that departs from the eastern access junction from a stationary position at the give-way line will do so such that the trailer of the truck will overrun the inbound lane of the access road. This is shown in the attached drawing 301C. This is not an unusual situation and at a lightly trafficked junction such as this, this will not represent any difficulties. The very low volume of vehicles turning in and the forecast 6 trucks turning out per hour, means that the likelihood of vehicles arriving and departing at the same time will be very low.

If a vehicle does arrive at the same time that a truck wants to depart, there will be no conflict between the vehicle manoeuvres if the departing truck waits for the arriving vehicle to turn in or vice versa. The vehicle turning in has the priority and therefore it is most likely that the truck will wait.

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On some occasions, the arriving vehicle may let the truck out by flashing its headlights, which is common practice and on a straight road such as Ford Road, is a perfectly safe action.

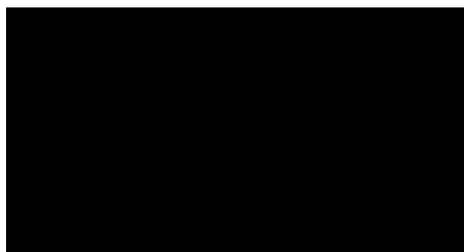
Forward visibility on the approach to the Studio access has been assessed (see drawing 308D attached). A westbound vehicle waiting at the give-way line to turn into the Studio access will have a forward visibility of 32m. The stopping sight distance (SSD) requirement in Manual for Streets for a 20mph road is 25m. This is the distance over which a driver needs to be able to see in order to stop from a given speed. Therefore, there is adequate forward visibility at this location to enable a driver to see an approaching truck and for a truck to stop if necessary.

Ford Road / A259

Following to your email of 15th April 2014, I understand that it has been confirmed that the highway works at the roundabout junction of Ford Road / A259 identified in your letter of 2nd April, have already been completed. Therefore, you have confirmed (email of 15th April) that no contribution towards this junction will be required.

I hope this additional information satisfactorily addresses the comments in your letter of 2nd April 2014 and that you will now be able to provide a positive response to the County Council's planning consultation for the New Circular Technology Park planning application.

Yours sincerely



Robert Spriggs
TRANSPORT DIRECTOR

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