

[REDACTED]

From: Amanda Scholes on behalf of Planning.Responses
Sent: 21 September 2018 08:17
To: Planning Scanning
Subject: FW: CM/16/18/PL Dementia Care Centre, rear Bairds Farm Shop, Climping, Littlehampton
Attachments: 2868-BCH-ICS-PH1-XX-DR-C-025-P7-S2 - Highway Improvements[4].pdf; Bairds Farm Revised scheme Stage 1 - ICS Designers Response[3].pdf

From: Anita Gardner
Sent: 20 September 2018 14:03
To: Planning.Responses
Subject: FW: CM/16/18/PL Dementia Care Centre, rear Bairds Farm Shop, Climping, Littlehampton

Please scan as additional highway correspondence

Anita Gardner | Principal Planner, Directorate of Place, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

From: Andy Marshall [REDACTED]
Sent: 18 September 2018 11:27
To: Steven Shaw
Cc: Anita Gardner; Victoria Turner; Jeff Moore
Subject: Re: CM/16/18/PL Dementia Care Centre, rear Bairds Farm Shop, Climping, Littlehampton

Dear Mr Shaw

Please see attached revised Highway drawing incorporating your requests for a wider footpath and improved crossing points. This has been subjected to a further Safety Audit which, together with our Designers Response, is attached.

I trust this is sufficient but should you have any queries please don't hesitate to contact me.

Andy

Andy Marshall MRTPI
Planning Director
Brackley Investments Ltd
6 Lower Farm Barns
Bainton Road
Bucknell
Bicester
Oxon
OX27 7LT

[REDACTED]

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P Please consider the environment before printing this e-mail

From: Steven Shaw [REDACTED]

Date: Thursday, 16 August 2018 at 16:58

To: Anita Gardner [REDACTED] <[REDACTED]>

Cc: Andy Marshall [REDACTED], Victoria Turner [REDACTED]
[REDACTED]

Subject: CM/16/18/PL Dementia Care Centre, rear Bairds Farm Shop, Climping, Littlehampton

Anita,

Further to my comments on the above application I have now received the following documentation:

- **Travel Plan** - WSCC Travel Plan officer has submitted comments on the Travel Plan which are attached. Ideally the suggested amendments should be made prior to determination, however ultimately the need for a travel plan can be conditioned and these details secured via a suitably worded condition.
- **Road Safety Audit Designers Response** – The applicant's transport consultant has provided me with a Designers Response which I requested in my original comments; this is attached. I assume this will have to be submitted directly to you by the applicant. However, WSCC comments are below:
 - Problems 8.1 – 8.4 have been addressed by the designer.
 - Problem 8.5 states, Description: A new footway is detailed from the development out onto the A259. There is no central pedestrian refuge island on the A259 to enable pedestrians to cross the road only a central island. This island needs to be changed to a pedestrian refuge and appropriate dropped kerb /tactile paving crossing point provided
Type of conflict/collision: Pedestrians having to cross full height kerbs and stand on central hatching to cross road

Recommendation: Provide appropriate refuge island and crossing point at end of new footway

Therefore the Highway Authority would look for the applicant to address this issue by providing appropriate refuge island and footway to link into the proposed footway adjacent to the site access to provide a continuous footway. A revised drawing should be provided which incorporates these additional highway works and suitably addresses the concern raised by the RSA.

- **Shared Pedestrian/Cycle route** – WSCC Walking & Cycling Officer has requested that the proposed 1.5m pedestrian route to the south of the A259 is amended to be a 3m shared path instead. Given the recent improvements and implementation of cycleway on the northern side of the A259 this will help cyclists who are travelling to

the site travel the majority of their route on bike. Therefore the route could be moved away from being directly adjacent to the A259 and be 3m wide and signed as a shared pedestrian/cycle route.

Once this improvement and the aforementioned pedestrian refuge works are drawn up onto a revised highway works plan it should be shared with the safety auditors for any additional comments.

I have copied in the applicant's so that they are aware of my comments and I am happy to discuss any of the above comments in more detail.

Regards

Steven Shaw BA (Hons) MSc MCIHT

County Highways (Development Management) Team Manager

Economy, Planning, and Place Directorate

West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester PO19 1RH

[REDACTED]

[REDACTED]

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Unit 2
71A Hamilton Road
READING
RG1 5BA

14 Aintree Lane
Liverpool
L10 2JL

Road Safety Audit Stage 1

Location: Bairds Farm Shop / New Care
Home Access A259 Crookthorn Lane,
Littlehampton
Section 278 Highway works with extra
shared pedestrian/cycle paths

Produced for Brackley Investments

Date 8th September 2018



Prepared by

Peter Ronald, I.Eng., A.M.I.C.E, M.C.I.H.T, M.So.R.S.A (HA RSA CofC)
Wing Lee B.Eng(hons), PG Cert, M.C.I.H.T, M.I.H.E

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DOCUMENT CONTROL SHEET

Project Name: Bairds Farm Shop / Care home access

Report Title: Stage 1 Road Safety Audit
Section 278 Highway Works with pedestrian /cycle paths

Date: 8th September 2018

Client: Brackley Investments

Audit Team			
	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	8/9/2018
Audit Team Member:	Wing Lee	Road Safety Auditor	8/9/2018
Approved By:	Peter Ronald	Director	8/9/2018

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
A	8/9/2018	Final	PR	WL	PR

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1. Executive Summary

This scheme is promoted by Brackley Investments. This Stage 1 Road Safety Audit is provided under the provisions of the Safety Audit request dated 3rd September 2018.

2. Introduction

This report results from a Stage 1 Road Safety Audit request for a proposal to construct a new residential care home on part of the site occupied by Bairds Farm Shop. Access will be via the existing access from A259 Crookthorn Lane. Additional lengths of footway/ shared use path are also proposed

The Audit Team consisted of:

Peter Ronald, I.Eng., A.M.I.C.E., M.C.I.H.T., M.So.R.S.A. HA RSA Cert of Comp
Wing Lee B.Eng(hons), PGCert, M.C.I.H.T., M.I.H.E

A site visit was made to the site on Wednesday 5th September 2018 between 10.00am and 10.30 am. Traffic flows were low and no pedestrian/cycle movements were observed. The weather was cloudy and dry. Traffic speeds were perceived to be within the posted 40mph speed limit

The Audit comprised an examination of the drawings provided by Infrastruct and any additional support documents completed by the Audit Team as listed in the Appendices.

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references and the Traffic Signs Regulations and General Directions 2016, and HD 19/15 Design Manual for Roads & Bridges.

The Auditors have examined and reported only on the road safety implications of the detailed design, as presented in the supplied drawings.

All safety issues are with reference to the specific design details shown on the drawings.

Each of the auditors’ responses is classified as either a ‘Problem’ or a ‘Nil Response/Comment’. Items classified as a ‘Problem’ denote matters likely to result in significant road safety hazards. Items marked as ‘Nil Response/Comment’ are less serious, but worthy of consideration by the designer and/or by the overseeing organisation.

Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide, to assist the client in determining the priority of the issues raised.

	Probability
--	-------------

Severity / Risk Level	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	*** Problem (Urgent)				
Critical		** Problem (High Risk)			
Major			* Problem (Medium Risk)		
Minor				* Problem (Low Risk)	
Negligible					Comment

3. Historical Summary

The site is currently a farm shop and vacant agricultural land

4. Existing Environment

A259 Crookthorn Lane is a single carriageway classified road that links Littlehampton with Bognor Regis. Bairds Farm Shop access is located off the southern side of the carriageway to the east of the junction with Clamping Street

No footway is present to the access along the southern side of the road

A ghost right turn facility is present at the existing access and a 40mph speed limit has been introduced by order along the A259

There is a bus stop layby located north west of the access for buses travelling east

5. Accident / Collision History

No information provided.

6. Survey Information

No information provided

7. Project

To construct a new residential care home accessed via the existing access for Bairds Farm Shop. Together with new footway/ shared use paths along Cookham lane

8. Stage 1 - Audit Assessment

The table below summarises the findings from this audit, which are described in detail on following pages.

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage	Problem	(8.1) No new drainage detailed along new kerblines
A1.5	Landscaping		
A1.6	Public Utilities/Services Apparatus		
A1.7	Lay-bys		
A1.8	Access		
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles	Problem	(8.2) No cycle path provision to enable cycle access to Climping Street and back again from crossing point or to east side of farm shop access
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout		
A3.2	Visibility		
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problems	(8.3) Level difference to rear of proposed shared use path (8.4) No shared use signs or corduroy paving detailed along shared use path
A4.3	Facilities adequate	Problems	(8.5) Inadequate size refuge island as it now is a cycle crossing between paths

		Comment	(8.6) Poor carriageway surface inline with new crossing point across Climping Street western arm (9.1) General lack of signs/ corduroy paving on existing shared use path
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		
A4.7	Junctions		
A4.8	Routes clear of obstruction		
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings And Lighting		
A5.1	Signs	Problem	(8.7) New pedestrian refuge island needs to have high level keep left sign as on existing islands in vicinity
A5.2	Lighting		
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (item A1.4)

Location: A259 Along new kerblin and new access

Summary: No new drainage detailed to prevent surface water ponding adjacent to new kerblin

Description: A new kerblin is detailed along A259 and at the shop access. This kerblin will cause problems with surface water being retained on the main carriageway. Appropriate drainage needs to be provided at the detailed design stage to prevent ponding on the main carriageway and within the access

Type of conflict/collision: Ponding on carriageway causing problems for vehicle traffic

Recommendation: Provide appropriate drainage at detailed design stage

8.2 *Problem* (item A 1.12)

Location: A259 between Crossing point at Climping Street and east of Farm shop access

Summary: No cycle path provision to Climping Street or east side of Farm Shop access to crossing point

Description: A new share use cycle path is detailed along the southern side of A259 from the western refuge /crossing point to the Farm Shop. This path does not link upto Climping Street where cycles may be expected to go after crossing the road to head to the beach. There is also no cycle provision for cycles arriving and exiting to go east from the Farm Shop as

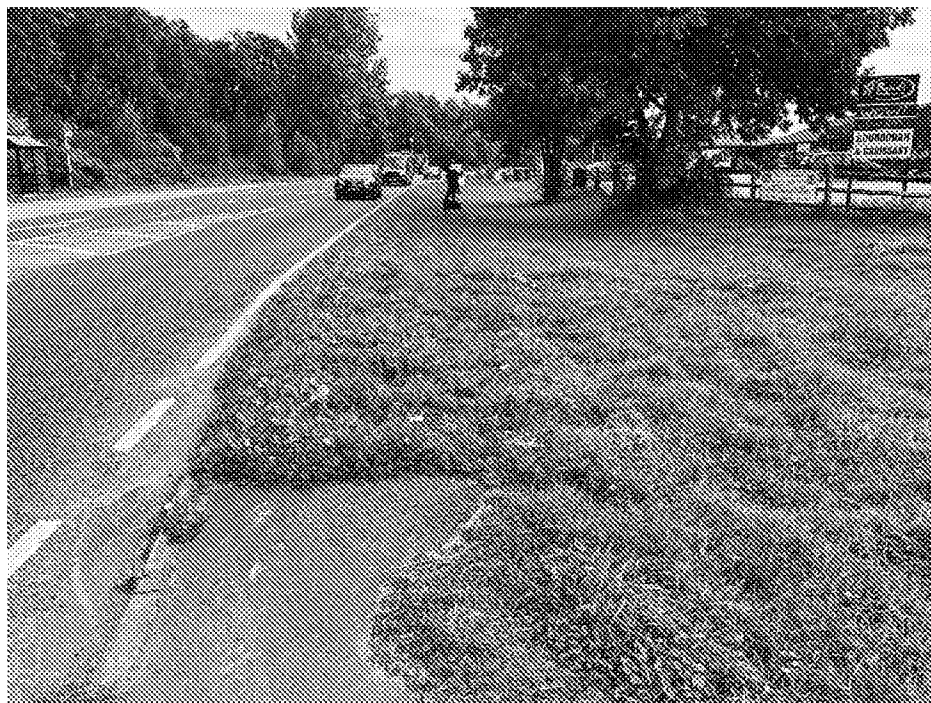
only a pedestrian footway is proposed and cyclists will use this path as it is more direct rather than having to go west then cross road and come back on themselves. Provide additional lengths of shared use path

Type of conflict/collision: Cycles using footways illegally in conflict with pedestrians due to reduced widths provided

Recommendation: Provide additional lengths of 3m wide shared use cycle paths

8.3 *Problem* (item A4.2)

Location: A259 to rear of proposed path



Summary: Level difference to rear of new path

Description: A new 3m wide path is detailed that will crossfall to the carriageway. There will be a level difference to the rear of the new path that will require the adjacent verge to be regraded to remove hazard to rear of path

Type of conflict/collision: Level difference to rear of path

Recommendation: Regrade verge to rear of new path

8.4 *Problem* (item A4.2)

Location: A259 Shared use path

Summary: No shared path signs or corduroy paving detailed along shared use path

Description: A new shared use path is detailed with only standard blister tactile paving at the crossing point. Current guidance recommends shared use signs and corduroy paving be installed along shared use paths to ensure pedestrians and those visually impaired are warned of the presence of cycles

Type of conflict/collision: Pedestrians not warned of cycle on path

Recommendation: Provide appropriate signs /corduroy paving along shared use path

8.5 *Problem* (item A4.3)

Location: A259 Refuge island



Summary: Inadequate size refuge island for cycles to cross

Description: A new shared use path is detailed along the southern side of A259. Cycles will have to use the existing inadequate size refuge island to cross over the road between cycle paths. This island needs to be increased in size to include a minimum of 2m width and 3m length standing area to cater for cycles

Type of conflict/collision: Cycles unable to wait safely in middle refuge island

Recommendation: Increase size of refuge island to cater for cycles.

8.6 *Problem* (item A4.3)

Location: Climping Street western leg at junction



Summary: Poor surfacing inline of proposed crossing point

Description: A new footway and pedestrian crossing point is detailed across Climping Street. The existing carriageway surfacing is in poor condition and has potholes in line with the new crossing point that will be a trip hazard to pedestrians. This surfacing needs to be repaired

Type of conflict/collision: Pedestrians tripping crossing road

Recommendation: Fix potholes (Local Authority responsibility).

8.7 *Problem* (item A5.1)

Location: A259 New pedestrian refuge island

Summary: New island needs to have high level keep left sign to make it more visible

Description: A new refuge island is detailed on the A259 which has a 40mph speed limit with many vehicles travelling faster. The new refuge needs to have high level keep left signs to ensure it is more visible to approaching drivers to avoid collisions (Same as the island it is replacing)

Type of conflict/collision: Vehicle collisions with island

Recommendation: Provide high level keep left signs

9. Nil response/Comments

9.1 The auditors have noticed a general lack of shared use signs or corduroy paving along the existing shared path on the northern side of the A259. This is not in accordance with current standards and needs to be addressed to ensure continuity to that being proposed as part of this development

10. Non-Motorised User Report

The report indicates problems that the Audit Team believes need consideration.

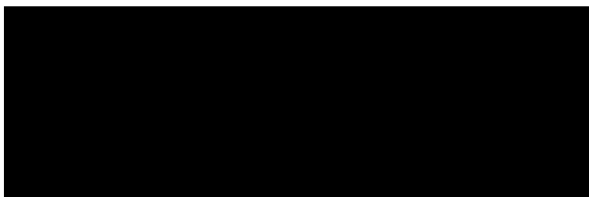
11. Auditors' Statement

Auditors Statement

We certify that we have examined the drawings listed in Appendix A and that the site has been inspected. The examination has been carried out with the sole purpose of identifying those features of the design that can be modified in order to improve the safety of the scheme.

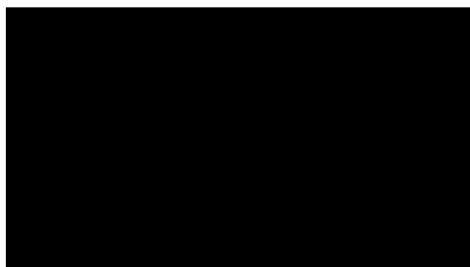
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

We can confirm that we have not been involved with the scheme design.



Peter Ronald
Senior Safety Auditor (Team Leader)

Date 8th September 2018



Wing Lee
Safety Auditor (Team Member)

Stage Road Safety Audit SAFETY AUDIT EXCEPTION RESPONSE		
Scheme Name: Bairds Farm Shop Revised scheme with shared cycle paths		
The issues categorised in the safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in the report are made for the benefit of the designer, and are not referred to below.		
Paragraph	Summary of Problem	Designer's response
8.1	No new drainage detailed to prevent surface water ponding adjacent to new kerbline	The existing carriageway simply drains onto the adjacent verge as there is no formal piped drainage within the area. New proposals seek to replicate this with gullies draining onto the swale depression behind the new footway/cycleway
8.2	No cycle path provision to Climping Street or east side of access to crossing point	Cycle path extended to the west and east
8.3	Level difference to rear of new path	Area to be graded behind the back edge of cycle path
8.4	No shared path signs or corduroy paving detailed along shared use path	Signage and corduroy paving added to the plans. Exact details to be agreed as part of S278 agreements
8.5	Inadequate size refuge island for cycles to cross	Refuge within both islands increased
8.6	Poor surfacing inline of proposed crossing point	No action. Highway maintenance issue
8.7	New island needs to have high level keep left sign to make it more visible	High level keep left sign added to proposals

Please complete Designer's response and return to Traffic Management Consultants Ltd.

Audit Team Comments

- 8.1
- 8.2
- 8.3
- 8.4

8.5

8.6

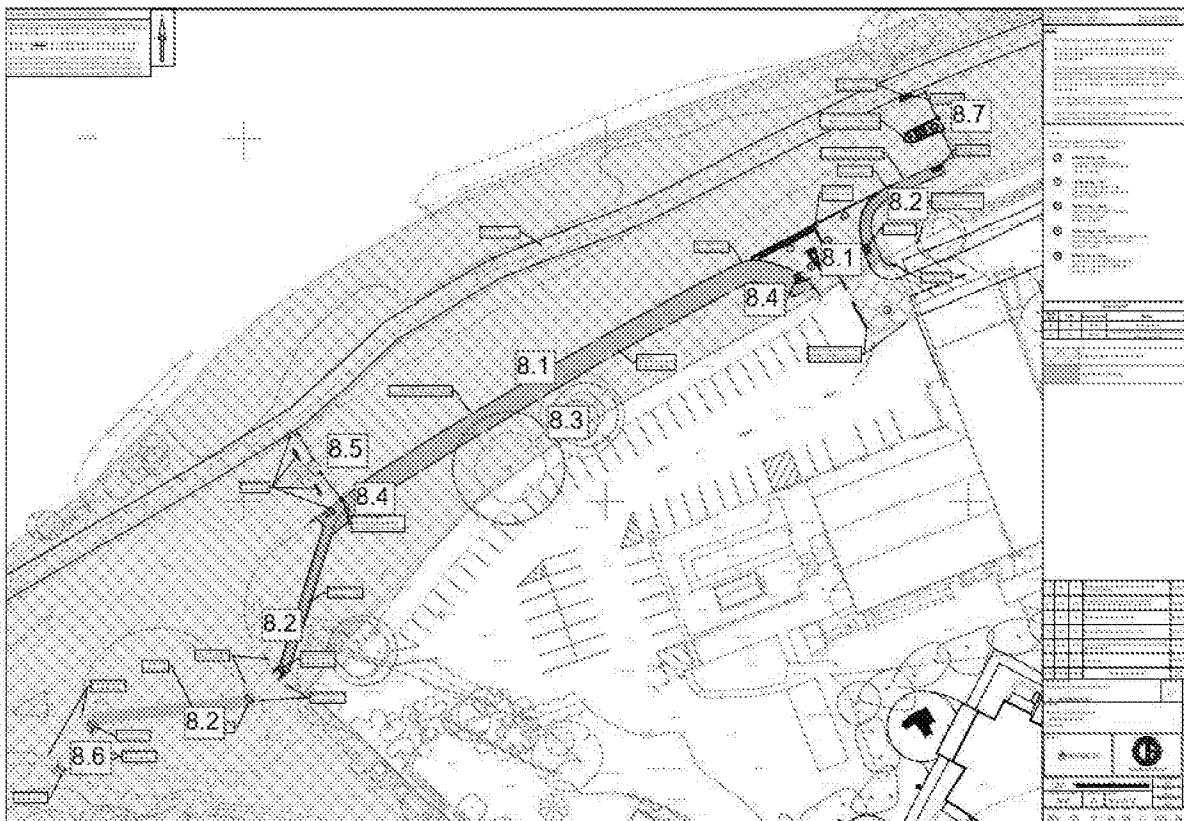
8.7

Appendix A

Drawing Numbers:

BCH-ICS-01-XX-DR-C-025 -P6 Highway Improvements

RSA 1 Plan

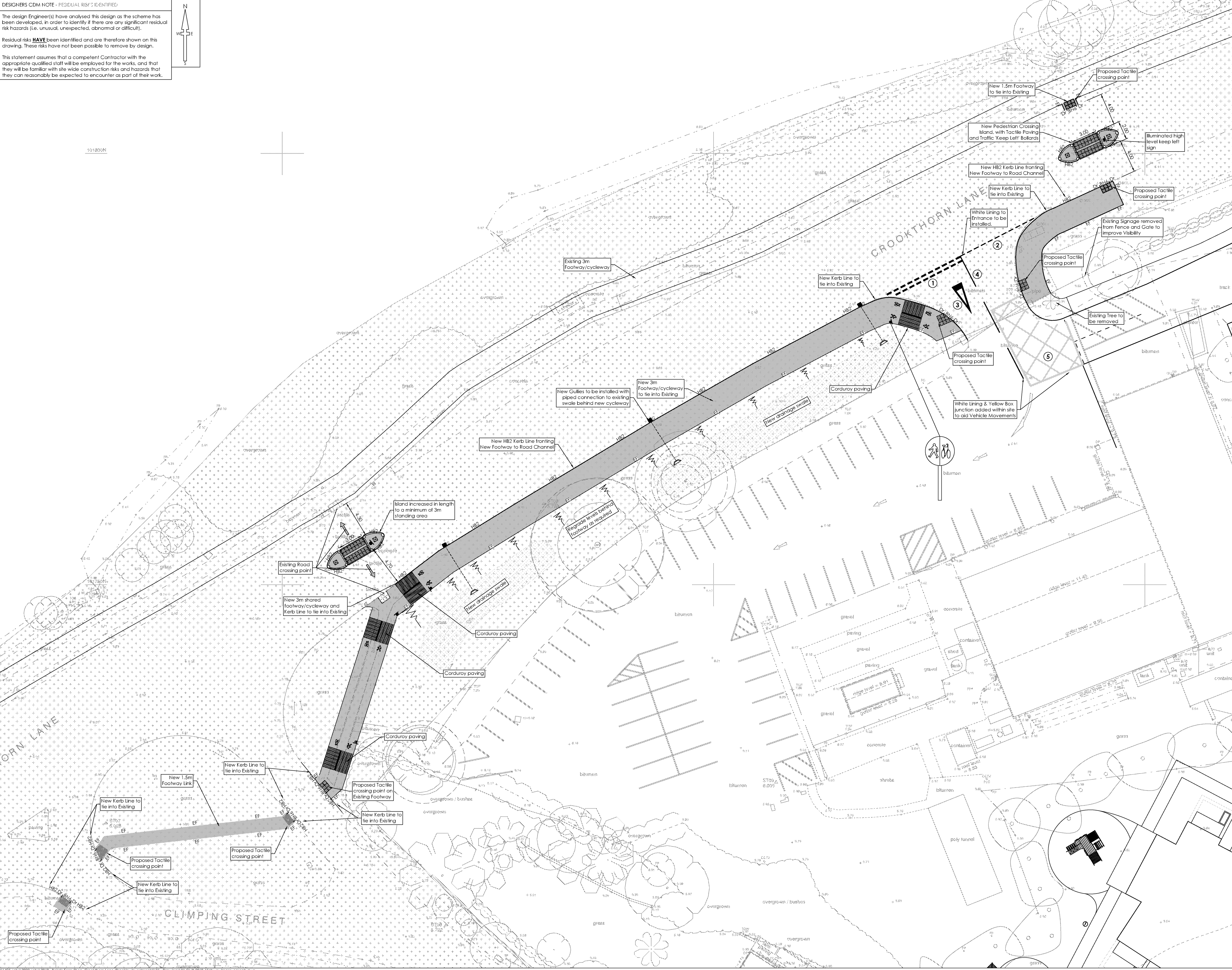
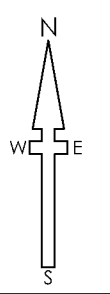


DESIGNERS CDM NOTE - RESIDUAL RISKS IDENTIFIED

The design Engineer(s) have analysed this design as the scheme has been developed, in order to identify if there are any significant residual risk hazards (i.e. unusual, unexpected, abnormal or difficult).

Residual risks **HAVE** been identified and are therefore shown on this drawing. These risks have not been possible to remove by design.

This statement assumes that a competent Contractor with the appropriate qualified staff will be employed for the works, and that they will be familiar with site wide construction risks and hazards that they can reasonably be expected to encounter as part of their work.



- Interlock Surveys: 01926 330123
DRG Number: 160783 - Sheets 1 & 2
DRG Number: 180192 - Sheets 1 & 2
- Received: 08/03/2018
Received: 23/03/2018
- NOTES
- All dimensions and levels are in metres unless otherwise noted
 - This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
 - This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
 - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
 - Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

- Notes:
- Road Lining specification TSRGD 2002 & Traffic Signs Manual 2003 Chapter 5:
- TSRGD diag. 1003**
Junction 'GIVE WAY' line
600 mark, 300 gap, 200 width
Colour - White
 - TSRGD diag. 1009**
Junction 'GIVE WAY' line
600 mark, 300 gap, 100 width
Colour - White
 - TSRGD diag. 1023**
Junction 'GIVE WAY' marking
3750 x 1250, 2100
Colour - White
 - TSRGD diag. 1004**
Carriageway Longitudinal 'CENTRE' line
4000 mark, 2000 gap, 100 width
Colour - White
 - TSRGD diag. 1043**
Junction 'YELLOW BOX' marking
200 box, 150 hatch, 2000 gap
Colour - Yellow

Kerb Legend			
Kerb Ref	Type	Dimensions	Notes
HB2	HB2	125x255	125mm upstand
EF	EF	50x150	Square edged path edging laid flush unless otherwise stated

Existing Highway Boundary area
New Bitmac Footway
Drainage Swale

P7	EPR	TST	Extension of middle island in road, addition of proposed Swales and widening of existing path to allow for shared cycle/footway	14/09/18
P6	ER	TST	Proposed extension of footway/cycleway increased to 3m	31/08/18
P5	SNN	TST	Proposed Crossing Island and Footway extension added site east of entrance	20/08/18
P4	SNN	TST	Proposed Footway amended	30/04/18
P3	SNN	TST	Existing Footway widened to 1.5m	13/04/18
P2	SNN	TST	Junction design amended, Footway Link to the West added	11/04/18
P1	SNN	TST	Initial Issue	28/03/18
REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE
DRAWING TITLE Highway Improvements				SHEET NO. 1/1
PROJECT S2 - INFORMATION Bairst Care Home Littlehampton Sussex				
CLIENT BRACKLEY		Infrastruct CS Ltd		
SCALE @ A1 1:200		0m 5m 10.0m		ENGINEER TST
PROJECT NUMBER 2868	STATUS S2	DATE March 18	DRAFT NJ	APPROVED DJ
PROJECT BCH	ORIGIN ICS	PHASE 01	LEVEL XX	TYPE DR
ROLE C	DWG NO 025	REVISION P7		