From: Debbie Farrell <debbie.farrell@westsussex.gov.uk>
Sent: 25 April 2025 12:44:47 UTC+01:00
To: "Jo Morin" <jo.morin@adur-worthing.gov.uk>
Subject: RE: AWDM/0709/24 and AWDM/0068/25 Northbrook College, Goring (Compass Travel)

Hi Jo

V3 of the OMP is acceptable to the Highway Authority.

Kind regards
Debbie

From: Jo Morin <jo.morin@adur-worthing.gov.uk>
Sent: 09 April 2025 13:29
To: Debbie Farrell <debbie.farrell@westsussex.gov.uk>
Subject: Re: AWDM/0709/24 and AWDM/0068/25 Northbrook College, Goring (Compass Travel)

****EXTERNAL****

Hi Debbie

Please can you confirm that the OMPv.3 (forwarded 26th March 2025) is acceptable and that Condition 17 of AWDM/1444/22 can be discharged. Thanks

Jo

On Wed, 9 Apr 2025 at 12:57, Debbie Farrell <debbie.farrell@westsussex.gov.uk> wrote:

> Thanks Jo
>
> Given the appeal has been dismissed, the issues regarding vehicular turning relating to the proposed Pedestrian Island extension are no longer relevant to the Northbrook College application. I note your email from the applicant which clarifies the wording in the OMP. Is there anything further you need from us with regards to 2 Northbrook College applications (temporary and permanent change of use)?
>
> Debbie

> **From:** Jo Morin <jo.morin@adur-worthing.gov.uk>
> **Sent:** 31 March 2025 09:27
> **To:** Debbie Farrell <debbie.farrell@westsussex.gov.uk>
> **Subject:** Fwd: AWDM/0709/24 and AWDM/0068/25 Northbrook College, Goring (Compass Travel)

****EXTERNAL****

Hi Debbie

Just to let you know, we received the Appeal Decision for Chatsmore Farm on Friday 28th March - dismissed. The Appellant will have 6 weeks to challenge in the High Court.

Jo

---------- Forwarded message ---------
From: **Jo Morin** <jo.morin@adur-worthing.gov.uk>
Date: Mon, 24 Mar 2025 at 12:26
Subject: Fwd: AWDM/0709/24 and AWDM/0068/25 Northbrook College, Goring (Compass Travel)
To: Debbie Farrell <debbie.farrell@westsussex.gov.uk>

Afternoon Debbie

Further to your comments 19.03.2025 please see the attached tracking diagrams and Agent's comments in the email chain below. The tracking diagrams date from 2022 (i.e in relation to the previous application AWDM/1444/22). Obviously the internal site access arrangement now differs with the new internal site access and gates (as shown on p.3 of the submitted OMP), although I'm not sure if this matters in this instance..... Also, if the tracking was undertaken in 2022 I'm not sure why the OMP condition was imposed requiring approval for "Directional controls and limitations placed on bus drivers". Sorry, for asking more questions. I wasn't the case officer in 2022 (who has since left) and it is rather difficult trying to piece all the bits of the jigsaw together!

Jo

---------- Forwarded message ---------
From: **Wayne Gander** <waynegander08@gmail.com>
Date: Mon, 24 Mar 2025 at 11:15
Subject: Re: AWDM/0709/24 and AWDM/0068/25 Northbrook College, Goring (Compass Travel)
To: Jo Morin <jo.morin@adur-worthing.gov.uk>
Cc: Stephen Cantwell <stephen.cantwell@adur-worthing.gov.uk>, Gary Peck <gary.peck@adur-worthing.gov.uk>, Chris Chatfield <CChatfield@compass-travel.co.uk>, Steve Reeves <steve@reevestransportplanning.co.uk>

Hi Jo,

Noted. Further to our discussion I've spoken to our transport consultant. They have confirmed that the potential for the new island configuration was discussed as part of the WSCC Pre-App. It was noted that the island could be constructed if the Appeal was allowed so we should test the tracking of the access with that configuration. It was noted in the Transport Report that left in and right out manoeuvres could be banned 'if necessary'. Our transport consultant has noted that as that scheme did not secure permission the ban is not necessary.

They also noted that the designers of the island, and associated Road Safety Audits, will now need to take into consideration the prevailing conditions, which now include the movements associated with the bus depot. For completeness we have attached tracking plans that show the layout of the larger island that show buses can make the northern manoeuvre in and out without impeding the island.

I trust this addresses the concerns of WSCC but should you have any other queries please do let me know.
Regards.
Wayne

Wayne Gander MCIAT
Chartered Architectural Technologist
98 Durrington Lane, Worthing, West Sussex BN13 2RQ
M 07808 887896

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*** NOTE - OFFICE HOURS Monday – Thursday 9.00am - 5.00pm ***

On 24 Mar 2025, at 10:41, Jo Morin <jo.morin@adur-worthing.gov.uk> wrote:

Morning Wayne

I note from the outset of pre application discussions between your client and WSCC the Local Highway Authority (LHA) has required that consideration be given to the potential development of the land to the west [Chatsmore Farm] which incorporates a large traffic island to the north of the access in Titnore Lane.

It is presently unknown if the appeal at Chatsmore Farm will be allowed or dismissed following the Public Inquiry last Autumn.

In response to a Stage 1 Road Safety Audit and Designer's Response, paragraph 4.15 of the Reeves Transport Report SGR/CNM//181021V7 submitted in support of AWDM/1444/22 states: "*Our client has confirmed that they are happy to require drivers, via an Operational Management Plan (OMP) to ban a right turn (out) and left turn (in) manoeuvre to ensure that vehicles associated with this proposal do not affect the traffic island.*"

Paragraph 8.9 of the Report states: "*Our client will welcome a planning condition that requires an Operational Management Plan (OMP) that can be a mechanism to control the routing of traffic associated with the proposal.*"

A planning condition seeking an Operational Management Plan (OMP) was accepted by the LHA as suitable mitigation to the issues highlighted in the Stage 1 RSA and Designer's Response.

Condition 17 of the temporary planning permission granted under AWDM/1444/22 requires within 3 months of the date of the decision notice an Operational Management Plan (OMP) as described within the submitted Transport Report to be submitted to and approved in writing by the Local Planning Authority setting out how the routing of traffic associated with the proposal is controlled and include the following matters:

- Bus and staff operational details
- Bus and staff parking details and manoeuvring
- Operation and management of gated access
- Mechanism to limit and control use of the access
- Directional controls and limitation placed on bus drivers
- Reporting and monitoring mechanism.

It is understood that in terms of buses and vehicles accessing and exiting onto Titnore Lane the current and future operation of the bus depot includes a right turn (out) and left turn (in). The submitted OMP states (p.10): "*In terms of buses and vehicles accessing and exiting onto*

Titnore Lane it is the judgement of drivers whether this shall be from the south or the north and will be pre-determined predominantly by the traffic flow at any given time of the day. There are no specific requirements to use the direction of the flow of the traffic; for instance not to always turn left (south) out onto Titnore Lane when exiting the site, although specific consideration shall be given to the relationship of the traffic if it builds up adjacent to the traffic island to the north fo the access point."

The current application (AWDM/0068/25) seeks a permanent permission for the depot at this site. It has been confirmed that current operations place no directional controls on bus manoeuvres into and out of Titnore Lane, with this left to the judgement of individual drivers taking account of conditions. Since this is clearly different to the undertaking given at Paragraph 4.15 of the above-mentioned Transport Report, it seems reasonable for the LHA in their latest response to request the tracking information sought.

Regards

Jo Morin

On Fri, 21 Mar 2025 at 12:54, Wayne Gander <waynegander08@gmail.com> wrote:

> Hi Jo,
> Is it *really* reasonable for WSCC to ask for tracking relating to an upgraded island that does not exist relating to a planning application that has been refused with no indication of being overturned at appeal?
>
> We already carried out the tracking back in 2022 for the current arrangement.
> Regards.
> Wayne
>
> **Wayne Gander MCIAT**
> **Chartered Architectural Technologist**
> 98 Durrington Lane, Worthing, West Sussex BN13 2RQ
> M 07808 887896
>
> <image002.jpg>

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*** NOTE - OFFICE HOURS Monday – Thursday 9.00am - 5.00pm ***

On 20 Mar 2025, at 13:08, Jo Morin <jo.morin@adur-worthing.gov.uk> wrote:

Hi Wayne

Further to my earlier email - comments now received from WSCC as follows: -

We have looked into the remaining issue of the possible ban on left turn in right turn out manoeuvres in relation to the vehicle access onto Titnore Lane.

The original application stated within the Transport Statement that the left turn in right turn out manoeuvres could be banned if deemed necessary, due to the possible obstruction of the potential island upgrade to a pedestrian/cycle refuge. If the applicant wishes for vehicles to have the option for these manoeuvres, they need to demonstrate that vehicles can physically make those turns without obstruction.

The images that have been submitted by the Transport Consultant show buses turning in with the existing island arrangement but that is not what is questioned, it is the revised arrangement with the potentially upgraded refuge (as a result of the Chatsmore Farm application) that needs to be tracked using autotrack software. This needs to happen before either application AWDM/0709/24 or AWDM/0068/25 are approved. The only other scenario that could occur would be that the decision notice on Chatsmore Farm is issued and the planning application is refused and the appeal turned down. In that scenario the applicant for AWDM/0709/24 and AWDM/0068/25 would not be required to demonstrate that vehicles can turn left in and right out because there is no likelihood of those improvement works coming forward.

Please can the bus manoeuvres to/from Titnore Lane be tracked based on the potential upgraded island refuge as requested by WSCC.

Regards

Jo

--

Jo Morin
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