

[REDACTED]

From: Toolan Adrian [REDACTED]
Sent: 30 April 2015 12:52
To: Planning.Responses
Subject: FW: Network Rail Consultation - A/23/15/OUT

Dear Sir/Madam

Thank you for consulting Network Rail with regard to the above planning application.

Further to my email from yesterday can you please take note of the following information relating to Network Rail's objection to Planning Application A/23/15/OUT.

The applicant's Transport Assessment incorrectly states in Paragraph 2.8 that the Brook Lane crossing point over the railway line is not a public highway and has no public right of way. The public have a right to use the crossing, it is an established footpath, and it would appear that the crossing itself is designated as a formal Public Right of Way. Notwithstanding the arguments surrounding the status of Brook Lane and the crossing, pedestrians currently use the route and will still use the route to access the development. The Transport Assessment fails to fully assess the likely increase in footfall which will occur over the crossing and has not submitted a PERS Audit to ascertain the amount of pedestrian traffic which currently uses the crossing and/or Brook Lane.

Network Rail is confident that that the development proposal will increase the use of the crossing significantly. The nearby residential areas, the location of the site in relation to alternative crossing points, and the modal split contained within the TRICS assessments all support this assumption. With regard to the TRICS assessments, Table 4.6 shows that a total population of 2812 reside in the catchment area, within wards which could reasonably be expected to use the route (West, Brookfield, Beach & River). The modal split shown in Table 4.19 shows that 21% of people can be expected to walk to the retail space and 15% to the public house, the adjusted modal split cannot be used as due to the incorrect assumption of where pedestrians will arrive from; again the Transport Assessment incorrectly states in Paragraph 4.61 that the site will only be accessible from the east. The Transport Assessment and subsequent request(s) for further information from the applicant lack clarity in terms of the expected total number of trips to site by all transport modes, in the absence of this information Network Rail can only assess the severity of the risk using internally generated TRICS reports, with parameters and modal split which reflect the worst case scenario.

Network Rail's reports show total pedestrian trip rate (retail element + public house) of 4474 of which 44% can be expected to arrive from wards which may use the level crossing (1967); 21% of these can be expected to be pedestrians giving a total pedestrian trip rate of 394 for the total development.

Network Rail's Safety Report shows 24 safety incidents have been recorded. Although the majority involved vandalism and/or youths on track, four of the incidents involved people stepping out in front of trains which could be contributed to not being fully aware of the train's presence altogether, the speed at which it was travelling, or from sheer impatience. It is these sorts of occurrences which are likely to increase in probability with more people using the crossing.

Having assessed the likely safety implications which would be likely to occur as a result of increased pedestrian traffic on the level crossing in this location, Network Rail wish to object to the application.

Reason: Safe and suitable access cannot be provided to site in accordance with Paragraph 32 of the NPPF.

Network Rail may be willing to withdraw the objection, subject to the applicant entering discussions and subsequently providing a reasonable contribution towards the provision of a ramped footbridge over the crossing, which is required to mitigate the severity of risk that the development poses.

Kind regards,

Adrian Toolan

From: Toolan Adrian **On Behalf Of** Town Planning SE

Sent: 29 April 2015 12:30

Subject: Network Rail Consultation – A/23/15/OUT

Dear Sir/Madam,

Thank you for consulting Network Rail with regard to the above planning application.

Network Rail have a number of concerns relating to the proposed development at land South of New Road (A259) and East of Brook Lane, Angmering. Network Rail would like to object to the proposed development due to its proximity to the Level Crossing on Brook Lane.

Given the proximity of the new development to the Level Crossing, Network Rail wish to object to the proposed development on the following grounds:

- An increase in use of the Level Crossing on Brook Lane which has poor sighting of up trains, even with the presence of a whistle board, and poor track curvature will import additional risk to the safety of the rail network and its users.
- Given the size and nature of the development an increase in footfall over the Level Crossing is likely to occur as pedestrians travel to the services that will be provided as part of the proposal which include retail units and a public house.

Network Rail have been in consultation with the developers who are also of the opinion that there is a significant risk to users and would strongly support the provision of a footbridge. Suitable land is available for the construction of a footbridge over the railway and Network Rail would support the construction of a footbridge at the developers expense.

Network Rail are happy to remain in consultation with the developer in order to achieve the construction of the footbridge.

Kind regards,

Adrian Toolan

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