

Simon Davis

From: Esme Sparrow [REDACTED]
Sent: 16 November 2021 17:30
To: Simon Davis
Cc: Andrew Munton; Lorna O'Carroll; Shaan Novitzki; Adam Ford
Subject: FW: Highways Response to application AL/113/21/OUT - Land at Bayards, Fontwell
Attachments: 020.0672.007A.pdf; DR - Fontwell Avenue Eastergate Phase 1 and 2 RSA 12 27th August 2021 Rev A 11 Nov 20211.pdf

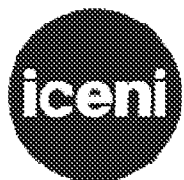
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Hi Simon,

Please see below the response to the WSCC Highways comments provided on the 1st October 2021, please could this be passed onto them for further consultation.

Many thanks,
Esme

Esme Sparrow
Planner, Strategic Planning



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From: Adam Ford <[REDACTED]>
Sent: 15 November 2021 16:48
To: katie.kurek@westsussex.gov.uk
Cc: Mark Smith [REDACTED]; Shaan Novitzki [REDACTED]
Subject: Highways Response to application AL/113/21/OUT - Land at Bayards, Fontwell

Dear Katie,

I hope you are keeping well. Following your highways comments dated 1st October 2021 on application AL/113/21/OUT please see further information below as requested.

Visibility Splays onto Level Mare Lane

WSCC requested confirmation that the visibility splays on Level Mare Lane are achievable. Following this, highway boundary mapping has been obtained for the extent of Level Mare Lane and added to the associated visibility splay drawing (see attached). The attached drawing shows both the previously submitted visibility splays based on the April 2019 speed surveys to 30mph and visibility splays to 40mph (likely speed at which vehicles travel along the frontage given the location of the 2019 survey). In the primary direction visibility splays are achievable to 2.4m x 43m and 2.4m x 120m and run through either land associated with the site's red line boundary, the consented development (BN/50/20) or land in the highway boundary.

The same can be said for splays in the secondary direction. However, due to the extent of the highway boundary the 2.4m x 120m splay in the secondary direction is achievable through a 2m X-distance and an offset to the centre of the carriageway (rather than a measuring to the edge of the carriageway). This X-distance of 2m is considered acceptable because the access will be a lightly trafficked as it will only serve 6 units. In addition, other existing dwellings along Level Mare Lane likely have a similar arrangement from their associated accesses. A review of Personal Injury Accident data along Level Mare Lane shows no incidents have occurred at any dwellings which likely have similar arrangements in the last five years. The PIA data also confirmed no accidents had occurred on Level Mare Lane or at the junctions associated with it either.

The measurement to the centre of the carriageway is considered acceptable due to the narrow carriageway width of Level Mare Lane (c.4m) and lack of road markings as shown by the photograph below which would likely result in vehicles travelling away from the kerb line.



Based on the above it is considered that the access onto Level Mare Lane has suitable visibility and is therefore able to accommodate access to 6 dwellings.

Stage 1 Road Safety Audit

Please see attached a Stage 1 Road Safety Audit and designers' response. The attached audit has been undertaken by an external auditor and considers the implications of the site on the main approved access onto Fontwell Avenue and the proposed dropped kerb arrangement on Level Mare Lane.

Bus Improvements

The applicant has agreed to fund the improvements proposed at the Level Mare Lane bus stops. It is however proposed that these improvements are secured and implemented by contribution rather than the client undergoing a Section 278 (given that no access works other than the dropped kerb onto Level Mare Lane would be undertaken).

I hope that the above information provides the information that WSCC require to offer no objection, however I look forward to receiving your updated comments.

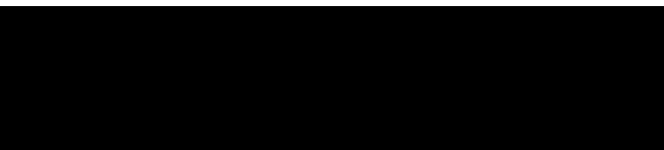
Kind Regards,

Adam Ford

Assistant Transport Planner



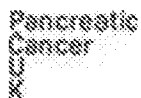
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