

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council - FAO: James Neave
FROM:	WSCC - Highways Authority
DATE:	11 March 2024
LOCATION:	Land to the west of Mannings Heath Wastewater Treatment Works, Gaggle Wood, Mannings Heath, Horsham
SUBJECT:	WSCC/042/23 Construction and operation of a sewer network pipe-bridge and retrospective planning permission for the temporary widening and use of a vehicle access onto the A281 Brighton Road. Revised documents received. More information received from James Neave's email on 4th of March 2024.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for sewer network pipe bridge and associated temporary construction access and compound. In comments dated 15 February 2024 further information was requested regarding the south-eastern visibility splay to A281, which has been drawn to the centre line of carriageway and is approx 145m, 15m less than the required standard for a 50mph road of 160m, as per Design Manual for Roads & Bridges (DMRB).

The applicant has submitted a Departure from Standard (DfS) form for the proposed relaxation to standard which the Highways Agreements Engineer has reviewed and makes the following comment:

- Advise that it is made clear on the DfS form that the extended drop kerb and use of access is temporary and construction period is 17 weeks.
- The hedge should be maintained to 600mm - who will maintain this?
- It would be useful for third party land to be marked to check the splay can be maintained, however the LHA is mindful of the red edge of site boundary and extent of highway boundary in this location.
- Justify why taking to the centre line is acceptable, any mitigation measure (I presume there will be none and justification will clearly state the temporary nature of the access). The actual relevant clause should be named (from DMRB).
- Whilst a speed survey could help identify actual 85th percentile speeds, it is appreciated that due to the scale and type of works and temporary nature of access use, the cost of this is unlikely to be commensurate with scale of proposals. The reduction in achievable splay should therefore be set out against relevant clause name/number (from DMRB) and justification for relaxation given (which I presume will be related to temporary nature of access required).

Please update the DfS form accordingly, making sure to name/number the relevant clauses, so the Highways Agreement Engineer can further review this departure from standard.

Katie Kurek
West Sussex County Council – Planning Services