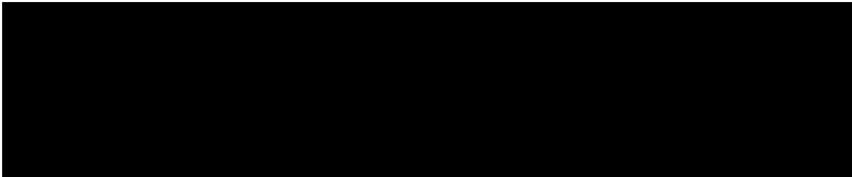




Please upload the email below and the attached documents from the applicant onto Ocella for Land at Bridge Cottage & The Old Cottage, Lidsey Road (AL/75/19/PL).

Thanks,

Michael



Dear Michael,

Please find attached a stage 1 safety audit (RSA) in response to the attached comments from WSCC Highways.

- There are seven items raised in the RSA and we can agree to 2.1 to 2.4 as they are a matter of detail.
- 2.5 refers to pedestrian route continuity. We also attach an amended site plan which provides a pedestrian link to the bus stop south of the development, and a route north to the public footpath.
- 2.6 considers that the Bridge Cottage access is too close to the development access junction. The WSCC consultation response dated 26th September 2019 (attached) shows that they have also queried the location of this access in relation to the garage block. To respond to both of these points, we have produced a plan that relocates the access as a crossover that is further away from the junction, as shown in the attached Figure 1.5 P2. This also includes visibility splays for the relocated Bridge Cottage access, based on a design speed of 10mph and forward visibility for left turning traffic into the development to demonstrate that adequate visibility can be achieved.

On a linked basis there are also a couple of points raised in the WSCC consultation response that we should respond on:

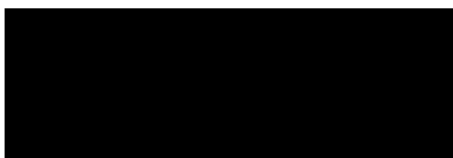
- With regards to site access arrangements WSCC have said on page 2 that Mayer Brown haven't indicated any dimensioning detail of road widths, bell mouth radii, but this is actually shown in Figure 1.5 in their August Technical Note (TN) (this is appended to the RSA). These details are also shown on the revised Figure 1.5 P2 with the relocated access to Bridge Cottage.
- On page 3, under the heading site access visibility splays (and forward visibility), WSCC have the said that forward visibility is reliant on land that is outside of the highway boundary. However, with reference to Figure 1.10 and the highway boundary plan in Appendix C of our TN, we believe that the forward visibility shown can be achieved within highway land so would be grateful if WSCC could review this.

We trust the attached information satisfies WSCC consultation comments and that they will be re-consulted to confirm matters.

We would also be grateful to receive your feedback on the application and whether you require any additional information.

We look forward to hearing from you in due course.

Kind regards,
Kerry



**Smith
& Simmons
Partners**
Planning & Architecture

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