

John Russell

From: Dominic.Smith@westsussex.gov.uk
Sent: 04 May 2012 16:20
To: Russell, J.N. (John)
Subject: Re: Woodbarn farm Transport and Access chapter
Attachments: 3261 WL SK 01 A.PDF; 28 02 12 Woodbarn Farm Transport and Access Chapter RH Rev 3.pdf; Appendix 10.1.pdf; Appendix 10.2.pdf

Hello John,

My apologies for the delay in coming back to you. However, I have had the opportunity to review the documents/proposed layout and can provide some comment.

Although we wouldn't provide direct comment on the acceptability in terms of the environmental impact, I am satisfied that the figures are representative of the traffic conditions and movements expected of the proposed development. In capacity terms, the thresholds that would require junction analysis are not exceeded and we would not consider the development to have a material impact.

In terms of the access, ideally the large vehicle movements wouldn't cross the centre line on exiting the site. However, given the restricted width I appreciate that this would be difficult to achieve with an excessively wide bellmouth. I note that the swept path demonstrated is for an articulated vehicle and I imagine that the site will only attract a handful of these movements, with the bulk of stone deliveries using smaller 'tipper' style HV's?

We would look for the full extent of the visibility splay to be demonstrated on the access drawing, with detail of the maximum achievable distance. A splay of 2.4m x 215m would be suitable given the posted speed limit, although a reduction to 2.4m x 175m would be acceptable given the recorded 85th percentile speed.

Given the number of movements and scale of development we would look for a Road Safety Audit (Stage 1) to be undertaken on the junction and submitted in support of the application, accompanied by a 'Designer Response' or 'Exception Report' if required. I'll be happy to review this prior to submission of the application once produced.

I imagine that there will be some concern from local residents, particularly those in Adversane, regarding the presence of large vehicles and the suitability of Adversane Lane. While large vehicles are shown to use the road I'm unsure of the size; has consideration been given to producing swept paths of articulated vehicles negotiating the A29/Adversane Lane junction?

I appreciate that the details are a work in progress and I'll be happy to answer any queries as they crop up or review any documents as they are produced.

Kind regards,

Dominic

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Think sustainably. Do you have to print? Can you double side? Do you need colour?

"Russell, J.N. (John)" <j.russell@royalhaskoning.com>

To "dominic.smith@westsussex.gov.uk" <dominic.smith@westsussex.gov.uk>
cc

04/04/2012 13:57

Subject Woodbarn farm Transport and Access chapter

Hello Dominic

We spoke a couple of weeks ago about the proposed oil exploration site located off Adversane Lane and being proposed by Celtique Energy. We have now completed the EIA traffic assessment of the proposals and moved on with the highway access design. As I promised, in advance of a planning application, I attach an initial working draft copy of the EIA assessment for your comments. I also attach the current proposed access layout but I emphasise that this is currently work in progress as there remains on-going discussions with other EIA team consultants (tress mainly) and so it may change. However the principle of where it is located and the right –in / left-out operation will remain the same.

I look forward to hearing from you

Kind regards

John

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