
Technical Note

Project No: ITB14224
Project Title: Nursery Fields
Title: Response to WSCC Consultation Comments
Ref: ITB14224-021 TN
Date: 1 July 2021

SECTION 1 Introduction

- 1.1 Landform Bersted Ltd (Landform) has submitted a planning application to Arun District Council (ADC) for 225 new homes on land to the north of Chalcraft Lane known as Nursery Fields (planning ref: BE/87/21).
- 1.2 West Sussex County Council (WSCC), in their capacity as the statutory consultee for matters relating to the operation and safety of the local highway network, has been consulted on the proposed development by ADC. A response to the consultation was submitted by WSCC on 22nd June 2021. As part of this response, WSCC has sought clarification on the Road Safety Audit.
- 1.3 This Technical Note has been prepared to bring together the information sought in respect of the Road Safety Audit and to take the opportunity to provide clarification on comments made by WSCC in respect of land reserved for a cross boundary vehicular link.

SECTION 2 Road Safety Audit

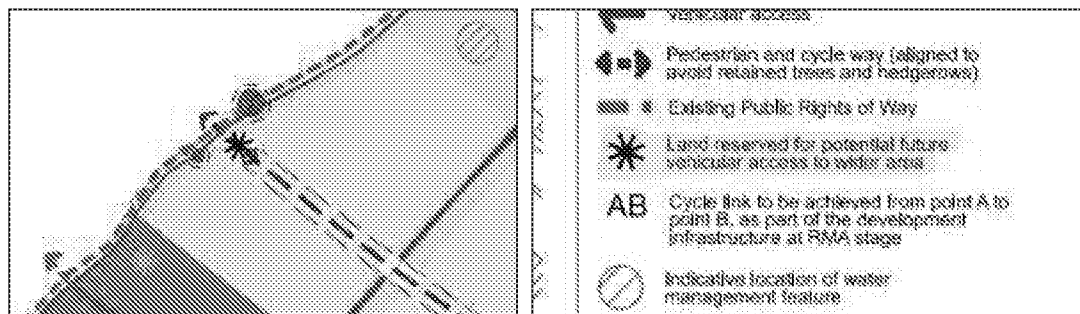
- 2.1 A Stage 1 Road Safety Audit (ref: RSA-20-068) of the proposed access arrangements was undertaken by Fenley Road Safety Limited in September 2020. The Audit was undertaken on the basis of the arrangements shown in Drawing ITB14224-GA-001 Rev B. The drawing was subsequently revised (ref: ITB14224-GA-001 Rev C) to incorporate recommendations made by the Auditor.
- 2.2 As part of application BE/148/20, clarification was sought from WSCC that the Auditor had considered the safety of the access in the context of the access serving both the development permitted through planning consent BE/81/20 and the further 225 units proposed as part of the application. The Auditor confirmed that the access arrangements had been considered in this context and that the safety recommendations remained unchanged in their correspondence dated 19th January 2021.

- 2.3 The development proposed through planning application BE/87/21 utilises the same access arrangements as those set out in Drawing ITB14224-GA-001 Rev C. However, to reflect the change in the red line site boundary between development consented through BE/81/20 and proposed through application BE/87/21, the drawing number has been amended to ITB14224-GA-009 Rev B; all other aspects of the design remain consistent across drawings ITB14224-GA-001 Rev C and ITB14224-GA-009 Rev B. An earlier iteration of the drawing (ITB14224-GA-009 Rev A) incorporated a Toucan crossing and associated cycle improvements in the vicinity of the site access. Upon the request of WSCC, these elements of the access design have been removed and are not included in ITB14224-GA-009 Rev B.
- 2.4 In response to the WSCC consultation response, written confirmation has been sought from the Auditor to confirm that they have had the opportunity to review drawing ITB14224-GA-009 Rev B and whether they have any further safety recommendations or comments. Correspondence from the Auditor dated 1st July 2021 identified the following matters:
- The provision of a level crossing over the bellmouth for the continuation of the pedestrian route along Chalcraft Lane – the Design Team confirms that dropped kerbs and tactile paving will be incorporated into the S278 detailed design.
 - No transition is provided between the shared-use cycle route adjacent to the access road and the existing pedestrian footway – a shared-use cycle route is not including in Drawing ITB14224-GA-009 Rev B. At the request of the Overseeing Organisation, the shared-use element of the footway adjacent to the site access road was removed during consultation on planning application BE/148/20. As such, there is no transition between footway and cycleway included with the arrangement and any comments relating to this matter are no longer of relevance.
- 2.5 The correspondence with the Auditor is appended to the Road Safety Audit to ensure that all matters are addressed as part of the S278 Detailed Design and prior to Stage 2 of the Road Safety Audit process.
- 2.6 The following correspondence is enclosed at **Appendix A**:
- Stage 1 Road Safety Audit RSA-20-068 incorporating Designer Team Response;
 - Auditor correspondence dated 19th January 2021; and
 - Auditor correspondence dated 1st July 2021.

SECTION 3 Reserved Vehicular Link

- 3.1 Paragraph 25 of the WSCC response dated 22nd June 2021 discusses cross boundary connections between the proposed development site and the wider West of Bersted SD3 allocation and notes that submitted parameter plan (ref: *Green Infrastructure Parameter Plan 01304_PP-02 Rev P2*) does not reflect that a potential vehicular link can be formed.
- 3.2 It should be noted that Parameter Plan 01304_PP-02 P2 identifies an area where land at the end of the primary route through the site is to be safeguarded in order to provide flexibility for a potential cross-boundary vehicular link to be formed. An extract of the Parameter Plan and the relevant inclusion within the key is provided at **Image 3.1**:

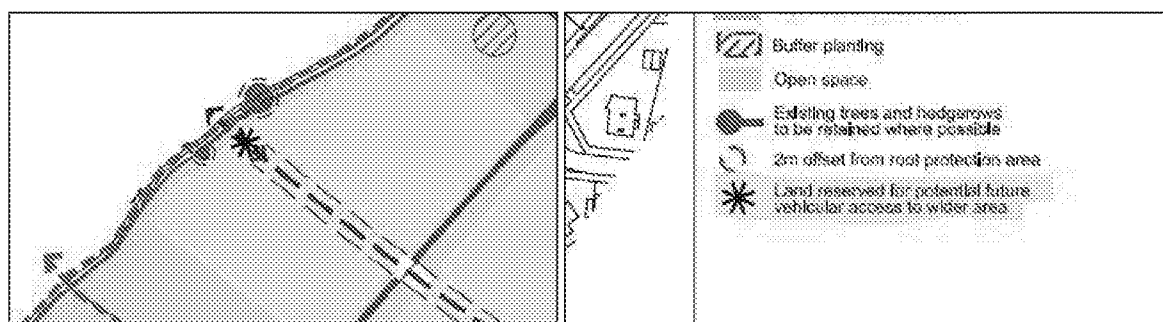
Image 3.1: Green Infrastructure Parameter Plan Extract



Source: Green Infrastructure Parameter Plan P01304_PP-02 P2

- 3.3 This area of land reserved for a potential link is also identified in Land Use and Access Parameter Plan 01304_PP-01 Rev P4, an extract of which is provided at **Image 3.2**:

Image 3.2: Land Use and Access Parameter Plan Extract



- 3.4 Detail relating to the safeguarding of the land, including the extents and trigger mechanisms, are to be included and agreed as part of the Section 106 Agreement. It should be noted that any future development proposals that incorporate a cross boundary link would require planning permission, including an assessment of the traffic impacts associated with the formation of a cross boundary link. The safeguarding of the land does not imply that a link will be formed but provides flexibility to the adjacent landowner should this link be considered of benefit in bringing forward the wider SD3 site.

APPENDIX A. RSA CORRESPONDENCE

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised.



Proposed Priority Access off Chalcraft Lane Bersted

Client:
i-Transport

Client reference:
ITB14224

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READING
RG4 8PH


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Report Status 3

Job no	RSA-20-068	Issue no	3	Date	September 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-068-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	September 2020
Document reference and revision:	RSA-20-068-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Landform Bersted Limited

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			31 st August 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	7 th September 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			7 th September 2020
3	Design Organisation Response incorporated	Dominic Smith on behalf of i-Transport			8 th September 2020

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Appendices:

Stage 1	A1 Documents and Drawings provided for this Road Safety Audit
	A2 Item Location Plan
	A3 Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed priority access off the northern side of Chalcraft Lane in Bersted. The works include the stopping up of a lay-by in order to provide the proposed junction that allows access to a 6.3 metre wide access road that accommodates a 3.0-metre footway / cycleway along the northern side as well as two priority accesses; one of which is to serve 20 dwellings and the other circa 3,300 sqm of commercial floorspace. It is understood that the proposed 6.3 metre wide access road could allow access to a further 210 dwellings on land to the northwest.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during August and September 2020 in accordance with the Road Safety Audit Brief provided, on the 10th August 2020 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Landform Bersted Limited. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety Auditor

- 2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the afternoon of Wednesday 26th August 2020 between 4:30pm and 5:15pm. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was clear with scattered clouds, the road surface was dry and visibility was good. A number of pedestrians but no cyclists were observed during the site visit. Vehicular traffic to include cars, light and heavy goods vehicles were also observed.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road

users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

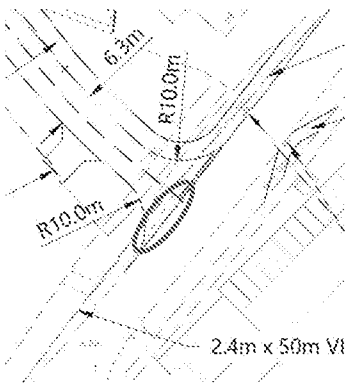
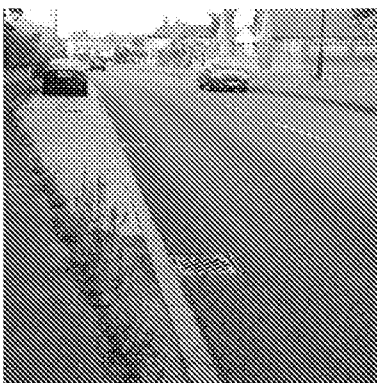
Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Dominic Smith
Position / Organisation: Partner, i-Transport LLP
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

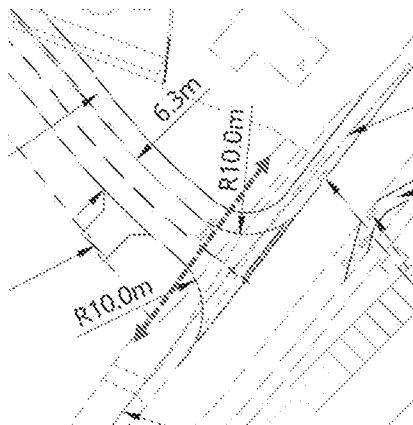
A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Proposed access, Chalcraft Lane
Summary:	Existing road gully will be within the path of vehicles
Acc Type:	Loss of control
Chalcraft Lane benefits from a network of road gullies that provide for the drainage of surface water that accumulates on the carriageway. Following implementation of the proposed access, a pair of existing gullies will be situated within the path of a vehicle or cyclist approaching and entering the proposed access. A road gully within the path of a vehicle could give rise to loss of control type incidents especially for two wheeled vehicles and vehicles undertaking a braking manoeuvre.	
RECOMMENDATION:	
It is recommended that the gullies are relocated and an adequate surface water drainage network is provided.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7th September 2020	
Accepted – to be addressed as part of the S278 Detailed Design.	
A.2.2	PROBLEM
Location:	Proposed access
Summary:	A ditch and number of outlets / headwalls are present within the area of the works
Acc Type:	Vehicle loss of control
A drainage ditch is present along the northern side of Chalcraft Lane that accommodates a number of headwalls and outlets from the network of road gullies that are situated along the channel line and allow surface water for the drainage of surface water. The proposals provide a priority junction	

that allows access to a 6.3-metre wide carriageway that accommodates a 3-metre wide shared footway / cycleway along the northern side, which will have an impact on the ditch and outlets that are present. Inadequate surface water drainage could result in ponding and loss of control incidents.

RECOMMENDATION:

It is recommended that measures are provided to ensure that surface water drains adequately

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7th September 2020

Accepted – to be addressed as part of the S278 Detailed Design.

A.3 JUNCTIONS

A.3.1 PROBLEM

Location: Proposed access, northern verge of Chalcraft Lane

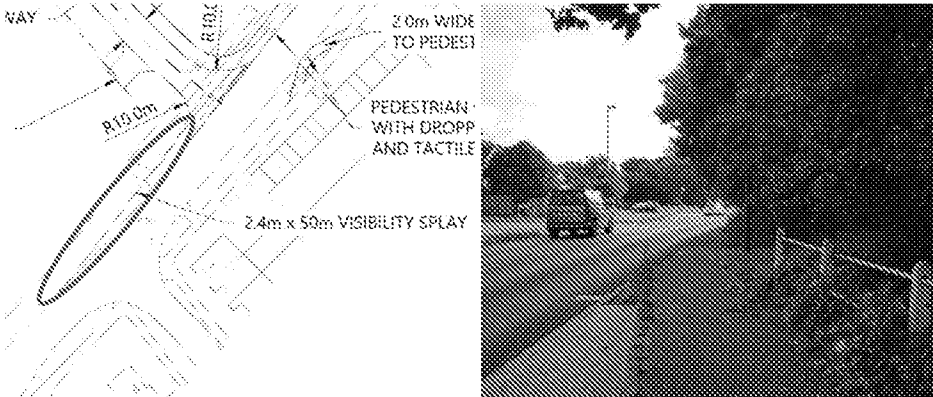
Summary: Foliage within the verge to the south of the proposed access restricts visibility

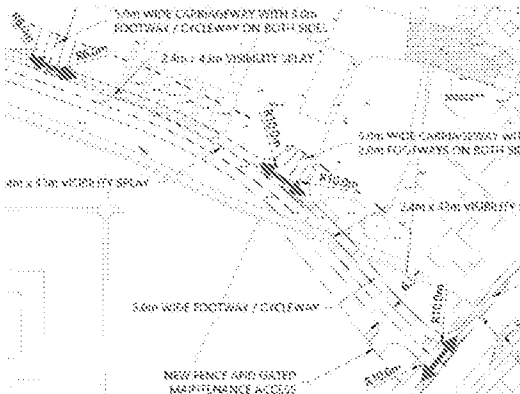
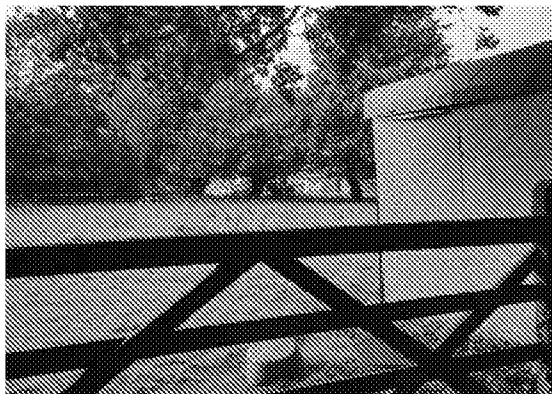
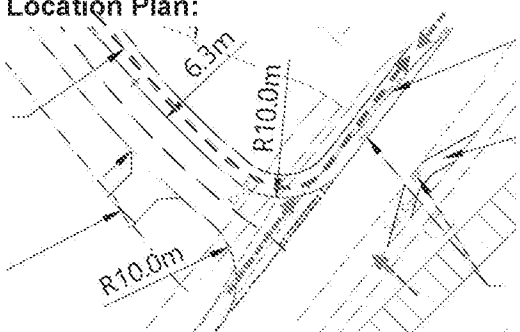
Acc Type: Side impact and rear end collision

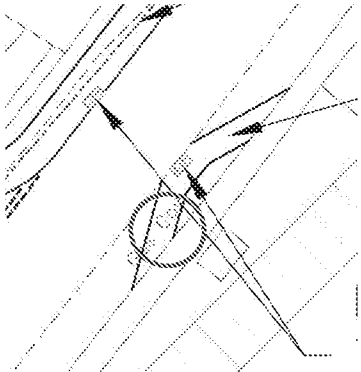
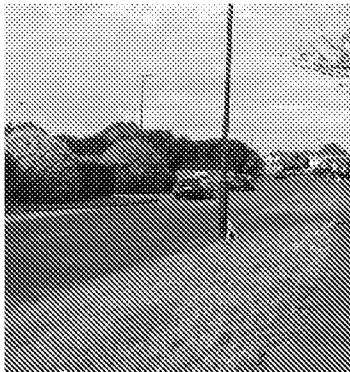
Chalcraft Lane forms part of a primary route between North Bersted and Aldwick and is subject to a 30mph speed limit. The proposals include the provision of a simple priority access off the northern side of the carriageway from which the scheme drawing illustrates that 2.4 x 50 metre visibility splays are achievable in accordance with the 30mph speed limit of the road. However, the verge along the southern side of the proposed access is overgrown with foliage encroaching the carriageway in places. The tree canopies and vegetation will restrict visibility to and from a vehicle exiting the proposed simple priority access which could give rise to side impact or rear end collision when a vehicle proceeds when it is not safe to do so.

RECOMMENDATION:

It is recommended that the appropriate visibility splays are maintained clear and free of obstructions.

Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8 th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7 th September 2020	
Accepted – vegetation encroaching within the visibility splay to be cut back as part of the site access work. On-going maintenance of vegetation within the highway is a statutory responsibility of the local highway authority.	
A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Chalcraft Lane and Proposed access road
Summary:	Full height kerbs will be an obstruction to pedestrians especially the mobility impaired
Acc Type:	Vehicle pedestrian and pedestrian trips and falls
Ffairfach Close provides access to the existing commercial development off Chalcraft Lane where pedestrians are required to walk in the carriageway. The proposals provide a spine road accessed off a simple priority junction with Chalcraft Lane and accommodates two priority accesses off the northern side that are to serve a commercial development and 20 dwellings. A shared footway / cycleway is provided along the northern side of the proposed carriageway that allows cyclists and pedestrians to join the existing footway along the northern side of Chalcraft Lane; however, the scheme drawings do not identify that dropped kerbs are to be provided where users are required to cross the proposed accesses. Whilst full height kerbs will become an obstruction to pedestrians particularly the mobility impaired or those walking with buggies and children on a scooter, the lack of a tactile warning could result in a visually impaired pedestrian entering the carriageway when it is not safe to do so which raises the risk of a vehicle-pedestrian collision.	
RECOMMENDATION:	
It is recommended that dropped kerbs with a maximum upstand of 6mm and tactile paving are provided where appropriate.	

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8 th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7 th September 2020	
Accepted – design amended to incorporate tactile paving and dropped kerbs (see drawing ITB14224-GA-001 Rev C).	
A.4.2	PROBLEM
Location:	Proposed footway / cycleway, northern footway
Summary:	Visually impaired pedestrians could step into the path of a cyclist without warning
Acc Type:	Cyclist-pedestrian collisions
Chalcraft Lane is subject to a 30mph speed limit and accommodates a footway along each side of the carriageway. The proposals provide a 3.0-metre shared footway cycleway along the northern side of the proposed access carriageway that wraps around the corner radius to meet the existing footway of Chalcraft Lane. The scheme drawings illustrate that the existing parking bay is to be stopped up and a dropped kerb crossing point with tactile paving provided to allow access to the footway on the eastern side of Chalcraft Lane; however, no measures are provided to highlight the transition between the existing footways and proposed shared facility where cyclists are likely to be observed. As such, pedestrians particularly the visually impaired, could step into the path of a cyclist or a cyclist could continue on the footway, raising the risk of a cyclist-pedestrian collision.	
RECOMMENDATION:	
It is recommended that sufficient warning is provided to highlight the change of use.	
Location Plan:  	

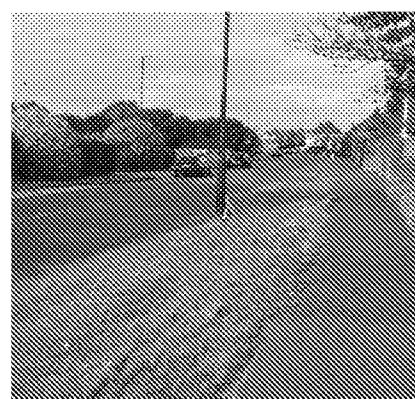
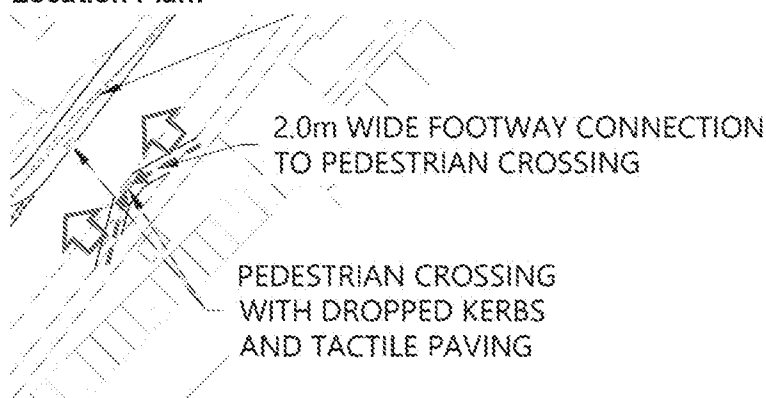
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8 th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7 th September 2020	
Accepted – drawing has been amended to incorporate signing and corduroy paving to denote change of use.	
A.4.3	PROBLEM
Location:	Proposed crossing point, southern footway Chalcraft Lane
Summary:	Existing street lighting column will become an obstruction to pedestrians
Acc Type:	Pedestrian collision and pedestrian trips and falls
Chalcraft Lane benefits from street lighting with a number of street lighting columns located within the existing verge to the east of the carriageway. The proposals provide a 2.0-metre footway link from the existing footway to a proposed uncontrolled crossing point on Chalcraft Lane. The Audit Team observed that an existing streetlight column may be situated at this location which will be located within the proposed footway and be an obstruction to pedestrians. Such an obstruction could be struck by a pedestrian or force one to enter the carriageway suddenly raising the risk of vehicle collisions with pedestrians as well as trips and falls.	
RECOMMENDATION:	
It is recommended that the street lighting column is relocated out of the footway	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8 th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7 th September 2020	
Accepted – crossing point has been relocated as to avoid conflict with lighting column (see drawing ITB14224-001 Rev C).	
A.4.4	PROBLEM
Location:	Proposed crossing point, eastern footway of Chalcraft Lane
Summary:	The verge to the east of the carriageway forms an embankment
Acc Type:	Loss of control and vehicle-pedestrian collisions
Chalcraft Lane is subject to a 30mph speed limit and accommodates a footway along each side of the carriageway with the footway to the east beyond a verge and set at a higher level. The scheme drawings identify that an uncontrolled crossing point is to be provided to the north of the access. Due to the gradient of the verge on the eastern side of Chalcraft Lane, the proposals	

provide an angled 2.0-metre footway link from the existing footway to the crossing point; however, scheme drawings do not detail the effect of the likely crossfall towards the carriageway. As such, a user of a wheeled device such as a child on a scooter or wheelchair user, approaching the crossing point may not become aware of the crossfall combined with the steep incline towards the carriageway and could inadvertently lose control and continue into the path of an oncoming vehicle.

RECOMMENDATION:

It is recommended that the crossing point is set at a maximum gradient of 1 in 12 down to the carriageway.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7th September 2020

Accepted – to be addressed as part of the S278 Detailed Design.

A.4.5 PROBLEM

Location: Proposed footway / cycleway, northern footway

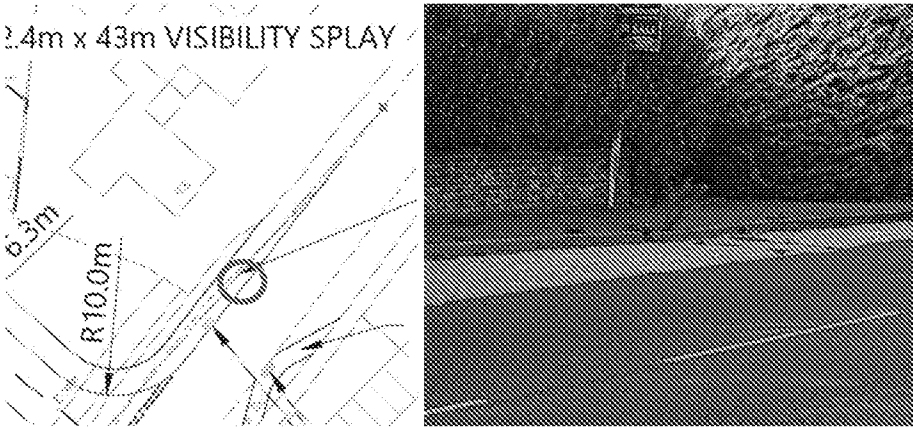
Summary: Services covers will be an obstruction

Acc Type: Pedestrian trips and falls

Chalcraft Lane accommodates a number of utility covers within the existing footway, verge, and carriageway. The proposals include the provision of a priority access off the western side of Chalcraft Lane that accommodates a 3.0-metre footway cycleway along the northern radius which ties into the local pedestrian network. The scheme stops up an existing parking bay situated along the western side of the Chalcraft Lane carriageway where a number of the utility covers are present and will be located within the footway following the works. Raised or sunken utility covers along a pedestrian desire line, will be an obstruction and trip hazard.

RECOMMENDATION:

It is recommended that service covers are adjusted or relocated accordingly.

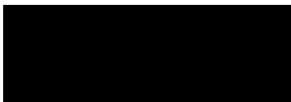
Location Plan: 2.4m x 43m VISIBILITY SPLAY 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 8th September 2020 following formal issue of this Stage 1 Road Safety Audit on the 7th September 2020	
Accepted – to be addressed as part of the S278 Detailed Design.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 7th September 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed: 

Position: Road Safety Engineer

Organisation: Fenley Road Safety Limited

Date: 7th September 2020

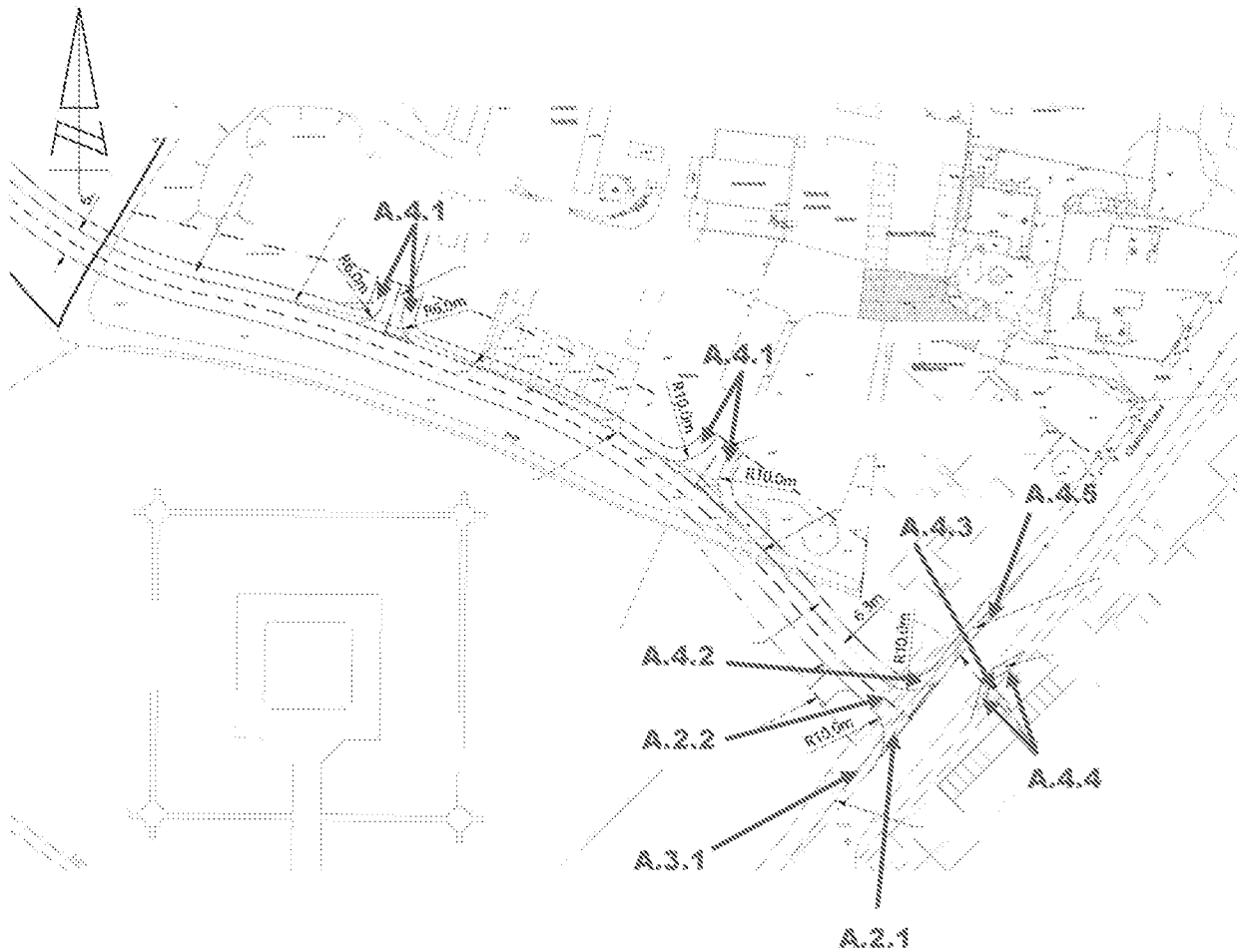
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	DS/ITB14224-007	-	Road Safety Audit Brief
	AI/IN/ITB14224-002 R	-	Transport Statement
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB14224-GA-001	B	Site Access Arrangement
	ITB14224-GA-002	A	Swept Path Analysis – Superlarge Refuse Vehicle

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB14224-GA-001	C	Site Access Arrangement

fenley

Dominic Smith

From: [REDACTED]
Sent: 19 January 2021 09:38
To: Dominic Smith
Cc: 'Jamie'
Subject: RE: Nursery Fields, Bersted

Importance: High

Dear Dominic

I trust that you are well.

I can confirm that our Stage 1 Road Safety Audit of your proposed priority junction off the north side of Chalcraft Lane, reference RSA-20-068, was undertaken in accordance with your Audit Brief, ref: ITB14224-007 which included details of the expected traffic movements based on the various developments and the results from your JUNCTIONS 9 assessment.

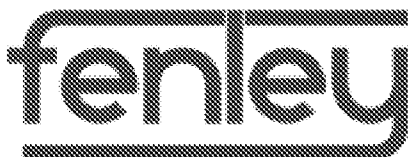
In terms of increasing the amount of development accessed via the proposed priority access, thus the traffic that flows through the junction, the Audit Brief identifies that the "Ratio of Flow to Capacity" (RFC) of the '2025 with Committed Development, Proposed Development and 210 Dwellings' scenario equates to a maximum of 0.18 along Chalcraft Lane resulting in a queue of just 1 vehicle. An additional 15 dwellings served off the junction is likely to marginally increase the RFC and queue experienced, however, I can confirm that the road safety implications of the junction as detailed within our Stage 1 Road Safety Audit, remain unchanged.

I trust that this confirmation is sufficient, should you need anything further, please do not hesitate to contact me.

Thank you and kind regards

Jamie

Jamie Fenning
BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

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From: Dominic Smith [REDACTED]
Sent: 18 January 2021 16:18
To: [REDACTED]
Subject: Nursery Fields, Bersted

Good afternoon Jamie

Thank you for undertaking the Stage 1: RSA dated 7th September 2020 (a copy is attached for reference). WSCC have responded to the planning application and asked for confirmation that the RSA was considered on the basis of providing access both the Chalcroft Nursery application (planning ref: BE/81/20 – 20 residential units and circa 3,300sqm of commercial floorspace) and the current application (planning ref: BE/148/20 – 225 residential units).

I note that in paragraph 2.1 of your Audit report the access was considered on the basis of providing access to the wider development, at that time understood to be 210 units. Could you advise whether you would have any further comments to make in respect of access serving the additional 15 units?

If you require any further information then please do not hesitate to let me know.

Kind regards

Dominic



Dominic Smith
Associate Partner
for i-Transport LLP

Basingstoke Office: Grove House, Lutyens Close,
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Dominic Smith

From: Dominic Smith
Sent: 01 July 2021 15:39
To: [REDACTED]
Subject: RE: Nursery Fields - Chalcraft Lane, Bersted [Filed 01 Jul 2021 15:39]

Dear Jamie

Many thanks for your comments. I can confirm that:

- Level crossing over bell-mouth of junction – dropped kerbs and tactile paving will be incorporated into the detailed design of the proposed access arrangement; and
- Transition between cycleway and footway – the shared use element of the footway adjacent to the access road has been removed from the scheme at the request of the Overseeing Organisation and the route will remain for pedestrian use only. As such, there will be no transition between footway and cycleway. The width of the footway has been retained at 3.2m to enable future conversion to a cycleway, if required, and at this time any measures to identify shared cycle use will be incorporated along the route.

These comments will be appended to the Stage 1 Audit to ensure that they are considered and addressed prior as part of the detailed design and prior to the commencement of Road Safety Audit Stage 2.

Thanks again for your comments.

Kind regards

Dominic



Dominic Smith
Associate Partner
for i-Transport LLP

[REDACTED]
Basingstoke Office: The Square, Basing View,
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Our Basingstoke office has now relocated to Basing View. Please note our new address.

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From: jamie@fenley.co.uk [REDACTED]
Sent: 01 July 2021 15:05
To: Dominic Smith [REDACTED]
Subject: RE: Nursery Fields - Chalcraft Lane, Bersted
Importance: High

Dear Dominic

Further to your email, I have reviewed the latest scheme drawing, ref: ITB14224-GA-009B as well as our Stage 1 Road Safety Audit report, ref: RSA-20-068-3 and can confirm that we would raise not additional road safety concerns.

We note that a number of concerns raised within the Stage 1 Road Safety Audit, have been addressed within the latest design, however, some remain outstanding for example a safe level pedestrian route for users of the existing footway, across the bellmouth of the proposed access and sufficient warning of the change in nature where the existing footway meets the proposed shared footway cycleway.

I trust that this is acceptable, should you require anything further, please do not hesitate to contact me.

Thank you and kind regards

Jamie

Jamie Fenning

BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

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From: Dominic Smith [REDACTED]
Sent: 01 July 2021 10:55
To: [REDACTED]
Subject: Nursery Fields - Chalcraft Lane, Bersted
Importance: High

Good morning Jamie

I trust you are well. I write to you in respect of the development proposal identified above for which you undertook a Stage 1 Road Safety Audit.

Planning permission was granted for development BE/81/20 for up to 20 homes + commercial uses utilising the access arrangements as originally audited. A second planning application, BE/148/20/OUT was submitted for a further 225 units; this has subsequently been refused by Arun District Council and an appeal has been submitted to the Planning Inspectorate. A resubmission of the second planning application has been submitted to Arun District Council (BE/87/21) . In response to the consultation on the latest planning application, WSCC has requested confirmation from yourself that:

- You have had the opportunity to review the most recent iteration of the drawing; and
- Whether you have any further comments to make.

To this end, please find enclosed Drawing ITB14224-GA-009 Rev B which has been submitted as part of planning application BE/87/21. It utilises the access arrangements originally considered through RSA-20-069-2 (ref: Drawing ITB14224-GA-001), but the drawing number has been revised to provide distinction between the two planning applications and to accommodate a difference in the red line site boundary.

It is not necessary to amend the earlier Audit Report and an email response that can be appended to the RSA1 will be sufficient. If you have any queries then please do not hesitate to contact me.

Kind regards

Dominic



Dominic Smith
Associate Partner
for i-Transport LLP

Basingstoke Office: [Redacted] W: www.i-transport.co.uk
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[Redacted]



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