

Please upload onto Ocella the following emails from the applicant and the revised plans (attached) and listed below to discharge of condition application **Y/139/20/DOC**.

- Designer's Response to Road Safety Audit Stage 1&2: Temporary Construction Access, Ford Lane, Yapton, West Sussex (Ref. **18-344-14 Rev. B**), prepared by Odyssey, January 2021.
- Drawing No. 18-344/700 **Rev. D** - Agreement Plan.
- Drawing No. 18-344/701 **Rev. F** - General Arrangement.

Thanks,

Michael

**Michael Eastham**  
Principal Planning Officer,  
Planning Department



Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF  
[www.arun.gov.uk](http://www.arun.gov.uk)

Sign up to our newsletter [here](#)



Good afternoon Tim,

To cover off point 2, please find attached, updated drawings showing 59m forward visibility splays. I will arrange for this to be set out on site this week and our Commercial department to get a works order in place for the trimming to be done asap.

I also attached the word document as requested for point 3.

Please can you confirm receipt and also that these items have been adequately addressed now.

Thanks

Simon

=====

THIS EMAIL ORIGINATED FROM AN EXTERNAL SOURCE.  
CHECK THE EMAIL ADDRESS, AS IT MAY BE SPAM!

=====

Dear Simon,

Thanks for your email found below.

I have now reviewed the additional information provided by Paul. Taking each point in-turn:

1. *Speed survey data* – the recorded 85% tile speeds have now been explained and the data provided correlates with the Excel spreadsheet also provided.
2. *Visibility splays (including forward visibility)* – The site access visibility splay in the leading traffic direction is correct at 59m based on the recorded 85% tile speed of 37mph as shown in the spreadsheet. However, the *forward* visibility splay is only shown at 52m (so 7m short). I note that some vegetation is present on the north side of the road. Can this be trimmed back to provide the full 59m and shown as such on an amended plan? If not, you would have to apply for a Departure from Standard (DfS) which will add further delay to this component of the proposal as it will need consideration by others. Any DfS would also need to be documented in the RSA Log.
3. *Road Safety Audit (RSA) Log (Designer's Response)* – As previously requested, I need this in WORD format, please, in order to be able to fill-in my parts alongside your designer's comments. Please would you provide this.

I look forward to your reply to point 2 above and a copy of the RSA Log.

Thank you,

Tim

[REDACTED]

Good afternoon Tim,

Please can you provide me with an update on this. Have you reviewed Paul's comments and the results?

Thanks

Simon

[REDACTED]

Morning Tim,

Please see attached response from Paul Castle explaining the rationale followed for the survey and the calculation of the 85%tile speeds.

Please can you review the response and let me know if you are satisfied with the results and if not can you explain your reasoning.

Thanks

Simon

[REDACTED]

=====  
THIS EMAIL ORIGINATED FROM AN EXTERNAL SOURCE.  
CHECK THE EMAIL ADDRESS, AS IT MAY BE SPAM!  
=====

Dear Simon,

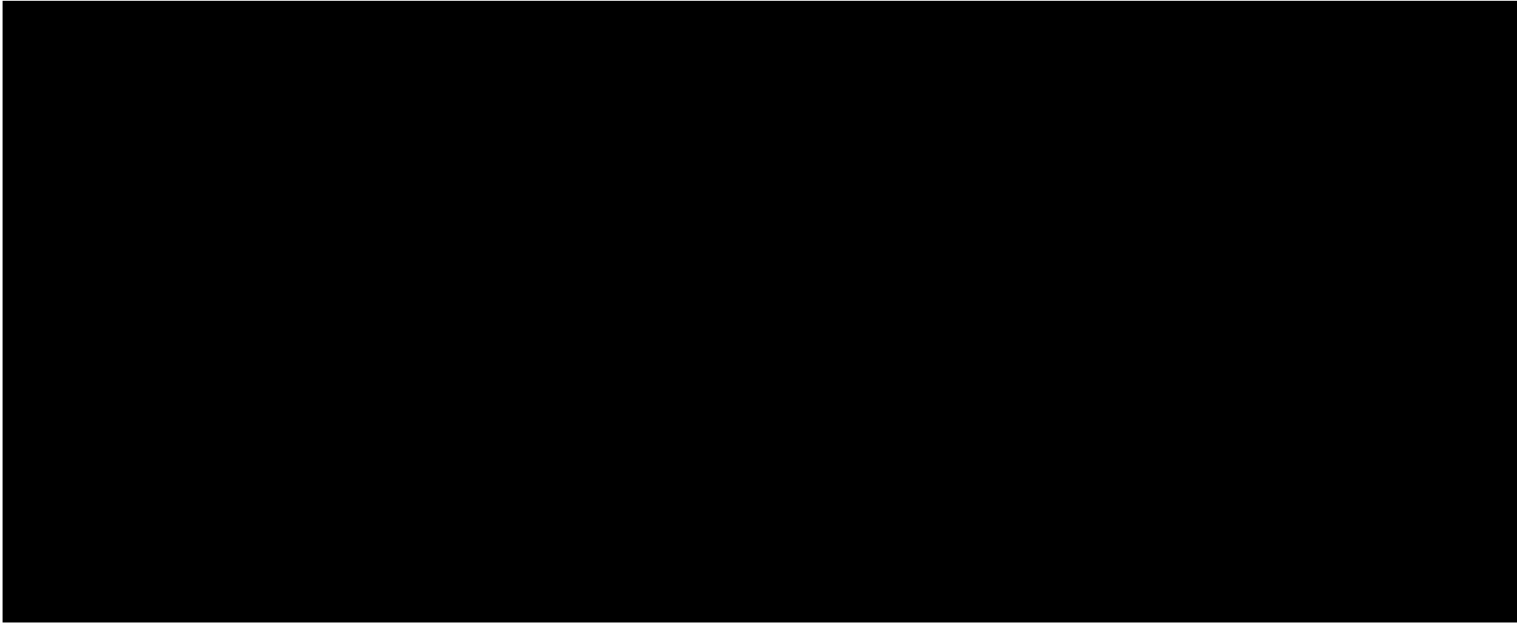
Thanks for your email found below.

The information I am looking for is a breakdown of the how the 85%tile speeds were arrived at by way of calculations and an explanation by your designer. I worked my way through the table provided in previous correspondence but couldn't arrive at the speeds quoted (mine were higher). Therefore, can you speak to your designer and ask them to provide a brief note setting out how they arrived at the figures they based the sight line splays on, please? Hopefully then we will know where things are.

Thank you,

Tim

Tim Townsend, MCIHT



Hi Tim,

Thanks for getting back to me.

The drawings were updated to address the comments within your attached response and re-submitted end of November.

You should now have all of the information to combat the issues, attached again for avoidance of doubt.

I was provided your response below via Michael/Tilly:

*Dear Michael,*

*Thank you for your email of 17th December 2020 found below.*

*Having now reviewed this and other related emails from Tilly Whishaw, my latest comments to Y/105/20 (CEMP and temporary construction access) are as follows:*

- 1. Reason for access confirmed by Tilly Whishaw.*
- 2. Drainage details acceptable - will be checked in further detail as part of S38/278 stage.*
- 3. Designer's Response requires updating to reflect current position.*
- 4. Further information in support of visibility splays as requested previously still NOT provided.*

*Given the above, matters in both 3 and 4 still require attention. When you have replies from the applicants/their agents to these, please re-consult and I will consider those then.*

Thank you,

Tim

The only point outstanding in my view was point 3, the RSA designers response, which has now been done and is attached. As mentioned from speaking to Lee I understand you will be adding the overseeing authority response to points 3.1.1 and 3.3.1.

- Drawing 18-344-701E -- Construction Access General Arrangement shows the updated visibility splays in line with the speed survey results and addresses point 3.3.1.
- Drawing 18-344-702B - Construction Access Levels and Drainage, shows the updated levels and drainage proposals to address point 3.1.1 and this approach was agreed with Lee Moses prior to the update.

If I am mistaken can you please clarify what exactly you are expecting further to these updated drawings please, so we can get this matter resolved by working together.

Ultimately as stressed before as soon as this temporary access is in place we will be starting our S278 works on Ford Lane to construct the main site access and the road will be under positive traffic management, further lowering vehicle speeds and driver awareness in the vicinity of the temporary access.

If it is easier to run through over the phone should you have any final queries please call my mobile.

Thanks

Simon

=====

THIS EMAIL ORIGINATED FROM AN EXTERNAL SOURCE.  
CHECK THE EMAIL ADDRESS, AS IT MAY BE SPAM!

=====

Dear Simon,

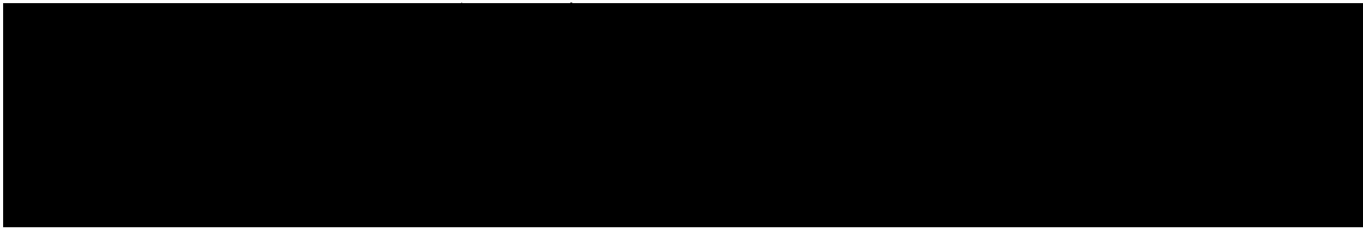
Thanks for your email found below.

Attached is my last formal response to Michael Eastham sent under planning reference Y/105/20 (now Y/131/20). However, I did have an exchange of emails with Michael back in December resulting in me again highlighting what the outstanding issue was because I was being re-consulted with the same plans and information and not the actual piece of information I wanted. To assist matters, I have done this again on the attachment.

I look forward to receiving the necessary information from you.

Thank you,

Tim



Hi Tim,

I've been trying to call you to discuss this matter.

Would you be able to give me a call back please.

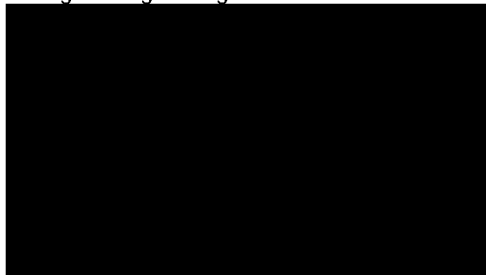
I just want to ascertain where you are with this, I understand from Lee you will be adding your comments to the RSA.

I want to ensure we have now covered all bases and this can allow for the DOC.

Thanks

Simon

**Simon Jane**  
Engineering Manager



The contents of this email are subject to Redrow's disclaimer. Click [here](#) to read our disclaimer.



---

#### LEGAL DISCLAIMER

This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.

---