



Land at Climping, West Sussex

Transport Statement

Client: Vivid and Climping Homes Ltd

i-Transport Ref: TW/BB/ITB16079-002D

Date: 22 March 2022

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SECTION 1 Introduction and Context

- 1.1.1** Vivid and Climping Homes Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a Reserved Matters application, pursuant to an outline planning consent (CM/1/17/OUT) for up to 300 residential dwellings and ancillary development on land adjacent to Church Lane in Climping, West Sussex.
- 1.1.2** The site is located to the north of the A259 Crookthorn Lane and to the south of an existing residential area accessed from Horsemere Green Lane. The site is currently a field in agricultural use and abuts existing residential development along parts of its northern boundary. To the west, a tree belt borders the site onto Yapton Road, whilst to the east and south, a belt of trees borders the site onto Church Lane and the A259 Crookthorn Lane respectively. The site location is presented on **Image 1.1**.

Image 1.1: Site Location



Source: Open Street Map

1.2 Planning Policy and History

Outline Planning Application and Planning Appeal

- 1.2.1** The site received planning consent through appeal (planning ref: CM/1/17/OUT / APP/C3810/W/17/3187601) for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 (for up to 875 sqm), a building for A1 use (with a floor area up to 530 sqm) together with open space and ancillary works including car parking and drainage arrangements.

- 1.2.2 Planning permission was granted in Outline, with all matters other than access reserved. As a result of the granting of planning permission, in principle transport considerations including access, accessibility and traffic impacts have been determined and established.

Reserved Matters Planning Application

- 1.2.3 Pursuant to the Outline planning permission, Vivid and Climping Homes submitted a Reserved Matters planning application to deliver 300 dwellings and ancillary development on the site in August 2021 (planning ref: CM/48/21/RES). In transport terms, only the layout of the development proposal remains for determination and therefore the application considered matters of layout, landscaping, scale and appearance. The Reserved Matters application was supported by a Transport Statement and Travel Plan (i-Transport report no: ITB16079-002B and ITB16079-004B).
- 1.2.4 A consultation response on the RM application was received from West Sussex County Council (WSCC), in their role as the local highway authority, in October 2021. Within their response, WSCC raised no objections to the development proposals. The full consultation response is contained at **Appendix A**.
- 1.2.5 Following the submission of the Reserved Matters planning application in August 2021, the proposed schedule of development and internal site layout has been revised. As such, the supporting Transport Statement and Travel Plan have been updated such that they are consistent with the revised submission. The revised documents are as follows:
- ITB16079-002D – Transport Statement; and
 - ITB16079-004D – Travel Plan.
- 1.2.6 This document comprises the Transport Statement.

1.3 Pre-Application Advice

- 1.3.1 To enable the Transport Statement to be prepared on an agreed basis, a Transport Statement Scoping Note was prepared and submitted to West Sussex County Council (WSCC – the local highway authority) on 18th December 2020. The purpose of the Scoping Note was to set out the structure and parameters for assessing the highways and transport implications resulting from the proposed development for discussion and agreement with WSCC.
- 1.3.2 WSCC provided their pre-application advice on 29th January 2021 which confirmed that the proposed structure of the Transport Statement was agreed. The full pre-application response is contained at **Appendix B**.

1.4 Scope of Transport Statement

- 1.4.1 This Transport Statement has been prepared in support of the Reserved Matters planning submission and addresses the transport related elements of the layout, including street hierarchy and design, movement framework, car and cycle parking provisions and servicing.
- 1.4.2 The Transport Statement considers both national and local policy, including the National Planning Policy Framework (NPPF), Manual for Streets, Manual for Streets 2 (MfS and MfS2, respectively), Arun District Design Guide SPD and the pre-application advice provided by WSCC.

1.5 Structure

- 1.5.1 The remainder of this note is structured as follows:
- **Section 2** – provides a summary of the planning permission, the approved access arrangements and the supporting conditions and planning obligations insofar as they relate to transport matters;
 - **Section 3** – presents the development proposal, including the proposed site access arrangements, pedestrian and cycle connections and car and cycle parking provision;
 - **Section 4** – considers the proposed internal site layout, including matters of movement, site servicing and car and cycle parking design; and
 - **Section 5** – provides a summary and draws conclusions.

SECTION 2 Planning Permission

2.1.1 The site is subject to Outline planning consent for up to 300 residential dwellings and ancillary development comprising open space, a building within use class D1 (for up to 875 sqm), a building for A1 use (with a floor area up to 530 sqm) together with open space and ancillary works including car parking and drainage arrangements with all matters reserved except for access (Ref: CM/1/17/OUT), which was granted at Appeal in September 2018 (Ref: APP/C3810/W/17/3187601).

2.1.2 The approved illustrative site layout plan (P14 4899 01 Rev F) is contained at **Appendix C**.

2.2 Planning Conditions

2.2.1 The key planning conditions relating to highways and transport imposed on the planning permission are as follows and are outlined in the Appeal Decision attached at **Appendix D**.

'2) Application for the approval of reserved matters shall be made to the local planning authority not later than three years from the date of this permission.'

4) The development hereby permitted shall not exceed 300 dwellings and shall be carried out in general accordance with the following approved plans:

Location Plan: P14 4899-01 Rev B

Access Plans: GDB 4724/005 & GDB 4724/013

Illustrative Masterplan: P14 4899 01 Rev F

Acoustic Barrier/ noise bund: P14 4899 03'

5) Details of appearance, landscaping, layout and scale to be submitted and approved under Condition 1 shall include:

'[...] ii. a 'Design Code Masterplan' providing details of the street hierarchy, character areas, building typologies, key buildings, car parking, structural planning, street furniture, and treatment of the public realm'

15) The dwellings shall not be occupied until a Travel Plan to encourage more sustainable modes of travel has been submitted to and approved in writing by the local planning authority. The Plan shall be implemented as approved.'

19) The dwellings shall not be occupied until the vehicular accesses to the site have been provided in accordance with Plans GDB 4724/005 and GDB4724/013.

20) Not more than 25 dwellings shall be occupied until the scheme of highway improvements has been completed in general accordance with Plan 4724/014 Rev A at the Oyster Catcher Junction, with precise details to be agreed, but to incorporate street lighting, a new island in Yapton Road to create a safer cycle crossing and refreshment of road markings and coloured surfacing.'

2.3 Planning Obligations

2.3.1 The key obligations relating to highways and transport are outlined in the Section 106 agreement (3 September 2018), and are as follows:

Highways works

2.3.2 The Section 106 agreement outlines various highway works which are required to be delivered as part of the scheme in line with the agreed drawings at **Appendix E** and comprising:

- 1 a new roundabout at the A259 / Church Lane junction, including re-alignment of Church Lane, access to the Land, new junction with Crookthorn Lane and pedestrian crossing points / islands as shown indicatively on Drawing No. 4724/13;
- 2 Removal of existing roundabout shown indicatively on Drawing No. 4724/13;
- 3 Provision of bus laybys to the north and south of A259 with bus shelters as shown indicatively on Drawing No. 4724/13);
- 4 Provision of a signal controlled pedestrian crossing on A259 adjacent to the bus laybys as shown indicatively on Drawing No. 4724/13;
- 5 T-junction access from Land onto Horsemere Green Lane as shown indicatively on Drawing No. 4724/005;
- 6 Church Lane old alignment to be retained and landscaped to provide a new cycle route as shown indicatively on Drawing No. 4724/13;
- 7 Provision of cycle routes to link with the new site and existing / proposed WSCC cycle routes as shown indicatively on Drawing No. 4724/13; and
- 8 Detailed designs to ensure that the 3m pedestrian / cycleway shared use route will be provided on the northwest side of the new Church Lane / A259 junction as shown indicatively on Drawing No. 4724/13.

2.3.3 The Reserved Matters Application makes provision for the delivery of the agreed package of highway works, apart from the access works to Horsemere Green Lane which are discussed in Section 3.

Future Highway Works

2.3.4 The S106 Agreement also secures the safeguarding of land in the southwestern corner of the site, with provisions for WSCC to call on this land for future improvement for a period of 15 years. The Further Highway Works comprise:

- ***'means works that may be carried out by WSCC in connection with other Local Plan developments in order to provide a new junction layout at the Oystercatcher junction (A259/Yapton Road) to include associated drainage, landscaping, lighting, signage and service media'***

Financial Contributions

2.3.5 The Section 106 Agreement requires the payment of various financial contributions to enable the delivery of improvements to local transport infrastructure including:

- **Brookpits Lane Contribution** – A contribution of £10,000 to improve the public byway on Brookpits Lane
- **Crookthorn Lane Footway Contribution** - A contribution of £35,000 to provide a footway / improvement to the footway on Crookthorn Lane
- **Pedestrian Footpath Contribution** - A contribution of £75,000 to complete a footway on the southern side of Horsemere Green Lane

Travel Plan

- ***'means the welcome pack to be given to Occupiers of Dwelling Units upon First Occupation that will include a cycle voucher or bus travel season ticket.'***

2.3.6 The planning obligations set out that prior to the first occupation of any dwelling unit to obtain the approval of ADC to a Travel Welcome Pack. Upon First Occupation of each Dwelling Unit to supply or to procure the supply of to the Occupier of the Dwelling Unit with a copy of the Travel Welcome Pack.

2.3.7 In accordance with this, and with Condition 15 of the planning consent, a Travel Plan will be prepared and submitted for approval by ADC.

SECTION 3 Development Proposal

- 3.1.1 The proposed site layout has been prepared by HGP Architects (drawing no. 20.050.02 Rev M) and is contained at **Appendix F**, an extract of which is presented as **Image 3.1**.

Image 3.1: Proposed Site Layout



Source: Extract of HGP Architects Drawing No. 20.050.02 Rev M

- 3.1.2 The proposed development will provide a mix of 1, 2, 3 and 4-bedroom properties. In total, there are 31 apartments and 269 houses, comprising a mixture of detached, semi-detached and terraced properties. A schedule of accommodation is presented in **Table 3.1**.

Table 3.1: Schedule of Accommodation

Dwelling Type	Number of Units
1-Bed Flat	31
2-Bed Houses	81
3-Bed Houses	73
4-Bed Houses	115
Total	300

3.2 Access Arrangement

3.2.1 The site access strategy was fully addressed and agreed with ADC and WSCC at the Outline planning stage.

Vehicular Access

Access onto Church Lane

3.2.2 Vehicular access is to be taken from Church Lane (to be diverted through the site), in the form of a ghost island priority 'T' junction. The access arrangement was approved as part of the outline consent and is presented on Drawing No. 4724/013 produced by Bellamy Roberts (**Appendix E**).

3.2.3 Condition 4 of the planning permission requires that the development be carried out in accordance with the approved access arrangement and Condition 19 prevents occupation of the development until these works have been completed.

3.2.4 The approved access arrangements comprise:

- A new 50m ICD roundabout west of the A259 / Church Lane junction, including the re-alignment of Church Lane (existing carriageway to be retained as cycleway/footpath);
- A 3m pedestrian / cycleway shared use route on the north-western side of the new Church Lane / A259 junction;
- The conversion of the existing roundabout at Crookthorn Lane to form a ghost island priority 'T' junction to the A259 and associated pedestrian crossing points / islands;
- A 6m wide access road forming the minor arm to a ghost island priority 'T' junction to Church Lane, with a 2.0m footway on the western side of the access road;
- Informal crossing facilities at the proposed site access; and
- Visibility splays of 4.5m x 120m in each direction along Church Lane.

3.2.5 The scheme delivers access in line with the approved arrangements.

Access onto Horsemere Green Lane

3.2.6 At the Outline Planning Stage, a further all-purpose access was to be provided from Horsemere Green Lane to the north of the site. An access arrangement in the form of a simple priority junction was approved as part of the Outline consent.

- 3.2.7** Following dialogue with local residents and in reviewing site constraints in greater detail, Vivid and Climping Homes Ltd are proposing to modify this access arrangement to restrict its use to providing access for emergency vehicles only, as well as for pedestrians and cyclists. The revised Horsemere Green Lane access arrangements are detailed on HGP Architects drawing no. 20.050.02 Rev M, which is contained at **Appendix F**. The access is in substantially the same form as that approved at the Outline stage, but its use will be limited by onsite design and the delivery to the access of connections only suitable for its proposed restricted use.
- 3.2.8** With the proposed revisions to the access arrangements onto Horsemere Green Lane, vehicular access for all residents will be served by the proposed access onto Church Lane only. In recognition of this revision to the proposed access arrangements, updated junction capacity analysis has been undertaken for the proposed site access junction onto Church Lane, to demonstrate its capability to accommodate for all vehicular movements associated with the proposed development.
- 3.2.9** The updated capacity analysis has been undertaken for a future year of 2026 and is summarised in **Table 3.2**, with the full Junctions 9 modelling outputs contained at **Appendix G**.

Table 3.2: Site Access – Junction Capacity Analysis

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access	0.35	1	14	0.18	<1	11
Church Lane	0.03	<1	7	0.06	<1	7

Source: Junctions 9

- 3.2.10** The results of the updated junction capacity analysis demonstrate that the site access junction is forecast to operate well within capacity in the 2026 future year. The maximum Ratio of Flow to Capacity (RFC) is 0.35, where design capacity is taken as 0.85. There is no capacity reason that the access to Horsemere Green Lane would be required.
- 3.2.11** The amendment to the access strategy will not result in any material change to the distribution and assignment of traffic on the local network from that considered as part of the planning permission.
- 3.2.12** In safety and movement terms, the retention of access to Horsemere Green Lane for emergency vehicles and for pedestrians and cyclists delivers the same permeability, safety and accessibility aims as the original agreed strategy.
- 3.2.13** Overall, it is considered that the revision to the access arrangement will continue to deliver safe and suitable access for all users.

Pedestrian and Cycle Access

- 3.2.14 Pedestrian and cycle access to the site is provided to Church Lane at the proposed site access, to Horsemere Green Lane, as well as various other locations, and to the A259.
- 3.2.15 A 2.0m wide footway is provided at the western side of the access road, connecting to a new section of footway to be provided across the northern arm (Church Lane) of the new Church Lane/A259 roundabout. This will provide a connection and tie in with the WSCC scheme at Crookthorn Lane including a shared footway/cycleway along the northern flank of the A259.
- 3.2.16 The existing carriageway section of Church Lane between Crookthorn Lane and north of the primary site access will be retained as a cycleway and footpath. Shared footway / cycleways are provided around the Church Lane/A259 roundabout scheme and tie in with the respective WSCC schemes to the east and west. A further footway connection is provided into the site from A259 Crookthorn Lane, some 90m west of the Church Lane/A259 roundabout.
- 3.2.17 A cycleway connection will be provided at the south-eastern corner of the site to connect onto the Church Lane/A259 roundabout. National Cycle Route 2, currently routing along the A259, is to be diverted through the site.
- 3.2.18 Further pedestrian and cycle access links are to be provided at the southwestern corner of the site, which will benefit from pedestrian and cycle connections onto A259 Crookthorn Lane and B2233 Yapton Road, with a new island at Yapton Road to create a safer cycle crossing.
- 3.2.19 The proposed development benefits from the above pedestrian/cycle links, which contribute to a high level of connectivity, permeability and amenity for residents in and around the site.

Parking

- 3.3.1 Car and cycle parking is to be provided in line with the adopted ADC parking standards. The provision of car parking for the development has been considered with reference to ADC's document '*Parking Standards Supplementary Planning Document*' (2020). The adopted ADC standards are summarised in **Table 3.3**.

Table 3.3: Summary of ADC Residential Parking Standards

Dwelling Type	Spaces per Dwelling (PBZ1)*
1 Bedroom	2
2 Bedroom	2
3 Bedroom	2
4+ Bedroom	3

Source: Table 3.1 of ADC's '*Parking Standards Supplementary Planning Document*'

Notes: *Parking Behaviour Zone – Climping falls within PBZ1, as per Appendix 1

3.3.2 ADC's parking standards also identify that, to satisfy the promotion of sustainable travel modes and choices, a 10% variation below the target parking demand value will be allowed where ***"appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions ...) and other sustainable travel initiatives."***

3.3.3 In terms of visitor parking, ADC's guidance states that visitor parking should be provided at a ratio of 20% of the total number of residential units. However, ADC state that a more flexible approach will be taken with schemes that incorporate flats (such as the proposed development) and on site close to urban centres.

3.3.4 Electric vehicle charging provision is also addressed within ADC's guidance document, which states that 'active' charging points for electric vehicles should be provided for all properties that incorporate a driveway and garage, and at a rate of 30% for all remaining properties.

Car Parking Provision

3.3.5 A total of 774 allocated car parking spaces are proposed across the site, along with 60 unallocated visitor spaces, providing a total of 834 car parking spaces, which fully conforms to the adopted standards. Car parking is proposed to be provided in a combination of garages, private driveways, laybys and street-side parking bays.

3.3.6 **Table 3.4** sets out the proposed car parking provision, set against the adopted ADC standards.

Table 3.4: Car Parking Schedule

Dwelling Type	WSCC Parking Standard	Dwellings	WSCC Parking Requirement	Number of Parking Spaces Provided
1 Bed Flat	2	31	62	62
2 Bed House	2	81	162	162
3 Bed House	2	73	146	146
4+ Bed House	3	115	345	404
<i>Sub-total</i>	-	<i>300</i>	<i>715</i>	<i>774</i>
Visitor Parking	0.2	-	60	60
Total	-	300	775	834

- 3.3.7 Overall, it is demonstrated that the number of car parking spaces is in accordance with the adopted ADC standards. A total of 774 allocated spaces are proposed against the policy requirement of 715 spaces. In addition, a total of 60 visitor parking spaces are proposed against the policy requirement of 60 spaces. Several parking spaces are also associated with Lifetime Homes, and have therefore been appropriately designed for use by those with mobility impairments.
- 3.3.8 All 1, 2 and 3 bed dwellings are provided with two car parking spaces, in line with policy requirements. All of these spaces are provided as a combination of driveway and bay parking spaces, without garages.
- 3.3.9 There is an overall overprovision of 59 car parking spaces for the 4 bedroom dwellings. The majority of 4 bed dwellings are provided with a garage as part of the parking provision. Where garages are provided, the parking standard is exceeded by 0.5 spaces (i.e. 3.5 spaces rather than 3). Paragraph 2.19 of ADC's parking standards state that where garages are provided to the minimum internal dimension (6m x 3m) they will be counted as 0.5 of a parking space, as well as cycle parking storage. All garages on site are provided to meet these minimum requirements. However, there is recognition in MfS that garages are not always used for vehicle parking and the strategy for delivering parking on the site acknowledges and responds to this.
- 3.3.10 In addition, some 23 car parking spaces have been provided at the site for the proposed ancillary uses. Section 4 of ADC's parking standards summarises that parking for non-residential uses should consider the accessibility of the site and the likely demand for parking, as well as seek to balance operational needs and space requirements.
- 3.3.11 The demand for the ancillary land uses is likely to be met mostly within the development and therefore there is limited need for substantial amounts of car parking. A permeable and connected movement network is provided within the development, ensuring that residents will be afforded adequate opportunities to travel to/from the ancillary land uses by more sustainable means of transport.

Electric Vehicle Parking

- 3.3.12 In line with ADC parking standards, all dwellings with a driveway and garage will be provided with active electric vehicle charging points. Moreover, in line with standards, 30% of all remaining properties will also be provided with active electric vehicle charging points. This will likely take the form of communal charging provision within parking courts. In addition, electric vehicle charging points will also be provided for the ancillary uses at the site, the specifics of which will be provided at the detailed design stage. A planning condition is expected to be provided to secure an electric vehicle charging strategy.

Cycle Parking

- 3.3.13 Cycle parking spaces are proposed across the site in accordance with ADC standards, which are summarised in **Table 3.5**.

Table 3.5: Summary of WSCC Residential Cycle Parking Standards

Dwelling Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 and 2 Bedroom	1 space
Houses	3+ Bedroom	2 spaces
Flats	1 and 2 Bedroom	1 space (if communal storage otherwise same as 1 and 2 bed house)
Flats	3+ Bedroom	1 space

Source: Table 2.3 of ADC's 'Parking Standards Supplementary Parking Document'

- 3.3.14 Cycle parking is provided within garages where present (which meet the minimum internal dimensions of 6m x 3m), or garden sheds where not provided. Where garden sheds are present, separate garden access is provided for each dwelling.
- 3.3.15 For the proposed apartment blocks, communal bike stores are provided for residents.

3.4 PIA Update

- 3.4.1 On the basis of the granting of planning permission, transport considerations including access, accessibility and traffic impacts have been determined and are well established.
- 3.4.2 Notwithstanding this, for completeness, a further review of the latest five-year Personal Injury Accident (PIA) data on the local highway network has been undertaken to support this Reserved Matters application.
- 3.4.3 The study covers the period from 1st July 2016 to 30th June 2021 and includes the same area of roads assessed as part of the Outline planning application, including:

- A259 Crookthorn Lane;
- Yapton Road;
- Church Lane; and
- Horsemere Green Lane.

3.4.4 A total of 34 accidents were recorded within the study area in the assessed five-year period, of which 29 were slight in nature and 5 were serious in nature. A copy of the report form Sussex Safer Roads is included as **Appendix H**, whilst a summary of the location at which the accidents occurred, along with their severity, is presented in **Table 3.6**.

Table 3.6: Summary of Personal Injury Accidents

Location	Motor Vehicle			Pedestrian and Cyclist			Total
	Slight	Serious	Fatal	Slight	Serious	Fatal	
A259 Bridge Road	2			2			4
A259 Crookthorn Lane	9	1					10
A259 Crookthorn Lane / B2233 Yapton Road	3						3
A259 Crookthorn Lane Roundabout	2			7	3		12
B2233 Yapton Road				1	1		2
B2233 Yapton Road / Horsemere Green Lane	1						1
B2233 Yapton Road / The Oystercatcher Access	1						1
Church Lane / Horsemere Green Lane	1						1
Total	19	1	0	10	4	0	34

Source: Sussex Safer Roads

3.4.5 A summary of the serious and clustered accidents is outlined below.

A259 Crookthorn Lane

3.4.6 During the most recent five-year period ten accidents occurred along the A259 Crookthorn Lane. Of these accidents, ten were recorded as 'slight' in nature, whilst one was recorded as 'serious'.

- Nine slight accidents involved vehicle failing to slow in time and rear end shunting the vehicle ahead; and
- One serious accident occurred when a motorcyclist lost control and fell from their vehicle.

A259 Crookthorn Lane Roundabout

3.4.7 During the most recent five-year period twelve accidents occurred at the A259 Crookthorn Lane Roundabout. Of these accidents, nine were recorded as 'slight' in nature, whilst three were recorded as 'serious'.

- Three serious accidents occurred when a vehicle failed to observe a cyclist negotiating the roundabout, colliding with the rear of the cyclist;
- One slight accident occurred when a vehicle entered the roundabout, hit the chevron and then collided with the carriageway railings;
- One slight accident occurred when a vehicle failed to give way to another causing a collision; and
- Seven slight accidents occurred when vehicle failed to look properly when entering the roundabout and caused collisions with cyclists.

B2233 Yapton Road

3.4.8 During the most recent five-year period two accidents occurred along the B2233 Yapton Road. Of the two accidents, one was recorded as 'slight' and the other 'serious' in nature.

- One slight accident occurred when a wheelchair user lost control of their chair and made contact with the side of a bus; and
- One serious accident occurred when a vehicle traveling southbound lost control of their vehicle and collided with a pedestrian.

PIA Summary

3.4.9 The accidents recorded over the latest five-year period are typically the result of human error, which suggests that there are no underlying road safety issues with the local highway network that would be exacerbated as a result of the development proposal at the site.

3.4.10 The conclusions drawn within the supporting highways documents, submitted as part of the approved Outline planning application, therefore remain valid.

3.5 Summary

3.5.1 A total of 300 dwellings are proposed on the site, along with 628sqm of ancillary development. This accords with the Outline planning permission, which allows for up to 300 dwellings and 1,405sqm of ancillary development. The development will deliver a mixture of 1, 2, 3 and 4 bed dwellings, of which 31 are proposed as flats.

- 3.5.2 Vehicular access is provided onto Church Lane, in line with the consented access arrangement. Multiple pedestrian and cyclist access points are proposed, including onto Church Lane, A259 Crookthorn Lane, Yapton Road and Horsemere Green Lane.
- 3.5.3 Car parking is to be provided in line with ADC parking standards. A total of 774 allocated parking spaces are proposed, against a policy requirement of 715 spaces. All 1, 2 and 3 bedroom dwellings accord with the standards set, with all parking provided on driveways or in bays within parking courts. The 4 bedroom dwellings all meet or exceed the ADC parking requirements, with the majority provided with a garage parking space. A total of 60 visitor car parking spaces are provided, in slight excess to ADC standards. Cycle parking is to be provided in garages or garden sheds, whilst cycle parking for the apartment blocks will be provided within communal cycle stores.
- 3.5.4 In addition, some 23 car parking spaces are proposed for the ancillary uses on site, the demand for which will be met internally.

SECTION 4 Site Layout Matters

4.1.1 The proposed site layout is presented in **Appendix F** (HGP Architects Drawing 20.050.02 Rev M). This has been designed in accordance with contemporary design guidance, including that set out in the Department for Transport's 'Manual for Streets' (MfS), the Government's National Design Guide and National Model Design Code and follows the concept plan for the site established at the time of the planning permission (**Appendix C**). In addition, the design follows the local guidance stipulated in ADC's District Design SPD document (January 2021).

4.1.2 This section of the Transport Statement outlines the key elements of the proposed site layout, in particular to consider:

- Adequacy of the Internal Movement Network;
- Refuse Servicing Arrangements and Emergency Access; and
- Suitability of Car Parking design and allocation.

4.2 Internal Movement Network

4.2.1 A permeable and connected movement network will be proposed throughout the site to ensure safe and efficient movement for all modes of travel.

Street Hierarchy

4.2.2 In accordance with the Arun District Design Guide SPD (January 2021), the site layout will be provided with a street hierarchy comprising:

- **Primary Streets** – Primary Streets provided as 6.0m roads. This is sufficiently wide to enable two large vehicles to pass comfortably, or for a large vehicle to pass a parked car. Primary streets have a 2m footway on at least one side of the street;
- **Secondary Streets** – Secondary Streets of at least 4.8m width, sufficient for a large vehicle and a car to pass, incorporating 2.0m footways on at least one side; and
- **Shared Space Drives** – to minimise the segregation of road users providing access to multiple plots within the site.

4.2.3 There is a permeable network of footways provided throughout the site for movement and recreation.

Design Speed

- 4.2.4 In line with Manual for Streets (MfS), the layout is designed to encourage low traffic speeds. MfS recommends that residential developments should be designed to achieve a design speed of 20mph or less. MfS2 sets out (paragraph 10.1.4) that the design speed for new developments is set by the designer. The Primary Street is designed to achieve speeds of no more than 20mph and secondary streets to achieve a design speed of 15mph or less.
- 4.2.5 The Secondary Streets and Shared Spaces are designed to achieve a design speed of 15mph or less. This is achieved through sinuous road alignment, which incorporates regularly spaced speed control bends, horizontal alignment changes, and reduced forward visibility (commensurate with the proposed 15mph design speed).

Visibility

- 4.2.6 In line with the design speed of the road hierarchy, visibility splays are provided at internal junctions. Visibility splays of 2.4m x 25m, in line with the 20mph design speed for Primary Streets and 2.4m x 17m on Secondary Streets are provided, in line with a 15mph design speed.
- 4.2.7 Forward visibility of 17m (in line with a 15mph Design Speed) is generally provided around road bends. i-Transport drawing no. **ITB16079-GA-005E** provides the visibility splay assessment. Forward visibility of 17m is acceptable on the basis that the design speed proposed on the Secondary Streets and Shared Surfaces is 15mph or less (which, in line with MfS Guidance, requires 17m SSD) with visibility being a critical factor affecting vehicle speed. The horizontal alignment of these bends (generally ~90 degree bends) will constrain speeds to 15mph or less.
- 4.2.8 DfT's Manual for Streets identifies that:

"7.8.2 There will be situations where it is desirable to reduce forward visibility to control traffic speed – the Influence of geometry on speed box describes how forward visibility influences speed."

Road Adoption

- 4.2.9 The Primary and Secondary Streets are designed to meet adoptable standards, and provide sufficient road width, alignment and facilities to achieve this.
- 4.2.10 The shared drives are likely to remain private and will be maintained by the Management Company.
- 4.2.11 The detailed construction standard and design of the internal roads will be considered through the Section 38 process for those streets proposed for adoption.

Service Margins

- 4.2.12 Throughout the site a 2.0m margin is provided on one side of the road (either within footway or verge) and a minimum 1m margin on the other side. The 2.0m service margin is located on the side of the road with the greater number of frontage properties and will accommodate on-site services and utilities.

4.3 Refuse Servicing Arrangements and Emergency Access

- 4.3.1 Analysis of the proposed layout for an 11m long refuse vehicle (in accordance with WSCC specifications) has been undertaken and is shown on i-Transport drawing no. **ITB16079-GA-004E**. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties.
- 4.3.2 To enable refuse access, loops are provided throughout the development and turning heads are provided where necessary to enable a refuse vehicle to turn. All properties comply with the maximum refuse carry distances (30m for residents / 25m for refuse operatives for two-wheeled bins and 10m for four-wheeled bins) outlined in MfS (MfS para 6.8.9 and 6.8.11 respectively).
- 4.3.3 Analysis of the proposed layout for emergency vehicles has been undertaken and is shown on i-Transport drawing no. **ITB16079-GA-010C**. It can be seen that the fire tender will be able to access, circulate and egress the development satisfactorily, routing within 45m of the furthest point of all properties in the layout. The turning heads provided enable the fire tender to turn around within the site and manoeuvre in a forward gear.

4.4 Car Parking Design

- 4.4.1 Section 3 has demonstrated that the proposed layout provides car parking in full accordance with ADC car parking standards. This will ensure sufficient parking is provided on the site and will negate the need for any on-street car parking, either on the site or on adjacent roads.
- 4.4.2 Parking has been designed in accordance with the following principles:
- All garages are a minimum of 6m x 3m internally to allow parking and storage;
 - All parking is closely and conveniently located to the associated property;
 - Where parking spaces are unconstrained on either side, a parking space of at least 2.5m x 4.8m is provided; and
 - Where a parking space is constrained by an adjacent wall or fence on one side, a parking space of at least 2.7m x 4.8m is provided.

4.4.3 Visitor parking is provided in parallel parking bays (where spaces are a minimum of 2.0m x 6.0m).

4.5 Road Safety Audit

4.5.1 To consider the safety of the proposed layout, an independent Stage 1 Road Safety Audit has been commissioned in line with DMR GG119 and is presented in **Appendix I**, along with an incorporated Designer's Response.

4.5.2 The Audit raised seven safety concerns with the proposed layout, all of which are matters of detail that will be addressed in construction drawings and comprise:

- A.1.1 – Forward visibility at some locations passes over land that is assumed to be outside the public highway. The Audit response confirmed that covenants will be placed on any affected properties, requiring that any planting be maintained below 600mm to ensure the visibility envelopes are achieved. This addressed the concern.
- A.3.1 – Visibility splays at some entrances to parking courts and driveways pass over land that is assumed to be outside the public highway. The Audit response confirmed that covenants will be placed on any affected properties, requiring that any planting be maintained below 600mm to ensure the visibility splays are achieved. This addressed the concern.
- A.3.2 – Priorities should be provided at junctions with primary streets. The Audit response confirmed that this will be addressed at the detailed design stage, when engineering drawings are prepared. This addressed the concern.
- A.4.1 – Street lighting should be provided, particularly in close proximity to where pedestrians can be expected to cross or enter the carriageway. The Audit response confirmed that this will be addressed at the detailed design stage. This addressed the concern.
- A.4.2 – Non-motorised user desire lines and dropped kerb crossings. The Auditor identified that the proposed edge treatments have not been provided at this stage. This is a detailed matter, and the proposed edge treatments (including dropped kerb crossings) will be provided when the engineering plans are prepared.
- A.4.3 – Non-motorised user routes and corduroy paving. The Auditor identified that corduroy / hazard warning tactile paving should be provided where shared footways/cycleways are proposed. The Audit response confirmed that this will be addressed at the detailed design stage. This addressed the concern.

- A.4.4 – Pedestrian visibility splays. The Auditor identified that no landscaping details have been provided at this stage and stated that any planting adjacent to primary streets should not be permitted to grow higher than 600mm, such as to not obstruct pedestrian visibility splays. The Audit response confirmed that this will be addressed at the detailed design stage.

4.5.3 The matters raised in the RSA are points of detail, with the Design Response confirming that the matters will be addressed at the detailed design stage when engineering drawings are prepared. The Auditor has confirmed that this addresses the safety concerns at this stage.

4.6 **Summary**

4.6.1 The site layout has been prepared in line with the principles established as part of the planning permission. The scheme will deliver 300 dwellings and ancillary development, laid out along a series of primary and secondary streets, designed in accordance with contemporary design guidance. Streets have been designed to achieve less than 20mph design speeds, using horizontal alignment changes and surface treatments. Visibility is provided in line with design speeds.

4.6.2 Car and cycle parking provision is made in line with standards. All car parking is provided in line with design requirements and is well related to dwellings.

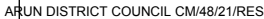
4.6.3 An independent Road Safety Audit has been carried out on the proposed layout. The Audit identified seven safety concerns, all of which are matters of detail that will be addressed in construction drawings. The Auditor has confirmed the safety concerns have been addressed appropriately at this stage.

SECTION 5 Conclusion

- 5.1 Vivid and Climping Homes Ltd has appointed i-Transport to provide transport and highways advice, in relation to a Reserved Matters application, pursuant to an outline planning consent for up to 300 residential dwellings and ancillary development on land adjacent to Church Lane in Climping, West Sussex.
- 5.2 The application is to include matters of layout, landscaping, scale and appearance of the development. In transport terms, only the layout of the development remains for determination and forms part of the Reserved Matters submission.
- 5.3 Notwithstanding this, as site constraints have been better understood, a minor amendment to the access arrangement is proposed to provide access to Horsemere Green Lane in the form of an emergency vehicle, pedestrian and cycle access only, rather than an all purpose vehicular access. In capacity terms, utilising the Church Lane access is acceptable, and in safety and movement terms, the proposals would continue to deliver acceptable access for all people.
- 5.4 The proposed layout is demonstrated to:
- Deliver safe and suitable access for all users in line with the requirements of the NPPF (paragraph 110), delivering a permeable and connected development that promotes travel by walking and cycling. The development proposes the delivery of multiple points of access for pedestrians and cyclists onto the adjacent roads of Church Lane, A259, Yapton Road and Horsemere Green Lane, ensuring continuous routes are available to serve the development;
 - Provide a street layout designed to adoptable standards and which ensures efficacy of movement and access by all users;
 - Provide a safe and effective layout to support site servicing and emergency vehicle access; and
 - Provide sufficient car and cycle parking in excess of adopted standards, well designed and conveniently located to future residents.
- 5.5 An independent Safety Audit has been commissioned to consider the safety of the layout. The Audit raised matters of detail which will be addressed in the construction drawings.

- 5.6 Overall, the proposed layout is demonstrated to comply with relevant design guidance and standards and is considered acceptable in transport terms. In that regard, the proposals comply with ADC Local Plan Policies, particularly Policy T SP1 which requires that new development will be supported where it is designed to reduce the need to travel by car, where it incorporates appropriate levels of parking and where it gives priority to pedestrian and cycle movements.
- 5.7 The NPPF at Paragraph 110 states that decisions on development applications should take account of whether:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.8 Considered against these criteria, the development proposal is shown to deliver safe and suitable access for all users, ensures opportunities for sustainable travel can be taken up, provides an internal street design that accords with national guidance and, through the agreed Planning Obligations and Conditions on the Outline consent, ensures that any significant impacts of the development are mitigated.
- 5.9 The NPPF (Paragraph 111) identifies that only when the residual impacts of development are ‘severe’ that an application be refused. This is a high bar. The application is shown to mitigate its impact, and comply with prevailing policy, such that there is no transport reason that the application should be refused.

DRAWINGS





1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100

Grove House, Luferys Close, Chichester
Basingstoke, Hampshire, RG24 2AG
Tel 01256 336640
www.jctransport.co.uk

FOREMAN HOMES

NAME	JO	CHECKED	TW	APPROVED
DATE/TIME	11/16/09	SCALE 1:1000	DATE	17.06.21
SHEET NO				307
SHEET NO				1716079-GA-004
				E



REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. D/PACE NO. 1000644285.
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TAKEN FROM BUILT-UP ELEMENTS ONLY. COMBINED ELEMENTS CONSIDERED AT FACE ONLY.

APPENDIX A. WSCC Consultation Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastman
FROM:	WSCC - Highways Authority
DATE:	19 October 2021
LOCATION:	Land to the West of Church Lane South of Horsemere Green Lane Climping
SUBJECT:	CM/48/21/RES Approval of reserved matters following the grant of CM/1/17/OUT for the erection of 300 No dwellings & a building within use class E, together with public open space, LAPs, LEAP & ancillary works, including car parking & drainage arrangements, with access off Church Lane & Horsemere Green Lane. This application may affect the setting of listed buildings & is in CIL Zone 4 (HSP2) & is not CIL Liable.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Site Background

The site has Outline planning permission for up to 300 residential dwellings and ancillary development comprising open space, under application CM/1/17/OUT which was granted at Appeal in September 2018. As part of this Reserved Matters Submission for matters including layout and landscaping the applicant approached the Local Highway Authority (LHA) in January 2021 to provide pre-application advice on the highway impacts of the internal arrangements. A copy of the LHA's comments are provided within Appendix A of the applicants accompanying Transport Statement (TS). These comments have formed the basis of this consultation response as the points raised are addressed within the the TS.

The primary vehicular access is to be taken from Church Lane (to be diverted through the site), in the form of a ghost island priority 'T' junction. The access arrangement was approved as part of the outline consent and is presented on Drawing No. 4724/013 produced by Bellamy Roberts. A major improvement to the Church Lane/A259 roundabout which incorporated a realignment of Church Lane to the new roundabout was agreed as part of the consented scheme.

Comments

Having considered the information provided within the applicants TS the LHA would offer the following comments :

- Parking would be in accordance with Arun District Councils latest parking parameters with 831 spaces provided.
- All garages are 6X3 metres in width internally to allow parking and storage

- Parking spaces will be 2.5 by 4.8 metres
- Forward visibility splay has shown on drawing ITB16079-GA-0058B and these areas are to be free of any obstruction. The splays shown are in accordance with the design speed proposed of 15 and 20 mph respectively.
- Swept path analysis have been provided to confirm vehicles can safely pass each other and not overrun footways. Drawing ITB16079-GA-004B demonstrates an 11 metre refuse vehicle can safely manoeuvre within the site confines. Turning for emergency vehicles has also been demonstrated on drawing ITB16079-GA-10.
- It is worth considering drainage of the site. No drainage details are shown on the plan. Is the drainage part of a S104 agreement or will surface water be discharged into swales within the site. Drainage calculations will need to be provided to ensure site does not flood.
- A 2.0 metre service margin is provided on either side of the road.
- The primary and secondary streets will be offered for adoption under a Section 38 Agreement. These are considered of sufficient width and alignment to achieve this. This would however be subject to a further Technical Check therefore some areas may involve some tweaking as part of this process.
- Shared drives are not to be considered for adoption.
- In accordance with the adopted LHA 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. The RSA considers the whole internal layout presented. A Design Team response to the RSA has also been prepared including an additional note from the Auditor within the TS. All 6 matters raised in the RSA have been addressed in accordance with the Auditor recommendations and there are no outstanding matters raised through the audit process.

Conclusion

The points raised in the LHA's pre-application response have been covered within the latest TS. On that basis the LHA would not offer an objection to the proposals. All points raised within the RSA have been considered by the Safety Auditor and addressed as part of the Designers Response.

Jamie Brown
West Sussex County Council – Planning Services

APPENDIX B. WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	i-Transport LLP FAO: Tim Wall
FROM:	WSCC - Highways Authority
DATE:	29 th January 2021
LOCATION:	Land west of Church Lane, Church Lane, Littlehampton, Climping, BN17 5SN
SUBJECT:	Internal Reference: PRE-151-20 Reserved Matters application pursuant to an outline consent for up to 300 residential dwellings and ancillary development on land adjacent to Church Lane, Climping.
DATE OF SITE VISIT:	Free Written Advice
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

West Sussex County Council as Local Highway Authority (LHA) has been consulted on the above application for free written advice.

Site Background

The site has Outline planning permission for up to 300 residential dwellings and ancillary development comprising open space, under application CM/1/17/OUT which was granted at Appeal in September 2018

The primary vehicular access is to be taken from Church Lane (to be diverted through the site), in the form of a ghost island priority 'T' junction. The access arrangement was approved as part of the outline consent and is presented on Drawing No. 4724/013 produced by Bellamy Roberts within Appendix C. A major improvement to the Church Lane/A259 roundabout which incorporated a realignment of Church Lane to the new roundabout was agreed as part of the consented scheme. The proposals are supported by way of a Scoping Note (SN).

Comments

As part of this PRE-Application the applicant has request that the LHA confirm the following (LHA response is in italics):

- 1 The overall approach to assessment including the internal site layout and parking**
 - Parking should be in accordance with the LHA's latest parking parameters these are from September 2020.*
 - Visibility splays are to in line with a speed limit of 30mph unless the development has TRO for a reduced speed limit.*
 - Forward visibility splay to be shown on drawings and these areas are to be free of any obstruction.*
 - Swept path analysis to be provided to confirm vehicles can safely pass each other and not overrun footways.*

- *It is worth considering drainage of the site. No drainage details are shown on the plan. Is the drainage part of a S104 agreement or will surface water be discharged into swales within the site. Drainage calculations will need to be provided to ensure site does not flood.*
- *Spur roads (coloured green) coming off the estate roads (coloured grey) are not considered to have sufficient public utility to be adopted.*
- *It is not clear from the plan if there is a continuous cycleway link running through the development.*
- *There will be a requirement for a RSA if the development is part of a bus route.*
- *If bin collection points are not located next to the carriageway then private spurs/access roads will require sufficient space for a refuse vehicle to manoeuvre within the private areas.*
- *It is suggested the footway is continued around the informal play feature (highlighted in red below).*



- *A series of strips are shown on the carriageway but it is not clear if these are ramps or rumble strips. Rumble strips are not ideal as they require high level of maintenance.*



- *It should be confirmed if the road highlighted below has at least one footway abutting the carriageway unless there is a specific planning requirement/feature which requires a verge between the carriageway and footway.*



- *It is not clear from the plan if the areas circled in red below are parking spaces. If these are parking spaces are they perpendicular or parallel to the carriageway. Parallel parking would create safety issues as vehicles would be driving parallel on the footway.*



The LHA comments are limited to the level of detail that has been provided on the plan. There could be further comments at detail design as more details can be reviewed and commented on.

- 2 **Confirm the specification of the Council's Refuse Collection Vehicle-***We would advise that Arun district Council as LHA would be best placed to comment on this point*
- 3 **That the proposed approach to the road safety assessment is acceptable;**
Yes we would advise following the points outlined above
- 4 **That the proposed TA structure is accepted;**
As point 3
- 5 **That the proposed approach to the Travel Plan is accepted-***We are satisfied with the approach outlined in Section 5 of the SN. We will pass comments onto our Travel Plan Officer for approval.*

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

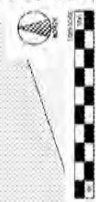
Jamie Brown
Planning Services

APPENDIX C. Approved Illustrative Site Layout



irp

CLIENT: **WILLOWBARK TOWNSHIP**
 PROJECT: **P14 4899 01**
 DRAWING: **FEASIBILITY ILLUSTRATIVE MASTERPLAN**
 DATE: **10/20/2019**
 SCALE: **AS SHOWN**
 DRAWN BY: **ARUN DISTRICT COUNCIL**
 CHECKED BY: **ARUN DISTRICT COUNCIL**
 APPROVED BY: **ARUN DISTRICT COUNCIL**
 PROJECT NUMBER: **P14 4899 01**
 SHEET NUMBER: **1**
 TOTAL SHEETS: **1**
 PROJECT LOCATION: **WILLOWBARK TOWNSHIP, MI**
 PROJECT DESCRIPTION: **FEASIBILITY ILLUSTRATIVE MASTERPLAN**
 PROJECT CONTACT: **ARUN DISTRICT COUNCIL**
 PROJECT PHONE: **734.246.1234**
 PROJECT FAX: **734.246.1235**
 PROJECT EMAIL: **arun@arundistrictcouncil.com**
 PROJECT WEBSITE: **www.arundistrictcouncil.com**



P14 4899 01 - FEASIBILITY ILLUSTRATIVE MASTERPLAN

ARUN DISTRICT COUNCIL CM/17/017/01

APPENDIX D. Appeal Decision

Appeal Decision

Inquiry held on 10-11 July 2018

Accompanied site visit made on 11 July 2018

by M C J Nunn BA BPL LLB LLM BCL MRTPI

an Inspector appointed by the Secretary of State for Housing, Communities and Local Government

Decision date: 28th September 2018

Ref: APP/C3810/W/17/3187601

Land west of Church Lane and south of Horsemere Green Lane, Climping, West Sussex, BN17 5RY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mulgrave Properties LLP against the decision of Arun District Council.
 - The application Ref: CM/1/17/OUT, dated 28 December 2016, was refused by notice dated 5 September 2017.
 - The development is described on the application form as "outline application for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 sqm (net), a building for A1 use having a floor area of up to 530 sqm (net), together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout and scale wholly reserved for subsequent approval; the access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application; for the avoidance of doubt all other detail within the site is to be determined as a reserved matter at a later stage".
-

Decision

1. The appeal is allowed and planning permission granted for the erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 sqm (net), a building for A1 use having a floor area of up to 530 sqm (net) together with open space and ancillary works, including car parking and drainage arrangements (with all matters reserved except for access), on land west of Church Lane and south of Horsemere Green Lane, Climping, West Sussex, BN17 5RY, in accordance with the terms of the application, Ref: CM/1/17/OUT, dated 28 December 2016, subject to the conditions set out in the attached Schedule.

Preliminary Matters

2. The application is made in outline with all matters except access reserved for subsequent determination. An Illustrative Masterplan has been submitted which indicates the intended form of the development¹.

¹ CD30

3. The plans put forward for determination at this appeal are set out within the Statement of Common Ground (SOCG)². They comprise the red line location plan (P14 4899 01 Rev B)³, the Horsemere Green Lane proposed access (GDB 4724/005)⁴ and proposed roundabout details (GDB 4724/013)⁵, the latter replacing an earlier superseded plan (GDB 4724/004 Rev B)⁶ and incorporating a controlled pedestrian crossing on the A259. During the course of the Inquiry, a further plan (GDB 4724/14 Rev A) was submitted⁷ showing Yapton Road highway improvements, including crossing facilities to accommodate cyclists.
4. The revisions to the access drawings were in response to, amongst other things, the comments of the highway authority, West Sussex County Council (WSCC). The SOCG records that no-one would be prejudiced by my determining the appeal on the basis of the revised access drawings⁸. I too am satisfied that the revisions do not alter the substance of the scheme and, having regard to the *Wheatcroft Principles*, I consider that no-one would be prejudiced and have accordingly proceeded on this basis.
5. I deferred closing the Inquiry to allow the completion of a legal agreement. This occurred on 3 September 2018. A Compliance Statement in respect of financial contributions sought was also submitted by the Council⁹. Shortly after the sitting of the Inquiry, the Council confirmed that the new Arun Local Plan 2011-2031 ('the Local Plan') had been adopted on the 18 July 2018¹⁰. This supersedes the earlier Arun Local Plan 2003. Submissions were made at the Inquiry on the basis the Local Plan was likely to be adopted imminently.
6. Comments were also sought and received¹¹ on the revised National Planning Policy Framework ('the Revised Framework'), following its publication on 24 July 2018. I have taken all the comments received into consideration in my deliberations.
7. In addition to my accompanied site visit, I made a number of unaccompanied visits to the site and its surroundings. The Inquiry was closed in writing on 5 September 2018.
8. Two alternative spellings of the village exist, namely 'Clymping' and 'Climping'. For consistency, I have used the latter throughout this decision.

Main Issues

9. The application was refused permission for two main reasons¹²; first, prematurity, pending the final examination of the new Local Plan; and second, highway safety concerns. The Council confirmed that it did not wish to pursue its first 'prematurity' reason and that it should be treated as withdrawn¹³.

² CD54

³ CD4

⁴ CD8

⁵ Graham Bellamy Proof, Appendix 16

⁶ CD26

⁷ As part of ID4

⁸ Paragraph 2.1.5 (CD54)

⁹ ID11

¹⁰ ID12

¹¹ ID 13 & 14

¹² CD1

¹³ Statement of Case (CD48) & Statement of Common Ground, Paragraph 2.1.13 (CD54)

10. Turning to the second reason for refusal, the Council initially stated that without clear and effective mitigation, the adverse impacts of the proposal on highway safety at the Church Lane and Oyster Catcher junctions would be so significant that permission should be refused. However, following further discussions with the appellant, the Council has now agreed that subject to certain additional works being undertaken¹⁴, any adverse highway impacts could be reduced to a level such that the appeal could be allowed¹⁵. As such, the Council is no longer raising objections to this appeal scheme.
11. Although there are now no outstanding issues between the main parties, concerns have been raised by third parties in relation to a number of matters. These concerns relate to highway safety, the potential effect on heritage assets, ecology and the loss of agricultural land, drainage and flooding, and the size of the development and its consequent effect on local infrastructure. I deal with these below.

Reasons

Site Context

12. The appeal site comprises a large expanse of flat agricultural land. The southern and western boundaries are fringed with trees, and abut Crookthorn Lane (A259) and Yapton Road (B2233) respectively. Along the eastern boundary runs Church Lane. The northern boundary abuts for the most part existing residential development, much of it recent, although a small section directly fronts on to Horsemere Green Lane. The village of Climping includes, amongst other things a notable Grade I listed Church¹⁶ and a number of Grade II listed buildings. There is a large industrial estate to the north. Further afield, the larger settlements of Bognor Regis and Littlehampton are located to the west and east respectively.

Highways

13. The scheme proposes a major improvement to the Church Lane / A259 roundabout, with a realignment of Church Lane to a repositioned new larger roundabout, from which the main access to the site would be provided. The existing roundabout at this junction would be removed, although the original Church Lane alignment would be retained and landscaped as a new cycle route. Other works include the provision of a signal controlled pedestrian crossing on the A259 and the provision of bus laybys to the north and south of the A259. An additional access to the site would also be provided from Horsemere Green Lane.
14. The existing roundabout junction at Church Lane/ A259 currently operates over capacity during peak periods, with queuing on the A259. The proposal, without any mitigation, would exacerbate this problem. However, the Highways Statement of Common Ground (HSOCG)¹⁷ records that the existing traffic capacity problems and the impact of the proposal would not only be fully mitigated by the proposed new roundabout and Church Lane realignment, but that there would be a significant improvement over the existing current

¹⁴ As set out in ID4 and to be secured by condition

¹⁵ Council's Closing Submissions (ID7), Paragraph 6

¹⁶ The Parish Church of St Mary

¹⁷ CD52

situation. Furthermore, the HSOCG notes that sufficient spare capacity would be created to accommodate traffic generated by other sites identified within the new Local Plan¹⁸.

15. WSCC has expressed existing ongoing concerns about the personal injury accident record at the Oyster Catcher junction. The proposal would add no new turning movements to this junction, but would increase traffic flows on the A259 by some 3-4% which would not have a significantly adverse effect on road safety¹⁹. I understand that WSCC has longer term plans to improve this junction, although no formal decision has been made on its design. Nonetheless, the appellant has offered to safeguard land and make it available at no cost to enable a roundabout improvement as a longer term solution. WSCC has agreed that this is a 'meaningful response'²⁰ to its concerns about the Oyster Catcher junction.
16. As mentioned, further measures have also been agreed by the appellant including a new footway along Crookthorn Lane, and for the Oyster Catcher junction, a scheme of street lighting and refreshing road lining and signage, and clearance of vegetation to improve visibility. Also agreed is a scheme to improve cycle crossing facilities at the Yapton Road / Oyster Catcher junction.
17. Overall, I concur with the main parties that there is now no highway reason why the appeal scheme should not proceed. I am satisfied that it would accord with Policy T SP1 (Transport and Development) of the Local Plan.

Heritage Assets

18. The appeal site itself does not contain any designated or non-designated heritage assets. Outside the site but within the village are a number of listed buildings, including the Grade I Parish Church of St Mary, as well as various Grade II listed buildings²¹. There is also a scheduled ancient monument comprising the Climping Deserted Medieval Village, located adjacent to the Church, as well as a number of non-designated heritage assets. Historic England's initial concerns have been addressed²², and it now raises no objections to the scheme. Although it is possible that the appeal site may contain archaeological remains, both the Council and appellant agree that a suitably worded condition could be imposed to deal with this matter. I see no reason to disagree.
19. Overall, I concur with both the Council and appellant that heritage matters are not a valid reason for the appeal to fail. As such, the scheme would accord with Policy HER SP1 (The Historic Environment) of the Local Plan.

Ecology

20. In terms of ecology, no part of the site is covered by wildlife designations. The site is predominantly an arable field with woodland, areas of scrub and hedgerow along the boundaries. Surveys were undertaken for bats, badgers

¹⁸ Paragraph 6.1 (CD52)

¹⁹ HSOCG, Paragraph 6.3 (CD52)

²⁰ HSOCG, Paragraph 5.4 (CD52)

²¹ Listed at Paragraph 5.2.5 Statement of Common Ground (CD54)

²² Including potential changes to the hydro-geological regime given the proximity of a scheduled ancient monument

and great crested newts²³. It was concluded that there were no great crested newts on site, although small populations were using habitats to the south, beyond the main road. No bat roosts were identified on site although a number of trees were considered to have moderate to high value to support roosting along the site boundaries along the south and west. Three species of bat were recorded foraging, with activity concentrated in the wooded areas along the southern and western boundaries. No badger setts were identified within the site at the time of survey.

21. The main parties agree that the ecological investigations undertaken do not suggest that permission should be withheld on ecological grounds, subject to appropriate conditions being attached to any permission²⁴ including the implementation of an Ecology Management and Mitigation Plan. I concur with that view. As such, I find no conflict with Policy ENV SP1 (Natural Environment) of the Local Plan.

Agricultural Land

22. There are concerns from third parties that the site falls within the category of the best and most versatile agricultural land. Although Policy SO DM1 (Soils) of the Local Plan does not permit the development of such land, this restriction does not apply where the site is specifically allocated for development, as in this case, by virtue of Policy H SP2c (SD10) (Inland Arun). Therefore, no conflict arises with the Local Plan on this basis.

Drainage, flooding and other matters

23. Drainage and surface water flooding were raised by third parties, including the Parish Council. A Flood Risk Assessment²⁵ confirmed that the majority of the site is within Flood Zone 1 where there is a low probability of flooding. The impact from groundwater and surface water flooding was considered to be potentially moderate. A Surface Water Drainage Assessment²⁶ indicates that a sustainable urban drainage system could adequately mitigate effects of the development.
24. Overall, I am satisfied that these matters can be adequately addressed in accordance with the Flood Risk and Surface Water Drainage Assessments, and through appropriate conditions to mitigate any potential flood risk. Therefore, no conflict arises with Policies W SP1 (Water), W DM2 (Flood Risk) and W DM3 (Sustainable Urban Drainage Systems).
25. Whilst some concerns were raised regarding air pollution, there are no Air Quality Management Areas in the District. I am satisfied that air pollution concerns are not a reason for the appeal to fail.
26. Noise concerns are capable of being addressed through the provision of a mitigation scheme (including the construction of an acoustic barrier), secured by condition.

²³ CD11 & 14

²⁴ Statement of Common Ground, Paragraph 5.3.8 (CD54)

²⁵ CD19

²⁶ CD20

Size of development and impact on infrastructure

27. Concerns have been raised regarding the size of the scheme and its consequent effect on local infrastructure, including education and medical facilities. However, I am satisfied that the completed planning obligation (discussed below) means that the proposed development would make appropriate and necessary provision for infrastructure.

Planning Obligation

28. A planning obligation was completed on 3 September 2018. The obligation secures the provision of affordable housing at a rate of 30%. It also secures the following for the Council: an NHS contribution; a police contribution; sports facilities contributions (including towards sports pitches, sports hall and swimming pool). It also secures a community building and the provision of public open space (including play areas), and a travel welcome pack to occupiers of the dwellings on first occupation (to include a cycle voucher or bus travel season ticket). In terms of provisions in favour of WSCC, the obligation safeguards land for future highway works, as well as contributions to highway improvement works. It also secures the provision of fire hydrants, and suitable access for fire brigade vehicles and equipment, contributions to fire and rescue services, library facilities, and education (primary, secondary and sixth form).
29. I have no reason to believe that the formulae and charges used by the Council and WSCC to calculate the various contributions are other than soundly based. Both the Council and WSCC have produced Compliance Statements which demonstrate how the obligations meet various Council policies and the Community Infrastructure Levy Regulations²⁷. The development would enlarge the local population with a consequent effect on local services and facilities. I am satisfied that the provisions of the obligation are necessary to make the development acceptable in planning terms, that they directly relate to the development, and fairly and reasonably relate in scale and kind to the development, thereby meeting the relevant tests in the Revised Framework²⁸ and the Community Infrastructure Levy Regulations²⁹.

Conclusion

30. The relevant legislation³⁰ requires that the appeal be determined in accordance with the statutory development plan unless material considerations indicate otherwise. Both the Council and appellant agree that the scheme would accord with the newly adopted Local Plan. I share that view. Specifically, it would comply with Policy H SP2c (SD10) (Inland Arun). This envisages at least 300 dwellings in the Climping Strategic Allocation over the plan period; and requires contributions towards education and healthcare facilities, improvements to the A259 route between Climping and Littlehampton (including a controlled crossing), the provision of a community hub comprising retail, commercial and other community facilities, including library, and a controlled crossing on the A259.

²⁷ ID5 & ID 11

²⁸ Paragraph 56

²⁹ Regulation 122

³⁰ Section 38(6) of the Planning and Compulsory Purchase Act 2004

31. The scheme would also comply with other policies of the Local Plan, including SD SP1 (Sustainable Development), SD SP1a (Strategic Approach), H SP1 (Housing Requirement), H SP2 (Strategic Site Allocations), INF SP1 (Infrastructure provision and Implementation), T SP1 (Transport and Development), HER SP1 (The Historic Environment), Policy ENV SP1 (Natural Environment), W SP1 (Water), W DM2 (Flood Risk) and W DM3 (Sustainable Urban Drainage Systems).
32. The Climping Neighbourhood Plan (CNP)³¹ made in October 2015, also forms part of the statutory development plan. The CNP does not specifically allocate or identify sites for housing. A number of its policies have been brought to my attention as relevant to this appeal, including CNP 7 (Protection of Open Views), CNP 8 (Protection of Trees and Hedgerows), CNP 9 (Protection of Natural Habitats), CNP 10 (Protection of High Grade Agricultural Land), CNP 11 (Quality of Design), CNP 12 (Reducing the Risk of Flooding), CNP 13 (Retain Buildings or Structures of Character), and CNP 14 (Traffic and the Environment). None of these policies contain an absolute proscription against development. Even if certain policies within the CNP were judged to militate against the appeal proposal, the relevant legislation is clear that any conflict must be resolved in favour of policies contained in the most recently adopted plan³², in this case the 2018 Local Plan.
33. The Revised Framework states that proposals that accord with an up to date development plan should be approved without delay³³. This scheme would accord with an up to date plan. There are no material considerations to indicate that permission should be withheld in this case. Therefore, I conclude that the appeal should be allowed, subject to the conditions set out below.

Conditions

34. I have reviewed the suggested conditions in the light of the discussions at the Inquiry and advice in the Planning Practice Guidance. Where necessary, I have reworded them for clarity, succinctness and simplicity, and have also amalgamated some of the conditions to avoid duplication.
35. Commencement conditions are necessary to comply with the relevant legislation. A condition requiring compliance with the submitted plans and specifying the maximum number of dwellings is necessary for certainty. A condition specifying the scope of requirements in relation to reserved matters (including the design of the buildings, materials, landscaping and lighting) is necessary to ensure these matters are properly dealt with and to ensure a high quality scheme. A phasing condition is necessary given the size of the scheme.
36. Conditions relating to landscape implementation and retention, tree and hedgerow protection, sustainable drainage (surface and foul), flood management, ecology and archaeology are required to ensure these matters are appropriately addressed. A condition requiring a construction method statement is necessary to minimise disturbance to local residents. A condition requiring a Travel Plan to encourage sustainable transport use is required to

³¹ CD33

³² Section 38(5) Planning and Compulsory Purchase Act 2004

³³ Paragraph 11(c)

minimise private car trips. A condition requiring energy efficiency measures, including utilising renewable or low energy sources is necessary to achieve a sustainable and energy efficient form of development.

37. Conditions relating to the provision of an acoustic barrier and subsequent post validation testing are necessary to ensure satisfactory living conditions for future occupiers. Conditions requiring the provision of highway accesses and highway improvements are necessary in the interests of highway safety and to ensure a satisfactory form of development. A condition requiring an employment and skills plan is necessary to accord with the provisions of the Local Plan³⁴. A condition relating to broadband access, in accordance with requirements of the Local Plan³⁵, is necessary for residents in order to promote economic growth, improve access to goods and services and to enhance opportunities to work from home.
38. A number of the conditions relate to pre-commencement activities. In each of these cases, the requirement of the condition is fundamental to make the scheme acceptable in planning terms.

Matthew C J Nunn

INSPECTOR

³⁴ Policy SKILLS SP1 (Page 90)

³⁵ Policy TEL SP1 (Page 91)

Schedule of Conditions

- 1) Details of the appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 2) Application for the approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
- 3) The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.
- 4) The development hereby permitted shall not exceed 300 dwellings and shall be carried out in general accordance with the following approved plans:
 - Location Plan: P14 4899-01 Rev B
 - Access Plans: GDB 4724/005 & GDB 4724/013
 - Illustrative Masterplan: P14 4899 01 Rev F
 - Acoustic Barrier/ noise bund: P14 4899 03
- 5) Details of appearance, landscaping, layout and scale to be submitted and approved under Condition 1 shall include:
 - i. details of the design, form and architectural features (including windows and doors) of the buildings, including materials to be used on the external surfaces;
 - ii. a 'Design Code Masterplan' providing details of the street hierarchy, character areas, building typologies, key buildings, car parking, structural planting, street furniture, and treatment of the public realm;
 - iii. details of a landscaping scheme, including hard and soft landscaping, showing existing trees and hedgerows to be retained;
 - iv. details of an external lighting strategy to ensure adequate illumination of roads and paths but to avoid unnecessary light pollution. The strategy must include measures to avoid disturbance to bat species, including minimising the lighting in the woodland area along the southern and western boundaries.
- 6) No development shall take place until a Phasing Plan and Programme ("PPP") has been submitted to and approved in writing by the local planning authority. The PPP shall identify the physical extent of each proposed phase of development, the layout and an indicative timescale for implementation of each phase. The development shall be carried out in accordance with the approved PPP.
- 7) The approved landscaping works shall be carried out in accordance with a programme agreed in writing by the local planning authority; and any trees or plants which within a period of 5 years from the date of planting

die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the local planning authority gives written approval to any variation.

- 8) No site clearance, preparatory work or development shall take place until a detailed Arboricultural Method Statement for the protection of trees and hedgerows, including appropriate working methods, has been submitted to and approved in writing by the local planning authority. The Arboricultural Method Statement shall accord with British Standard BS 5837:2012 '*Trees in Relation to Design, Demolition and Construction*'. The Arboricultural Method Statement should include provisions for: a pre-commencement site meeting to ensure appropriate protection measures are in place, and to agree a schedule of site monitoring and supervision visits; full details of protective fencing, and measures to avoid harm to root protection areas. The Arboricultural Method Statement shall be carried out as approved.
- 9) No development shall take place until:
 - i. a surface water drainage scheme, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The sustainable urban drainage system (SUDS) shall be implemented in accordance with the approved details and agreed timetable, and shall be permanently retained thereafter. The details shall include a detailed site specific SUDS Maintenance and Management Plan, setting out the ongoing maintenance and management of the SUDS, including financial management;
 - ii. a foul water drainage scheme, has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details and agreed timetable, and shall be permanently retained thereafter.
- 10) No development shall take place until:
 - i. consent has been granted in writing by the local planning authority for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site;
 - ii. a scheme for the future access and maintenance of any watercourse or culvert crossing or abutting the site has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved;
 - iii. the location within the site of the rising main and foul sewer pipe (including any additional Southern Water infrastructure) has been identified, and approval received from the local planning authority that work can commence.
- 11) No development shall take place until a Flood Management and Mitigation scheme has been submitted to and approved in writing by the local planning authority, taking account of the measures set out in the

Ambiental Phase 1 Flood Risk Assessment dated December 2016. The scheme shall be implemented in accordance with the approved details and permanently retained thereafter.

- 12) No development shall take place until an Ecology Management & Mitigation Plan has been submitted to and approved in writing by the local planning authority. The Plan shall take account of the recommendations in the Preliminary Ecological Appraisal (Phlorum, May 2016), Bat and Badger Survey Report (Phlorum, June 2016), Great Crested Newt Survey Report (June 2016). The Plan shall include details of measures for encouraging biodiversity within the site, including potential locations for bird and bat roosting opportunities; details of additional and compensatory tree and habitat planting; details of bird and bat boxes; log piles; details of wildlife ponds; measures to minimise disturbance to badgers; timings for clearance of trees or shrubs so as to avoid impacts on breeding birds. The Plan shall be carried out as approved before the dwellings are first occupied, or in accordance with a programme agreed by the local planning authority. The measures identified within the Plan shall be permanently retained thereafter.
- 13) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the written scheme so approved.
- 14) No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. This shall provide details of: proposed hours and days of working; anticipated number, frequency and types of vehicles to be used during construction; the method of access and routing of vehicles during construction; the parking of vehicles of site personnel, operatives and visitors; loading and unloading of plant and materials; storage of plant and materials; erection and maintenance of security hoardings; vehicle wheel washing facilities and measures to guard against the deposit of mud or other substances on the public highway; details of public engagement both prior to and during construction works. The approved details within the Construction Method Statement shall be adhered to throughout the construction period.
- 15) The dwellings shall not be occupied until a Travel Plan to encourage more sustainable modes of travel has been submitted to and approved in writing by the local planning authority. The Plan shall be implemented as approved.
- 16) No development shall take place until a scheme for the dwellings identifying energy efficiency measures, including decentralised, renewable or low energy sources has been submitted to and approved in writing by the local planning authority. The scheme shall aim to secure 10% of the projected energy requirements of the buildings hereby permitted from decentralised, renewable or low energy sources (subject to viability considerations, or as otherwise agreed by the local planning authority). The development shall be completed in accordance with the approved scheme.

- 17) No development shall take place until details of an acoustic barrier as shown on Plan P14 4899 03 (and P14 4899 01 Rev F – Illustrative Masterplan) with associated tree and shrub planting have been submitted to and approved in writing by the local planning authority. The acoustic barrier shall be implemented in accordance with the approved details, and permanently retained thereafter. Any trees or plants provided in accordance with this condition which within a period of five years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the local planning authority gives written approval to any variation.
- 18) The dwellings along the southern and eastern boundaries adjacent to the acoustic barrier shall not be occupied until post validation testing has been undertaken by a competent person to ensure compliance with the Southdowns Noise Assessment (Ref 2001W-SEC-00002-02) dated December 2016. The test results shall be submitted to and approved in writing by the local planning authority prior to occupation of these dwellings.
- 19) The dwellings shall not be occupied until the vehicular accesses to the site have been provided in accordance with Plans GDB 4724/005 and GDB 4724/013.
- 20) Not more than 25 dwellings shall be occupied until a scheme of highway improvements has been completed in general accordance with Plan 4724/014 Rev A at the Oyster Catcher junction, with precise details to be agreed, but to incorporate street lighting, a new island in Yapton Road to create a safer cycle crossing and refreshment of road markings and coloured surfacing.
- 21) No development shall take place until an Employment and Skills Plan for the construction phase of development has been submitted to and approved in writing by the local planning authority. The objectives of the Plan shall be implemented as approved.
- 22) No development shall take place until a strategy for the provision of broadband to future occupants of the dwellings hereby permitted has been submitted to and approved in writing by the local planning authority. The strategy shall be implemented as approved.

APPEARANCES

FOR THE COUNCIL:

Mr Jeremy Cook	Instructed by Arun District Council
He called	
Ms Sarah Pharoah	Lambert Smith Hampton (Planning)
Mr Nathan Hanks	Transport Planning Associates (Highways)

FOR THE APPELLANT:

Mr Andrew Williamson	Instructed by the Appellant
He called	
Mr Mark Naumann	Ambiental (Drainage)
Mr Graham Bellamy	Bellamy Roberts (Highways)
Mr Philip Woodhams	Parker Dann (Planning)

INTERESTED PERSONS

Mr Colin Humphris	Climping Parish Council
Mr Ricky Bower	Ward Councillor, Arun District Council
Ms Jacky Pendleton	Ward & County Councillor, Arun District Council & West Sussex County Council
Mr Alan Lovell	Local resident
Mr David Miranda	Climping Field Protection Group

DOCUMENTS SUBMITTED AT THE INQUIRY

1. Appellant's Opening Submissions
2. Council's Opening Submissions
3. Statement of Mr Colin Humphris, Climping Parish Council
4. Agreed Statement on Highways Mitigation
5. Compliance Statement by West Sussex County Council regarding contributions
6. Arun Local Plan 2011-2031 (adopted July 2018)
7. Council's Closing Statement
8. Appellant's Closing Submissions
9. List of suggested conditions
10. Additional suggested conditions

DOCUMENTS SUBMITTED AFTER THE INQUIRY

11. Compliance Statement by the Council regarding contributions
12. Letter from Ms Sarah Pharoah dated 25 July 2018 confirming adoption of Arun Local Plan 2011-2031 together with Adoption Statement
13. Council's comments regarding Revised Framework
14. Appellant's comments regarding Revised Framework
15. Letter dated 10 August 2018 from appellant (Walker Morris) requesting extension to deadline for s106 agreement (and enclosing final draft)
16. Email update on final draft of s106 agreement dated 13 August 2018
17. Certified copy of completed legal agreement dated 3 September 2018

CORE DOCUMENTS

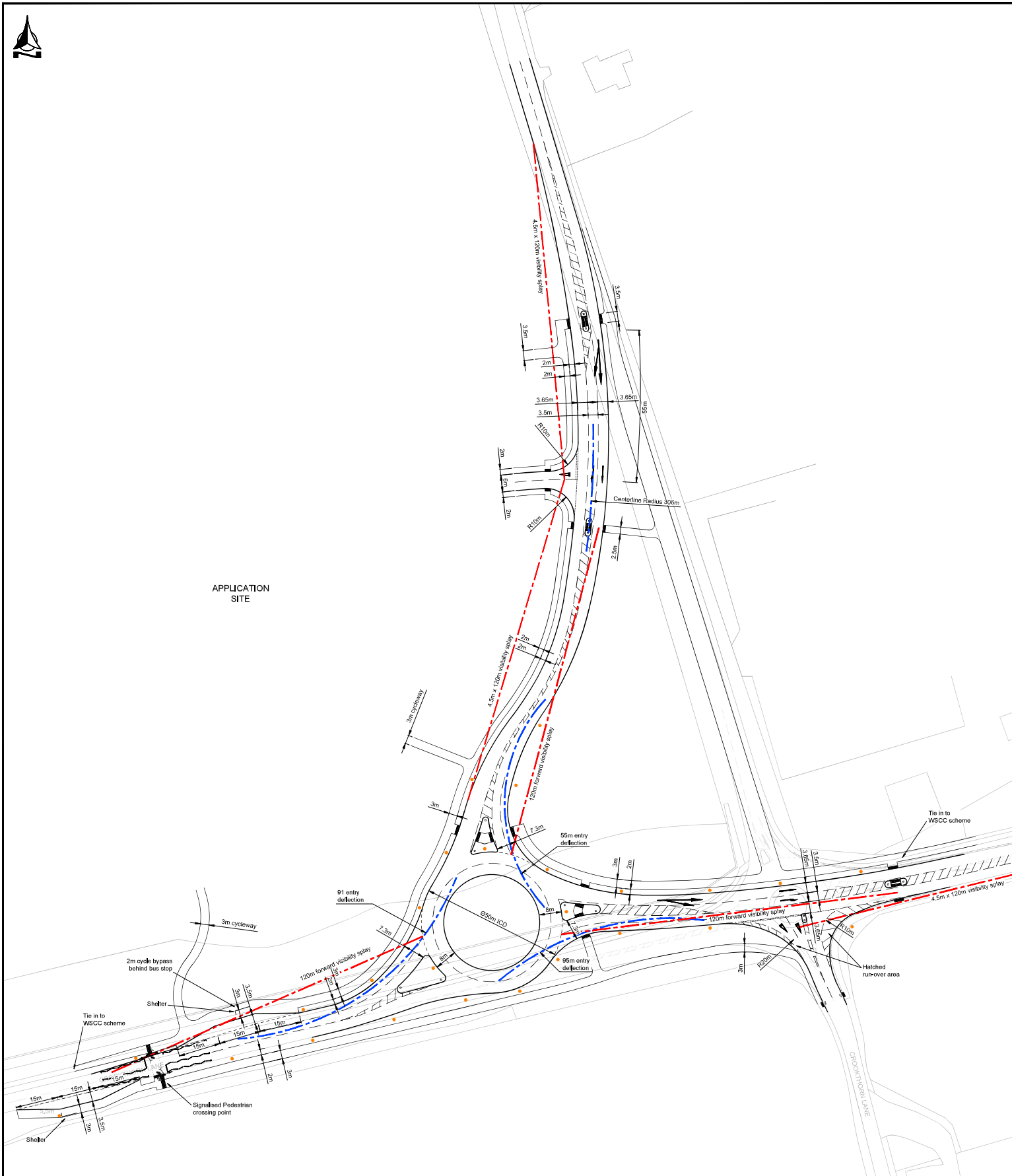
- CD1 Decision notice
- CD2 Application form and letter
- CD3 Block Plan Ref P14 4899 01
- CD4 Location Plan P14 4899 01
- CD5 Illustrative Masterplan P14 4899 01 Rev D (superseded)
- CD6 Proposed roundabout 4724/002 (superseded)
- CD7 Proposed roundabout 4724/004 (superseded)
- CD8 Horsemere Green Lane 4724/005
- CD9 Arboricultural Survey Report (Phlorum)
- CD10 Affordable Housing Statement (Parker Dann)
- CD11 Bat and Badger Survey (Phlorum)
- CD12 Design and Access Statement (JRP)
- CD13 Preliminary Ecological Appraisal (Phlorum)
- CD14 Great Crested Newt Survey (Phlorum)
- CD15 Historic Environment Desk Based Assessment (Archaeology South East)
- CD16 Landscape and Visual Assessment (FLA)
- CD17 Noise Assessment (Southdowns)
- CD18 Planning Statement (Parker Dann)
- CD19 Phase 1 Flood Risk Assessment (Ambiental)
- CD20 Surface Water Drainage Assessment Report (Ambiental)
- CD21 Transport Assessment, Bellamy Roberts
- CD22 Summary of Submissions Statement (Parker Dann)
- CD23 House Type A: Plans & Elevations P14 4899 10
- CD24 LEAQ 16 hr Contour Plan
- CD25 Proposed Roundabout 4724/002 Rev D
- CD26 Proposed Roundabout Details 4724/004 Rev B
- CD27 Additional Heritage Assessment (Archaeology South East)
- CD28 Letter from Southdowns Environmental Consultants dated 25 April 2017
- CD29 Design Audit A259/Church Lane (Bellamy Roberts)
- CD30 Illustrative Masterplan P14 4899 01 Rev F
- CD31 Acoustic Barrier P14 4899 03
- CD32 Schedule of saved Arun District Council Local Plan (2003) policies
- CD33 Climping Neighbourhood Plan 2015-30 (October 2015)
- CD34 Arun Local Plan 2011-2037 – Publication Version showing modifications
- CD35 Planning Application Committee Report

- CD36 Affordable Housing within New Developments (Arun District Council)
- CD37 Appeal at land east of Fontwell Avenue, Fontwell, West Sussex, July 2017, APP/C3810/V/16/3143095
- CD38 Local Plan Inspector's interim findings following hearing sessions, October 2017
- CD39 Draft Statement of Common Ground, October 2017
- CD40 Statement of Case, October 2017, Parker Dann
- CD41 Agenda and Minutes Local Plans Sub Committee, 6 December 2016
- CD42 Email from Neil Crowther dated 20 December 2016
- CD43 Agenda and Minutes Full Council 11 January 2017
- CD44 Housing and Economic Land Availability Assessment (HELAA) August 2017
- CD45 Deliverable Sites Summary Tables
- CD46 HELAA Assessment Summary Table – Deliverable Residential Sites
- CD47 Housing & Economic Land Availability Assessment & Brownfield Register
- CD48 Council's Statement of Case, January 2018
- CD49 Modified Arun Local Plan January 2018
- CD50 Agenda Full Council 7 March 2018
- CD51 Minutes Full Council 7 March 2018
- CD52 Highways Statement of Common Ground, dated 10 May 2018
- CD53 Email correspondence with Historic England in relation to Drainage and Hydro-Geology
- CD54 Signed Statement of Common Ground, dated 29 June 2018 & 3 July 2018
- CD55 Draft Legal Agreement
- CD56 Local Plan Inspector's Report on the Examination of the Arun Local Plan, July 2018
- CD57 Main Modifications to the Arun Local Plan, July 2018

APPENDIX E. Approved Site Access and Associated Highway Works Drawings (Bellamy Roberts)



APPLICATION
SITE



Notes
Please do not scale this drawing

ARUN DISTRICT COUNCIL CM/48/21/RES

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England, Reg No. OC303728. Quality Assured Firm ISO9001 Certificate Number 363102. Ordnance Survey Licence Number 100017631



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Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CUSTOMER
Mulgrave Estates
PROJECT
Land at Climping, West Sussex
TITLE
**Proposed Roundabout Details
With Pedestrian Crossing**

DRAWN BY	DESIGNED BY	CHECKED BY	REV NO.
JCB	GDB	GDB	
DATE	19/04/18		
SCALE	1:825 @ A1 1:1250 @ A3		
			4724 / 013



Notes



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Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT Mulgrave Estates		DRAWN BY JCB		CHECK BY GDB	
PROJECT Land at Climping, West Sussex		DATE 29/11/16		DRAWING NO. 4724 / 005	
TITLE Horsmere Green Lane Proposed Access		SCALE 1:500 @ A3			

Visibility Splay Looking East

APPLICATION
SITE

APPENDIX F. Proposed Site Layout

Please Note:
This drawing must not be relied upon for construction. It is for information only and is to be highlighted in the Architect's plan to show the location of the proposed development.
Prior to the commencement of any work, the Contractor is to check and confirm the location of the proposed development with the relevant authorities and to ensure that the proposed development is in accordance with the relevant planning and building regulations.
This drawing is to be used in conjunction with all other project drawings, including the site plan, and is not to be used in isolation.
Design subject to development / approval.
Following construction, the Contractor is to ensure that the proposed development is in accordance with the relevant planning and building regulations and to ensure that the proposed development is in accordance with the relevant planning and building regulations.

Accommodation Schedule
2000 1 Bed Units
2000 2 Bed Units
2000 3 Bed Units
Total 6000 Units



Rev.	Description	DATE	DR / CB
M	Approved to draft comments	18.02.21	DR/CB
L	Approved to draft comments	18.02.21	DR/CB
K	Approved to draft comments	17.02.21	DR/CB
J	Approved to draft comments	16.02.21	DR/CB
I	Approved to draft comments	15.02.21	DR/CB
H	Approved to draft comments	14.02.21	DR/CB
G	Approved to draft comments	13.02.21	DR/CB
F	Approved to draft comments	12.02.21	DR/CB
E	Approved to draft comments	11.02.21	DR/CB
D	Approved to draft comments	10.02.21	DR/CB
C	Approved to draft comments	09.02.21	DR/CB
B	Approved to draft comments	08.02.21	DR/CB
A	Approved to draft comments	07.02.21	DR/CB

Date: Oct 20
Drawn By/Checked By: V7/HUE
Scale: 1:1250 @ A1
Revision: M
Project: Land at Clippington Littlehampton
Title: Site Plan
Dwg#: 20.05.02
Status: Planning

Foreman Homes
Unit 1, Station Industrial Park
Doncaster Road, Doncaster
S23 1BX
01329 283 225
email@foremanhomes.co.uk
www.foremanhomes.co.uk

APPENDIX G. Junctions 9 Modelling Report – Site Access

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.1.1519						
© Copyright TRL Software Limited, 2021						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Site Access (Church Lane).j10

Path: T:\Projects\16000 Series\16079ITB - Land at Climping\Tech\Junction Assessments\Picady

Report generation date: 19/08/2021 10:41:16

»2026 Base + Development, AM

»2026 Base + Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2026 Base + Development						
Stream B-AC	0.5	14.19	0.35	0.2	11.09	0.18
Stream C-AB	0.0	6.82	0.03	0.1	6.66	0.06

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	30/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Development	AM	ONE HOUR	07:30	09:00	15
D2	2026 Base + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Lane (South)		Major
B	Site Access		Minor
C	Church Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Church Lane (North)	10.80		✓	3.50	120.0	✓	8.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.62	98	58

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.082	0.208	0.131	0.297
B-C	701	0.085	0.215	-	-
C-B	734	0.225	0.225	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Development	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Lane (South)		✓	494	100.000
B - Site Access		✓	122	100.000
C - Church Lane (North)		✓	425	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Church Lane (South)	B - Site Access	C - Church Lane (North)
	A - Church Lane (South)	0	35	459
	B - Site Access	84	0	38
	C - Church Lane (North)	409	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Church Lane (South)	B - Site Access	C - Church Lane (North)
	A - Church Lane (South)	10	10	10
	B - Site Access	10	10	10
	C - Church Lane (North)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	14.19	0.5	B
C-AB	0.03	6.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	441	0.209	91	0.3	10.266	B
C-AB	12	584	0.021	12	0.0	6.293	A
C-A	308			308			
A-B	26			26			
A-C	346			346			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	419	0.262	109	0.3	11.626	B
C-AB	14	568	0.025	14	0.0	6.505	A
C-A	368			368			
A-B	31			31			
A-C	413			413			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	388	0.346	134	0.5	14.116	B
C-AB	18	545	0.032	18	0.0	6.821	A
C-A	450			450			
A-B	39			39			
A-C	505			505			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	388	0.346	134	0.5	14.188	B
C-AB	18	545	0.032	18	0.0	6.821	A
C-A	450			450			
A-B	39			39			
A-C	505			505			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	419	0.262	110	0.4	11.705	B
C-AB	14	568	0.025	14	0.0	6.508	A
C-A	368			368			
A-B	31			31			
A-C	413			413			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	440	0.209	92	0.3	10.350	B
C-AB	12	584	0.021	12	0.0	6.296	A
C-A	308			308			
A-B	26			26			
A-C	346			346			

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base + Development	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Lane (South)		✓	361	100.000
B - Site Access		✓	63	100.000
C - Church Lane (North)		✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Church Lane (South)	B - Site Access	C - Church Lane (North)
From	A - Church Lane (South)	0	77	284
	B - Site Access	44	0	19
	C - Church Lane (North)	607	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Church Lane (South)	B - Site Access	C - Church Lane (North)
From	A - Church Lane (South)	10	10	10
	B - Site Access	10	10	10
	C - Church Lane (North)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	11.09	0.2	B
C-AB	0.06	6.66	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	445	0.107	47	0.1	9.035	A
C-AB	26	607	0.042	25	0.0	6.193	A
C-A	457			457			
A-B	58			58			
A-C	214			214			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	424	0.134	56	0.2	9.806	A
C-AB	31	595	0.051	31	0.1	6.381	A
C-A	546			546			
A-B	69			69			
A-C	255			255			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	394	0.176	69	0.2	11.075	B
C-AB	37	578	0.065	37	0.1	6.656	A
C-A	668			668			
A-B	85			85			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	394	0.176	69	0.2	11.090	B
C-AB	37	578	0.065	37	0.1	6.656	A
C-A	668			668			
A-B	85			85			
A-C	313			313			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	424	0.134	57	0.2	9.823	A
C-AB	31	595	0.051	31	0.1	6.382	A
C-A	546			546			
A-B	69			69			
A-C	255			255			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	445	0.107	48	0.1	9.068	A
C-AB	26	607	0.042	26	0.0	6.199	A
C-A	457			457			
A-B	58			58			
A-C	214			214			

APPENDIX H. PIA Data

Church Lane – Climping – I-Transport

Collision report 01/07/2016 – 30/06/2021

Date produced
30 July 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

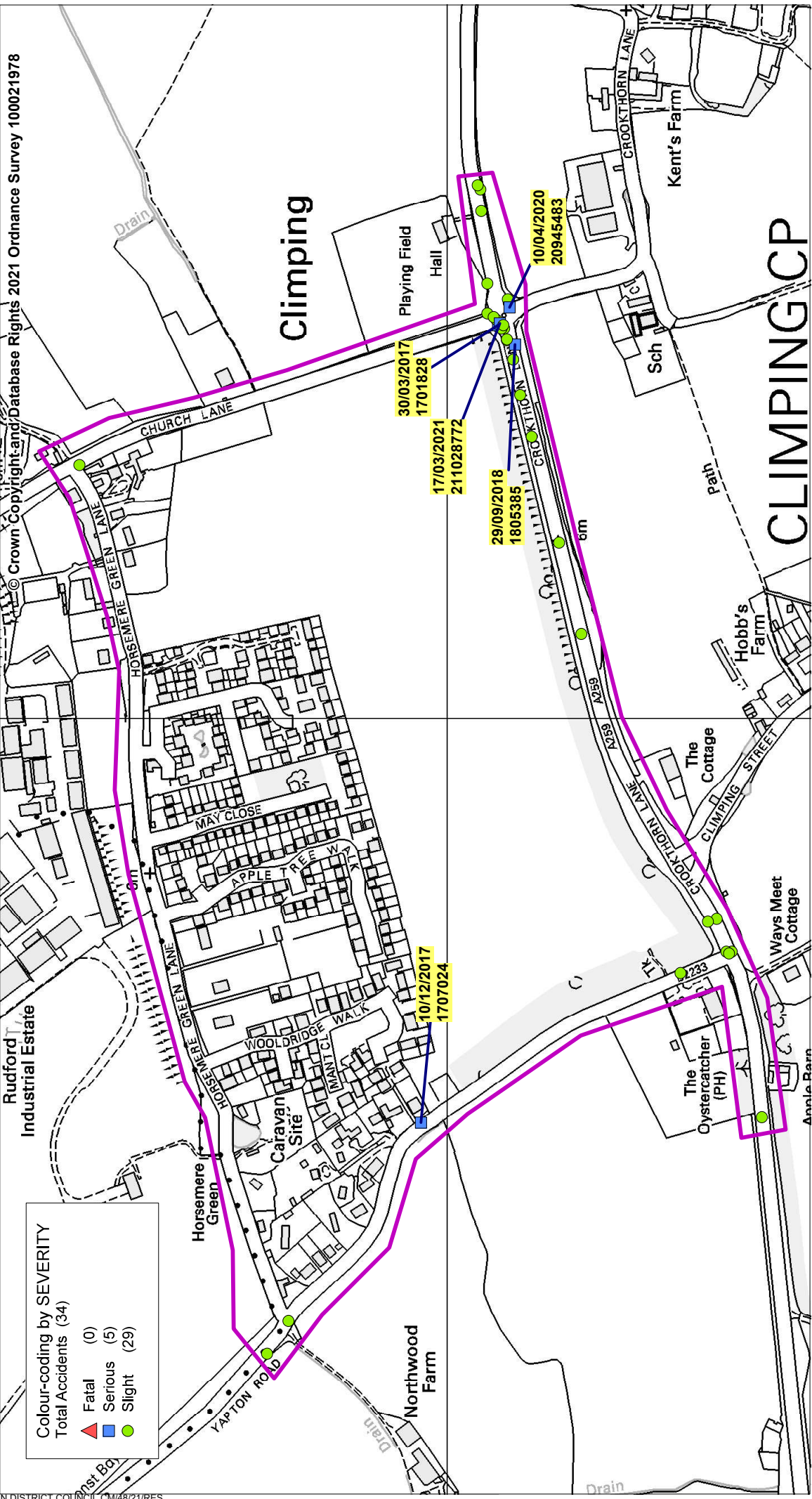
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



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Church Lane, Climping
Collision Dates 01/07/2016 - 30/06/2021
i-Transport

SCALE
1 : 6000

DATE
30/07/2021

DRAWING No.

DRAWN BY

Sussex Safer Roads
P A R T N E R S H I P

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1604814 Thursday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E
11/08/2016 CLIMPING 50M EAST OF U CHURCH Veh 2 Pedal cycle Going ahead W to E Dri M 34 Slight
R1: A 259 1017hrs LANE
Daylight:street lights present
E 500,597 Dry
N 101,962 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Possible

V1 DRIVING EAST ON A259 IN SLOW MOVING TRAFFIC 18-20MPH. V1 HAS OVERTOOK A CYCLIST ON THE ROAD AND PULLED INFRONT CLIPPING THE CYCLIST ON THE FRONT HANDLEBARS WITH THE REAR NEARSIDE OF VEHICLE, CAUSING THE CYCLIST TO SWERVE INTO THE KERB AND FALL INTO TH E ROAD.

1605774 Friday A259 CLIMPING AT JUNCTION OF U Veh 1 Car Going ahead E to W
23/09/2016 CROOKTHORN LANE Veh 2 Pedal cycle Turning right N to W Dri M 55 Slight
R1: A 259 1905hrs
R2: U Darkness: street lights present a
E 500,469 Dry
N 101,930 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING WESTBOUND ALONG THE A259 AND FAILED TO SEE CYCLIST(VEHICLE 2) TRAVELLING SOUTH ACROSS THE ROUNDABOUT FROM CHURCH LANE AND COLLIDED WITH THE CYCLIST CAUSING THEM TO IMPACT THE BONNET AND DAMAGE CAUSED TO THEIR BIKE.

1605679 Monday A259 CLIMPING AT JUNCTION OF U Veh 1 Car Going ahead W to E Dri M 25 Slight
19/09/2016 CHURCH LANE
R1: A 259 2357hrs
R2: U Darkness: street lights present a
E 500,427 Wet/Damp
N 101,932 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Impaired by alcohol

Vehicle 1

Very Likely

SINGLE VEHICLE ENTERED ROUNDABOUT MOUNTED CURB HIT CHEVRON AND THEN CONTINUED TO EAST SIDE OF RA HITTING RAILINGS

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1607617 Friday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E
16/12/2016 CLIMPING 50M WEST OF U CHURCH Veh 2 Car Wait go ahead held W to E FSP F 61 Slight
R1: A 259 1035hrs LANE
Daylight:street lights present
E 500,365 Wet/Damp
N 101,917 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Distraction in vehicle

Vehicle 1
Vehicle 1

Very Likely
Possible

BOTH VEHICLES TRAVELLING EAST IN SLOW MOVING TRAFFIC ON APPROACH TO ROUNDABOUT. DRIVER OF VEH DID NOT SEE VEH STOP AND DROVE INTO THE REAR OF VEH 2. NO EVIDENCE OF BRAKING AT THE SCENE. FRONT SEAT PASSENGER OF VEH 2 SUFFERED LOWER BACK PAIN AND HAD TO BE CUT FROM CAR. ATTENDED SRH A & E, DISCHARGED WITH MUSCULAR SPRAIN.

1701828 Thursday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E
30/03/2017 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle U turn E to E Dri M 47 Serious
R1: A 259 0832hrs CHURCH LANE
R2: U Daylight:street lights present
E 500,444 Dry
N 101,942 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 TRAVELLING EASTBOUND ENTERED ONTO R/A AND FAILED TO OBSERVE PEDAL CYCLIST WHO WAS IN THE MIDDLE OF A MANOUEVERE TO COMPLETE A U-TURN ON THE R/A. THE REAR OF V2 CONTACTED WITH V1 CAUSING HIM TO BECOME DISMOUNTED.

1703207 Saturday A259 CROOKTHORN LANE Veh 1 Car Going ahead N to S
10/06/2017 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle Going ahead W to E Dri M 33 Slight
R1: A 259 1904hrs CHURCH LANE OUTSIDE ON R/A
R2: U Daylight:street lights present
E 500,450 Dry
N 101,944 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Disobeyed Give Way or Stop sign or markings

Vehicle 1

Very Likely

APPARENTLY VEH 1 APPROACHED THE ROUNDABOUT AND FAILED TO NOTICE VEH 2 THAT WAS ALREADY NEGOCIATING THE R/A. VEH 1 FAILED TO GIVE WAY AND COLLIDED WITH VEH 2.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1605611 Thursday U CHURCH LANE LITTLEHAMPTON Veh 1 Car Change lane to right N to S
15/09/2016 AT JUNCTION OF A259 Veh 2 Pedal cycle Wait go ahead held N to S Dri F 68 Slight
R1: U 1745hrs CROOKTHORNE LANE
R2: A 259 Daylight:street lights present
E 500,457 Dry
N 101,954 Fine without high winds
50 mph

V2 (CYCLIST) HAD STOPPED IN LANE 1 JUST BEFORE ROUNDABOUT WITH THE ATTENTION OF GOING STRAIGHT ON. V1 HAS COLLIDED WITH REAR OF V2, KNOCKING HER OFF HER CYCLE. DRIVER OF V1 JUST SHOUTED OUT OF THE WINDOW "ARE YOU OK?" THEN TURNED RIGHT AND AWAY FROM THE SCENE WITHOUT EXCHANGING DETAILS.

1705454 Wednesday A259 CLIMPING AT JUNCTION OF U Veh 1 Car Turning left W to N
27/09/2017 CHURCH LANE Veh 2 Pedal cycle Turning right E to N Dri M 66 Slight
R1: A 259 1100hrs
R2: U Daylight:street lights present
E 500,440 Dry
N 101,935 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V1 WAITING TO TURN LEFT AT ROUNDABOUT. V2 PEDAL CYCLE ON ROUNDABOUT TURNING RIGHT HEADING NORTH. V1 FAILS TO SEE V2 AND PULLS OUT AND COLLIDES WITH PEDAL CYCLE CAUSING HIM TO COME OFF AND FALL ON THE ROAD.

1705520 Saturday U CHURCH LANE CLIMPING AT Veh 1 Car Starting W to S Dri M 90 Slight
30/09/2017 JUNCTION OF U HORSEMER GREEN Veh 2 Car Going ahead S to N Dri F 31 Slight
R1: U 1143hrs LANE
R2: U Daylight:street lights present
E 500,286 Dry
N 102,415 Fine without high winds
40 mph

Causation Factor:

1st: Disobeyed Give Way or Stop sign or markings

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

V1 AT T JUNCTION FACING EAST FAILS TO GIVE WAY AT JUNCTION AND PULLS DIRECTLY INTO THE PATH OF V2 TRAVELLING NORTH CAUSING COLLISION RESULTING IN DAMAGE AND INJURY TO BOTH PARTIES

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1706700 Sunday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E Dri F 23 Slight
26/11/2017 CLIMPING AT JUNCTION OF U
R1: A 259 2320hrs CHURCH LANE
R2: U Darkness: no street lighting
E 500,491 Wet/Damp
N 101,954 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre
2nd: Swerved

Vehicle 1
Vehicle 1

Possible
Possible

VEH 1 WAS SEEN BY WITNESS WHO WAS IN FRONT TO BE TRAVELLING EAST BOUND BEHIND WITNESS TRAVELLING AT AROUND 20MPH. ON EXITING THE ROUNDABOUT VEH LOST CONTROL AND SPUN ROUND, FRONT END COLLIDED WITH THE RAILINGS ON THE SIDE OF THE ROAD. UNKNOWN IF CAUSED BY MEDICAL EPISODE. NO SUSPICION OF DRINK DRIVING.

1800071 Friday B2233 YAPTON ROAD Veh 1 Car Wait to turn right NE to NW Dri F 54 Slight
05/01/2018 LITTLEHAMPTON AT JUNCTION OF Veh 2 Car Going ahead NW to SE FSP F 56 Slight
R1: B 2233 1815hrs U HORSEMERE GREEN LANE
R2: U Darkness: no street lighting
E 499,319 Wet/Damp
N 102,179 Raining without high winds
40 mph

VEHICLE 1 PULLED OUT OF JUNCTION INTO PATH OF VEHICLE 2.

1800722 Thursday B2233 YAPTON ROAD Veh 1 Car Turning right N to W
08/02/2018 LITTLEHAMPTON AT JUNCTION OF Veh 2 M/C > 500 cc Going ahead E to W Dri M 46 Slight
R1: B 2233 0738hrs A259 CROOKTHORN LANE OUTSIDE
R2: A 259 Daylight:street lights present
E 499,736 Dry
N 101,678 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 EXITING YAPTON ROAD TO TRAVEL WEST BOUND, HIT V2 IN MAIN CARRIAGEWAY WHICH WAS TRAVELING WEST BOUND. CYCLIST LEFT THE ROAD AND LANDED IN A BUSH, CAUSING MINOR INJURIES.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1802525 Wednesday A259 CROOKTHORN LANE Veh 1 Car Going ahead E to W
09/05/2018 LITTLEHAMPTON AT JUNCTION OF Veh 2 Taxi Wait go ahead held E to W RSP M 13 Slight
R1: A 259 0800hrs A2233 YAPTON ROAD
R2: A 2233 Daylight:street lights present
E 499,773 Dry
N 101,695 Fine without high winds
40 mph

V2 HAS SLOWED DOWN DUE TO ONGOING TRAFFIC. V1 HAS DRIVEN INTO THE REAR OF V2. BOTH DRIVERS EXCHANGED DETAILS AT THE SCENE.

1803888 Friday A259 CROOKTHORN LANE Veh 1 Car Starting W to E
13/07/2018 CLIMPING AT JUNCTION OF U Veh 2 Pedal cycle Going ahead S to N Dri M 69 Slight
R1: A 259 1444hrs CHURCH LANE OUTSIDE R/A
R2: U Daylight:street lights present
E 500,440 Dry
N 101,938 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
V2 CYCLIST N/B CROSSING R/A. V1 CAR ENTERS R/A HEADING EAST IMPACTS WITH CYCLIST.

1805385 Saturday A259 CROOKTHORN LANE Veh 1 M/C > 500 cc O/take m/veh o/side E to W Dri M 50 Serious
29/09/2018 CLIMPING AT JUNCTION OF U Veh 2 Car Going ahead E to W
R1: A 259 1532hrs CHURCH LANE (CLIMPING)
R2: U Daylight:street lights present
E 500,422 Dry
N 101,923 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Poor turn or manoeuvre Vehicle 1 Very Likely
2nd: Deposit on road (eg oil, mud, chippings) Vehicle 1 Very Likely
MOTORCYCLE V1 TRAVELLING EAST TO WEST, AFTER EXITING THE ROUNDABOUT WENT TO OVERTAKE VEHICLE IN FRONT, SKIDDED ON LOOSE MATERIAL ON CENTRAL HATCHED AREA CAUSING HIM TO LOSE CONTROL AND FALL OFF.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1806283 Wednesday A259 CROOKTHORN LANE Veh 1 Car Turning right N to W Dri F 43 Slight
 14/11/2018 CLIMPING AT JUNCTION OF B2233 Veh 2 Car Going ahead W to E Dri M 66 Slight
R1: A 259 1846hrs YAPTON ROAD Veh 3 Car Going ahead E to W
R2: B 2233 Darkness: street lights present a
E 499,736 Dry
N 101,684 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Disobeyed Give Way or Stop sign or markings
2nd: Failed to judge other persons path or speed
3rd: Failed to look properly

Vehicle 1
 Vehicle 1
 Vehicle 1

Very Likely
 Very Likely

V2 TRAVELLING EASTBOUND ON MAIN CARRIAGEWAY. V1 APPROACHES JUNCTION AND COMMENCES EDGING INTO CARRIAGEWAY. V3 TRAVELLING WESTBOUND FLASHES HEADLIGHTS. V1 ASSUMES THIS MEANS MOVE SO MOVES FURTHER INTO CARRIAGEWAY. V2 ONLY SEES V1 AT LAST MINUTE AND ATTEMPT TO SWERVE AND AVOID V1 BUT THEY COLLIDE. V1 AND V2 SUSTAINED DAMAGE. V3 DIDN'T STOP. DRIVER OF V1 AND V2 SUSTAINED MINOR INJURY.

1806380 Sunday A259 CROOKTHORN LANE Veh 1 Car Going ahead W to E Dri M 91 Slight
 18/11/2018 LITTLEHAMPTON 30M EAST OF Veh 2 Car Wait go ahead held W to E FSP F 28 Slight
R1: A 259 1200hrs B2233 YAPTON ROAD Veh 2 Car Wait go ahead held W to E Dri F 53 Slight
 Daylight:street lights present Veh 3 Car Wait go ahead held W to E Dri M 30 Slight
E 499,770 Dry Veh 3 Car Wait go ahead held W to E FSP F 28 Slight
N 101,705 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEHICLES 2 & 3 HEADING EAST ALONG A259 HAVING PULLED OUT OF THE B2233 YAPTON ROAD JUNCTION. VEHICLES HAD CLEARED SAME WHEN THEY SLOWED FOR CONGESTION AHEAD AND VEH 1 COLLIDED INTO THE REAR OF VEH 2, CAUSING A SHUNT, AND THEN VEH 2 COLLIDED INTO THE REAR OF VEH 3.

1805704 Tuesday B2233 YAPTON ROAD CLIMPING 30M Veh 1 Bus/coach Starting SE to NW Ped F 37 Slight
 09/10/2018 NORTH OF U HORSEMERE GREEN
R1: B 2233 1557hrs LANE OUTSIDE BUS STOP
 Daylight:street lights present
E 499,282 Dry
N 102,203 Fine without high winds
 60 mph

THE INJURED PERSON (REPORTING) HAD JUST ALIGHTED THE STAGECOACH 700 BUS TO HEAD SOUTH IN HER WHEELCHAIR WITH HER ASSISTANCE DOG. SHE MOVED ALONG THE UNEAVEN GRASS VERGE ALONG THE NEARSIDE THE BUS. HER WHEELCHAIR SUDDENLY TURNED 90 DEGREES DUE TO THE UNEAVEN SURFACE. SHE PLACED BOTH PALMS AGAINST THE BUS BUT HER LEFT FOOT WAS IN FRONT OF THE REAR WHEEL OF THE BUS. THE DRIVER THEN PULLED AWAY HEADING NORTH. THIS LADY HAS BEEN UNABLE TO GAIN ANY RESPONSE FROM STAGECOACH AT THIS TIME.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

		Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1707024 Sunday B2233 YAPTON ROAD CLIMPING 10/12/2017 260M SOUTH OF U HORSEMERERE GREEN LANE 1418hrs Daylight:street lights present
R1: B 2233 Veh 1 Car Going ahead RH bend NWto S Dri M 20 Serious
 Veh 1 Car Going ahead RH bend NWto S Ped M 44 Serious
E 499,543 Wet/Damp
N 102,029 Fine without high winds 40 mph

Causation Factor:

1st: Loss of control

2nd: Travelling too fast for conditions

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

V1 TRAVELLING SOUTH ON A SINGLE CARRIAGEWAY ROAD NEGOTIATES LEFT HAND BEND FIRST THEN ON EXITING THE FOLLOWING RIGHT HAND BEND LOST CONTROL AND LEFT ROAD NEARSIDE AND COLLIDED INTO A FLINT WALL AND PEDESTRIAN DOG WALKER AND DOG WHO STOOD JUST OFF THE CAR RIAGEWAY. V1 THEN CAME TO REST BACK IN THE CARRIAGEWAY.

1900336 Friday B2233 YAPTON ROAD CLIMPING AT 18/01/2019 JUNCTION OF A259 CROOKTHORN LANE OUTSIDE OYSTERCATCHER 1333hrs Daylight:street lights present
R1: B 2233 Veh 1 Goods < 3.5t Reversing S to N
 Veh 2 M/C > 500 cc Stopping N to S Dri M 48 Slight
R2: A 259 Wet/Damp
E 499,712 Fine without high winds
N 101,736 30 mph

Causation Factor:

1st: Failed to look properly

2nd: Careless/Reckless/In a hurry

3rd: Loss of control

Participant:

Vehicle 1

Vehicle 1

Vehicle 2

Confidence:

Possible

Possible

APPARENTLY VEH 1 MADE A REVERSE MANOEUVRE WITHOUT NOTICING VEH 2 DIRECTLY BEHIND. VEH 1 REVERSED ONTO VEH 2 PUSHING THE RIDER TO THE GROUND

1806307 Thursday A259 CLIMPING ROUNDABOUT 15/11/2018 CLIMPING AT JUNCTION OF A259 1535hrs Daylight:street lights present
R1: A 259 Veh 1 Car Starting E to W
 Veh 2 Pedal cycle Going ahead N to S Dri M 47 Slight
R2: A 259 Dry
E 500,473 Fine without high winds
N 101,931 30 mph

Causation Factor:

1st: Nervous/Uncertain/Panic

Participant:

Vehicle 1

Confidence:

Possible

V1 TRAVELLING WEST ON A259. STOPPED AT ROUNDABOUT. MOVED OFF IN SAME DIRECTION AND DID NOT SEE CYCLIST ALREADY ON ROUNDABOUT TRAVELING SOUTH. HIT CYCLIST ON NEARSIDE CAUSING DAMAGE TO BIKE AND MINOR INJURY TO CYCLIST.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

0846203 Sunday CROOKTHORN LANE (A259) AT Junction With YAPTON ROAD (B2233)
 09/06/2019
 R1: A 259 0935hrs
 R2: B 2233 Daylight:street lights present
 E 499,734 Dry
 N 101,681 Fine without high winds
 40 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
 2nd: Failed to look properly
 3rd: Following too close

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V1 TRAVELLING SOUTHBOUND ON YAPTON ROAD NEXT TO OYSTER CATCHER. V2 TRAVELLING EASTBOUND ON A259 FROM BOGNOR REGIS. V1 HAS PULLED OUT FOLLOWING BEHIND 2 NON-INVOLVED VEHICLES AND V2 HAS NOT HAD TIME TO STOP.

0867896 Tuesday BRIDGE ROAD (A259) - AT Junction With PRIVATE CAR PARK
 13/08/2019
 R1: A 259 1845hrs
 R2: U Daylight:street lights present
 E 500,573 Dry
 N 101,961 Fine without high winds
 40 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
 2nd: Aggressive driving
 3rd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 2

Confidence:

Very Likely
 Very Likely

V3 WAS TRAVELLING EAST IN 40 POSTED SPEED LIMIT SLOWED TO ALLOW VEHICLE TO PULL ACROSS PATH INTO CAR PARK, V2 SLOWED BUT DIDN'T STOP IN TIME AND COLLIDED WITH BACK OF V3, V1 DIDN'T STOP EITHER AND COLLIDED WITH BACK OF V2 FORCING V2 EVEN HARDER INTO BACK V3 CAUSING MINOR DAMAGE TO V3 AND V2 HOWEVER SUBSTANTIAL DAMAGE TO V1 FRONT END. DRIVER OF V2 HAS SEAT BELT INJURY AND HEAD INJURY CAUSING MEMORY LOSS, REAR PASSENGER OF V1 ALSO HAS HEAD INJURY AND SHOCK.

0873599 Monday CROOKTHORN LANE (A259) NEAR Junction With CHURCH LANE
 02/09/2019
 R1: A 259 2350hrs
 R2: A 259 Darkness: street lights present a
 E 500,428 Dry
 N 101,932 Fine without high winds
 40 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TRAVELLING EAST ON A259 APPROACHING ROUNDABOUT JUNCTION WITH CHURCH LANE, CLIMPING COLLIDED WITH REAR OF V2, SHUNTING IT ACROSS THE CENTRE OF THE ROUNDABOUT.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

0891011 Wednesday CHURCH LANE ROUNDABOUT Veh 1 Car Starting W to E
23/10/2019 (A259) AT JUNCTION WITH CHURCH Lane CLIMPING Veh 2 Pedal cycle Going ahead N to S Dri M 57 Slight
R1: A 259 1350hrs
R2: U Daylight:street lights present
E 500,453 Dry
N 101,947 Fine without high winds
30 mph

V1 WAS TRAVELLING EAST ON A259 ON RIGHT HAND LANE AT ROUNDABOUT OF CHURCH LANE, V2 PEDAL CYCLIST WAS TRAVELLING ACROSS ROUNDABOUT AND JUST GOT PAST THE ROUNDABOUT WHEN V1 HIT PEDAL CYCLIST AND RAN OVER THE REAR OF V2 BIKE CAUSING CYCLIST TO DISMOUNT.
DRIVER OF V1 STOPPED AT SCENE AND WROTE HIS NAME AND ADDRESS ON PAPER FOR V2 PEDAL CYCLIST

20917106 Thursday CROOKTHORN LANE (A259) Veh 1 Car Going ahead W to E
02/01/2020 Veh 2 Car Stopping W to E Dri F 62 Slight
R1: A 259 1737hrs Veh 3 Goods Unknown Stopping W to E
Darkness: no street lighting
E 500,318 Wet/Damp
N 101,904 Fine without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Possible
VEHICLE ONE TWO AND THREE HEADING EASTBOUND. VEHICLE ONE FAILED TO SEE VEHICLES SLOWING. COLLIDED WITH VEHICLE TWO THAT HIT VEHICLE THREE. MINOR INJURIES TO DRIVER TWO

0899140 Friday GREVATTS LANE (A259) Veh 1 Car Going ahead W to E
15/11/2019 Veh 2 Car Stopping W to E FSP F 25 Slight
R1: A 259 1732hrs Veh 3 Car Stopping W to E FSP F 16 Slight
Darkness: no street lighting
E 499,549 Wet/Damp
N 101,644 Raining without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
VEHICLE ONE IN SLOW MOVING TRAFFIC HAS GONE IN TO THE BACK OF VEHICLE 2 WHICH HAS GONE IN TO VEHICLE 3

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

20945483 Friday CHURCH LANE ROUNDABOUT Veh 1 Car Going ahead E to W
 10/04/2020 (A259) AT JUNCTION WITH Veh 2 Pedal cycle Going ahead N to S Dri F 49 Serious
R1: A 259 1926hrs CROOKTHORN LANE
R2: U Daylight:street lights present
E 500,464 Dry
N 101,929 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
 VEHICLE ONE HEADING EAST TO WEST. VEHICLE TWO HEADING NORTH TO SOUTH APPROACHED ROUNDABOUT WHERE ENTERED ROUNDABOUT. VEHICLE ONE FAILED TO LOOK RIGHT AND ENTERED ROUNDABOUT COLLIDING WITH VEHICLE TWO.

20946556 Thursday BRIDGE ROAD (A259) - 53 METRES Veh 1 Car Going ahead E to W
 16/04/2020 FROM JUNCTION WITH A259 Veh 2 Pedal cycle Going ahead E to W Dri M 38 Slight
R1: A 259 1645hrs
 Daylight:street lights present
E 500,602 Dry
N 101,965 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving Vehicle 1 Very Likely
 CYCLIST TRAVELLING WESTBOUND ON A259 CLIMPING WAS STARTLED BY THE SOUND OF A DRIVER IN A BMW HOOTING HIS HORN. THE DRIVER OF THIS VEHICLE WOUND DOWN HIS WINDOW AND SHOUTED AGGRESSIVE OFFENSIVE VERBAL ABUSE AT THE CYCLIST WHO IN TURN WOBBLED OFF HIS B
 IKE CAUSING HIM TO HIT HIS KNEE RESULTING IN SLIGHT INJURY. THE DRIVER OF VEHICLE 1 CARRIED ON AHEAD AND WAS LATER SEEN RETURNING IN THE OPPOSITE DIRECTION WITH A PASSENGER. THE DRIVER AGAIN SHOUTED AT THE CYCLIST.

20968531 Thursday CROOKTHORN LANE (A259) Veh 1 Car Stopping W to E FSP F 41 Slight
 30/07/2020 Veh 2 Car Stopping W to E
R1: A 259 1415hrs
 Daylight:street lights present
E 500,095 Dry
N 101,848 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Following too close Vehicle 1 Possible
 APPROACHING ROUNDABOUT AND CARS WHERE COMING TO A HALT QUITE QUICKLY. VEHICLE 1 FAILED TO BRAKE QUICK ENOUGH AND HIT THE REAR END IF VEHICLE 2

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

20970115 Wednesday CROOKTHORN LANE (A259) Veh 1 Car Going ahead W to E
 05/08/2020 Veh 2 Car Stopping W to E Dri M 59 Slight
 R1: A 259 1548hrs Veh 3 Car Wait go ahead held W to E
 Daylight:street lights present
 E 500,198 Dry
 N 101,873 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V1 DRIVING EB ON A259 APPROACHING STATIONARY TRAFFIC. V1 HAS IMPACTED WITH THE REAR OF V2 THAT HAS IN TURN IMPACTED WITH THE REAR OF V3. MINOR INJURY TO DRIVER OF V2 AND SIGNIFICANT DAMAGE TO V2. MINOR DAMAGE TO V1 AND V3.

20982033 Thursday CROOKTHORN LANE (A259) Veh 1 Car Stopping W to E Dri F 27 Slight
 17/09/2020 Veh 2 Car Change lane to left E to W
 R1: A 259 1539hrs
 Daylight:street lights present
 E 500,405 Dry
 N 101,925 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Possible

(V1) WAS DRIVING ALONG THE A259 BOGNOR-LITTLEHAMPTON AT AROUND 30MPH AND THEN STARTED TO SLOW AS I WAS APPROACHING THE ROUNDABOUT AT CROOKTHORN LANE/CHURCH LANE IN CLIMPING. BEFORE V1 REACHED THE ROUNDABOUT V2 WENT INTO THE BACK OF V1 JERKING IT FORWARD. V1 HAD HER 4 YEAR OLD AND 4 MONTH OLD IN THE CAR IN THEIR CAR SEATS THE 4 MONTH OLD STARTED SCREAMING AND V1 FELT A JARRING PAIN IN HER BACK. V2 BEHIND V1 STOPPED AND THE DRIVER WAS AN 80 YEAR OLD WHITE MALE DRESSED VERY SMARTLY. HE GAVE E HIS DETAILS AND LEFT AND V1 THEN PULLED INTO THE CLIMPING VILLAGE HALL AS I WAS BLOCKING THE ROAD. AMBULANCE HAVE ATTENDED BUT I DIDN'T FEEL I NEED MEDICAL ATTENTION.

Details of Personal Injury Accidents for Period - 01/07/2016 to 30/06/2021 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties		
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Time								
2nd Road No.									
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

211028772

Wednesday 17/03/2021 0715hrs

CHURCH LANE ROUNDABOUT (A259) AT JUNCTION WITH CHURCH LANE

Veh 1 Car

Going ahead

W to E

Veh 2 Pedal cycle

Going ahead

SE to N

Dri

M 74

Serious

R1: A 259

R2: U

E 500,446

N 101,940

Daylight:street lights present

Dry

Fine without high winds

40 mph

Causation Factor:	Participant:	Confidence:
1st: Other	Vehicle 1	Possible
VEHICLE 1, DRIVING FROM YAPTON TO LITTLEHAMPTON, HAS COME UP TO ROUNDABOUT ON A259, JUNCTION WITH CROOKTHORN LANE. VEHICLE 1 IS IN RIGHT HAND LANE, CORRECT LANE TO CARRY ON STRAIGHT ACROSS EASTBOUND. V2 CYCLIST HAS ENTERED THE ROUNDABOUT FROM THE SOUTH, CROOKTHORN LANE, INTENDING TO GO STRAIGHT ACROSS TO THE NORTH, CHURCH LANE. VEHICLE 1 HAS ENTERED ROUNDABOUT AND COLLIDED WITH V2, CAUSING DAMAGE TO REAR WHEEL OF BICYCLE AND CAUSING CYCLIST TO FALL OFF INTO THE RAD. INJURIES TO CYCLIST ASSESSED BY PARAMEDICS AND BELIEVED TO BE MINOR INJURY, CUT TO RIGHT TEMPLE AND NOSE, ACHES IN RIGHT ARM AND BACK. CYCLIST TAKEN TO ST RICHARDS HOSPITAL, CHICHESTER.		

211047057

Tuesday 18/05/2021 0652hrs

CHURCH LANE ROUNDABOUT (A259) AT JUNCTION WITH CROOKTHORN LANE (A259)

Veh 1 Car

Starting

W to E

Veh 2 Pedal cycle

Going ahead

SE to N

Dri

F 34

Slight

R1: A 259

R2: A 259

E 500,444

N 101,936

Daylight:street lights present

Wet/Damp

Fine without high winds

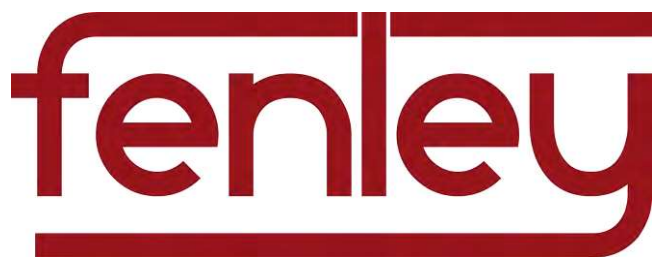
40 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
V1 TRAVELLING FROM WEST TO EAST ON A259. V2 PEDAL CYCLE TRAVELLING FROM SOUTH TO NORTH. V1 FAILED TO GIVE WAY TO V2 ON ROUNDABOUT.		

APPENDIX I. Stage One Road Safety Audit

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.**



Proposed On-site Highway at a residential development off Church Lane Climping

Client:
i-Transport

Client reference:
ITB16079

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

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Report Status 4

Job no	RSA-21-205	Issue no	4	Date	March 2022
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-21/RSA-21-205-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	March 2022
Document reference and revision:	RSA-21-205-4
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Foreman Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			9 th March 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	14 th March 2022
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			14 th March 2022
3	Design Organisation Response incorporated	Ben Burrows on behalf of i-Transport			15 th March 2022
4	Auditor's View of Design Organisation Response	JJF			15 th March 2022

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	4
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	11

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 the proposed on-site highway layout at a residential development off Church Lane in Climping. The proposals subject to this document include two parcels of dwellings either side of a central green corridor that accommodates footpaths / cyclepaths as well as local areas of play. Primary internal roads accommodate 6.0m wide carriageways, with secondary roads providing 4.8m wide carriageways. A network of footways, footpaths and cyclepaths are to be provided through the development that connect to the existing footways associated with the local highway network. The scheme is to facilitate access to a residential development of 300 dwellings and includes the provision of local shops and a nurse's office with circa 21 parking spaces as well as a single pumping station to the northeast of the site.
- 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 March 2022 in accordance with the Road Safety Audit Brief and updated scheme drawings provided on the 2nd and 9th March 2022 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Foreman Homes. 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 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 and have been approved to undertake Road Safety Audits. 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 / Highway Engineer

- 2.5 The site visit has been visited on a number of occasions in relation to various schemes; April 2016, May 2018, August 2020 and during the early afternoon of March 2021 at 12:15pm. The site visits involved walking and driving around the local highway network for in excess of a 120-minute period whilst observing the topography of the land, local infrastructure and traffic conditions. The weather during the site visits varied with overcast and clear skies, the road surface was observed dry with damp patches and visibility was good. A number of pedestrians and cyclists were observed during the site visits. Vehicular traffic to include a

motorcycles, cars, passenger service vehicles, agricultural vehicles, light and heavy goods vehicles, was also observed. The traffic flow during the site visits was light to moderate

- 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: | Ben Burrows |
| Position / Organisation: | Principal Consultant, i-Transport LLP |
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The “Auditor’s View on the Design Organisation Response” is included within a row beneath each item, for clarity.

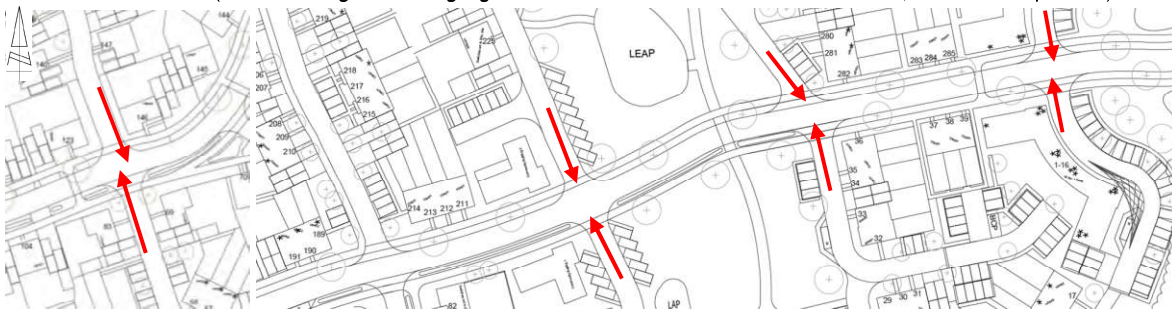
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have undertaken a number of Road Safety Audits in proximity of the proposed development site to include one of the associated access and highway works in 2016, another of a proposed puffin crossing as well as pedestrian access in 2018 and another of a proposed shared footway cycleway along Church Lane in 2020. In addition to those, a previous revision of the proposed on-site highway layout has been subject of this Stage 1 Road Safety Audit in August 2021, RSA-21-081. This document identifies all road safety concerns associated with the current proposals that have been reassessed in its entirety.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

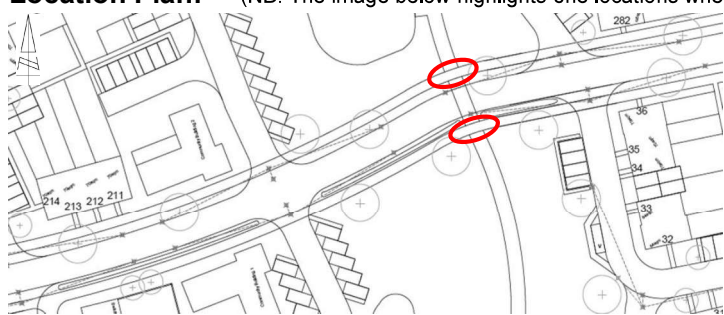
A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Scheme
Summary:	Visibility extends across land assumed to be outside the proposed highway
Acc Type:	Sideswipes
The proposals associated with this Stage 1 Road Safety Audit, includes general carriageways with footways as well as shared surface areas that are to be provided within a residential development which accommodates a number of speed control bends. The scheme drawings provided with the Audit Brief, illustrate the provision of 17 metre forward visibility envelopes that are adequate for speeds of up to 15mph. The presence of speed control bends should ensure vehicular speeds are maintained low and that the achievable visibility is adequate. However, at some locations, the 17 metre envelopes passed across land that is assumed to be outside the public highway. Should vegetation be planted and permitted to grow within the areas, visibility to and from approaching vehicles could be limited and lead to sideswipe type collisions when opposing vehicles attempt to pass on a bend in the road.	
RECOMMENDATION:	
It is recommended that a sufficient level of visibility is achievable at all times	
Location Plan: (NB: The image below highlights three locations where this item is relevant, more may be present) 	

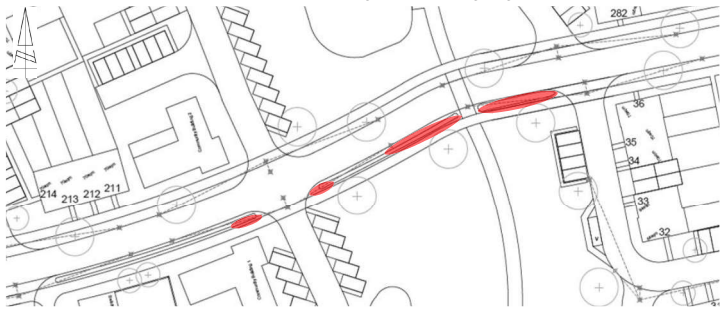
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14 th March 2022	
Agreed – a covenant will be placed on the affected properties requiring that any planting must be maintained below 600m to ensure the visibility envelopes can be achieved.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15 th March 2022	
Confirmation that visibility will be maintained clear of obstructions, addresses the road safety concern at this stage.	
A.2	GENERAL
	No Road Safety Concerns in GENERAL have been raised at this stage
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Scheme
Summary:	Visibility extends across land outside the proposed highway
Acc Type:	Vehicle side impact collisions
The proposals associated with this Stage 1 Road Safety Audit, includes general carriageways with footways as well as shared surface areas that are to be provided within a residential development of 300 dwellings that each accommodate off-street parking, be it within driveways or parking courts. The scheme drawings provided with the Audit Brief, illustrate that 25 metre visibility splays are achievable where carriageways meet in accordance with the stopping sight distance of approaching vehicles travelling at 20mph. The presence of speed control bends and traffic calming measures in the form of raised tables and shared surface areas should ensure vehicular speeds are maintained low and that the achievable visibility is adequate. However, the visibility splays illustrated at many of the driveways and entrances to the parking courts, to include in proximity to the local shops and nursery, pass over land that is assumed to be outside the public highway. Should vegetation be planted and permitted to grow within the areas, visibility to and from approaching vehicles could be limited which may lead to a vehicle attempting to exit a priority access when it is not safe to do so, into the path of an oncoming vehicle and lead to side impact collisions.	
RECOMMENDATION:	
It is recommended that a sufficient level of visibility is achievable at all times	
Location Plan: (NB: The image below highlights three locations where this item is relevant, more are be present)	
	

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14 th March 2022	
Agreed – A covenant will be placed on the affected properties requiring that any planting must be maintained to 600mm or below to ensure that visibility splays can be achieved.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15 th March 2022	
Confirmation that visibility will be maintained clear of obstructions, addresses the road safety concern at this stage.	
A.3.2	PROBLEM
Location:	Scheme
Summary:	Priority may not be clear to drivers approaching junctions
Acc Type:	Vehicle side impact collisions
The proposals associated with this Stage 1 Road Safety Audit, includes general carriageways with footways as well as shared surface areas with a number of crossroad junctions generated. Vehicular speeds are expected to be low and priorities should be clear where surface treatments change, however, no such details have been provided at this stage and drivers will be able to see through the junction. There are concerns that traffic may approach the primary roads at inappropriate speeds and overshoot into the path of oncoming traffic or fail to give-way leading to side impact collisions	
RECOMMENDATION:	
It is recommended that the point at which traffic must give-way is clear	
Location Plan: (NB: The image below highlights two locations where this item is relevant, more are be present) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14 th March 2022	
Agreed – Road markings will be provided at priority junctions with the primary roads and at the entrance to / exit from the parking facility associated with the proposed local shops.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15 th March 2022	
Confirmation that road markings will be provided where appropriate, addresses the road safety concern at this stage.	

A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Scheme
Summary:	Pedestrians may not be seen during the hours of darkness
Acc Type:	Vehicle pedestrian collision
The scheme drawing provided with the Audit Brief, illustrate that the proposed on-site highway is to consist of 4.8 and 6 metre wide carriageways as well as shared surface areas. At this stage, the Audit Team is unaware if the proposals are to be subject to street lighting. Whilst vehicles are driven during the hours of darkness with head lights illuminated, drivers may not become aware of the presence of pedestrians at a safe distance leading to vehicle pedestrian collisions.	
RECOMMENDATION:	
It is recommended that a level of street lighting is provided particularly in proximity to where pedestrians can be expected to cross or enter the carriageway and within the shared surface areas.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14th March 2022	
Agreed - this will be dealt with at the detailed design stage.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15th March 2022	
Confirmation that this item will be considered during detail design, addresses the road safety concern raised at this stage.	

A.4.2	PROBLEM
Location:	Scheme
Summary:	Full height kerbs will be an obstruction to non-motorised users
Acc Type:	Trip / fall and personal injury, vehicle pedestrian collisions
The scheme drawing provided with the Audit Brief, identifies that the proposed development is to consist of general carriageways with footways as well as raised shared surface areas with direct accesses to pathways to properties and footpath / cyclepath links. At this stage no details have been provided to identify the proposed edge treatment around the shared surface areas. Kerbing in excess of 6mm is a trip hazard for pedestrians, those with perambulators, the mobility impaired and cyclists which could lead to falls and personal injury. Further, visually impaired pedestrians could enter a live carriageway into the path of a vehicle unaware leading to a vehicle pedestrian collision	
RECOMMENDATION:	
It is recommended that level access is provided with tactile paving where appropriate along non-motorised user desire lines.	
Location Plan: (NB: The image below highlights some locations where this item is relevant, more are present) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14th March 2022	
Agreed - Desire lines will be assessed during the detail design of the scheme with dropped kerbs and tactile paving provided where necessary.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15th March 2022	
Confirmation that dropped kerbs and tactile paving will be provided, addresses the road safety concern raised at this stage.	

A.4.3	PROBLEM
Location:	Southern side of primary spine road
Summary:	No warning is provided to highlight the change in characteristics of the footways
Acc Type:	Vehicle pedestrian collisions
The proposals include the provision of numerous footways as well as shared surface areas and footpaths / cyclepaths through the open space within the application site. The Audit Team have concerns that pedestrians travelling from a footway will step onto a shared area without warning that cyclists or vehicular traffic could be present. A pedestrian not becoming aware that they are entering a shared area where cyclists or motorists could be present, may step into their path leading to a vehicle / cyclist collision with a pedestrian.	
RECOMMENDATION:	
It is recommended that corduroy / hazard warning tactile paving is provided where the characteristics of the surface change	
Location Plan: (NB: The image below highlights one locations where this item is relevant, more are present) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14th March 2022	
Agreed – Corduroy paving will be provided where necessary, this will be dealt with at the detailed design stage.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15th March 2022	
Confirmation that tactile paving will be provided where appropriate, addresses the road safety concern raised at this stage.	
A.4.4	PROBLEM
Location:	Southern side of primary spine road
Summary:	Hedges could grow to limit visibility to and from a non-motorised user
Acc Type:	Vehicle pedestrian collisions
The proposals include the provision of numerous footpaths / cyclepaths through the proposed development area as well as footways besides the proposed on-site carriageways. The site layout plan provided with the Audit Brief, illustrates what is believed to be hedges to the south of the primary spine road and either side of where the proposed footpaths meet the carriageway. No landscaping details have been provided at this stage. Should the planting be permitted to grow higher than 600mm there is a risk that insufficient intervisibility will be available. Recent updates	

to the Highway Code have introduced pedestrian and cyclist priorities over vehicular traffic and therefore drivers are required to stop and to allow non-motorised users to cross side roads, however, limited visibility could result to the users not becoming aware of one another at a safe distance leading to vehicle non-motorised user collisions	
RECOMMENDATION:	
It is recommended that no foliage is planted within pedestrian visibility slays to ensure clear visibility is maintained at all times	
Location Plan: (NB: The image below highlights two locations where this item is relevant, more are present) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 14 th March 2022	
Agreed – this will be dealt with at the detailed design stage.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 15 th March 2022	
Confirmation that this road safety concern will be further considered during the detail design of the scheme, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

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: 15th March 2022

Audit Team Member

Name: **Farouk Bhatti** MCIHT

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 14th March 2022

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	Email dated 12 th Aug. '21		Road Safety Audit Brief
	TW/BB/ITB16079-003TN		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB16079-GA-004	C	Swept Path Analysis of a refuse vehicle through internal layout
	ITB16079-GA-005	C	Forward Visibility around corners through internal layout
	ITB16079-GA-008	A	Swept Path Analysis of a pumping appliance at on-site pumping station
	ITB16079-GA-010	A	Swept Path Analysis – Fire Appliance
	20.050.02	G	Proposed Site Plan

Appendix A2

Item Location Plan



Various

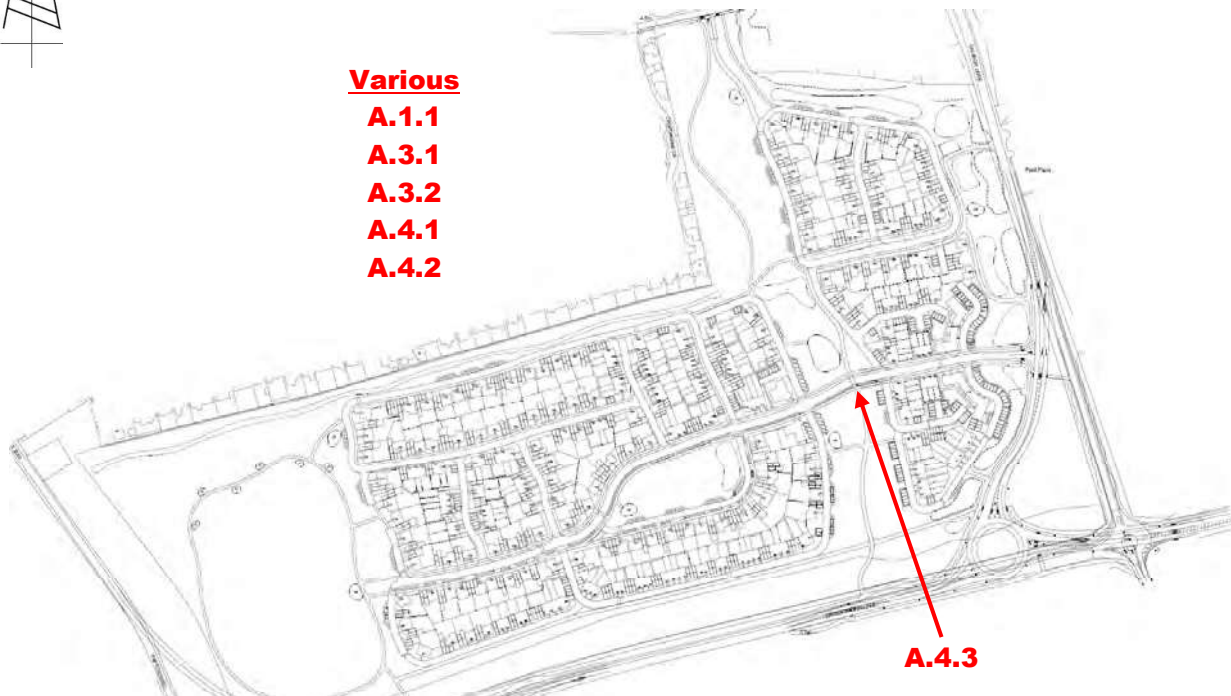
A.1.1

A.3.1

A.3.2

A.4.1

A.4.2



A.4.3

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			

fenley

