

Stage 1 RSA - Road Safety Audit Addendum Response Report [Rev P1]

1.1 This report results from receipt of a Stage 1 RSA Addendum (2) Report, undertaken dated December 2017.

1.2 The Designer's Response to the 'Problems' highlighted are indicated in the table below:

Item	Problem	Recommendation	Designer's Response
3.1	Location: General Summary: Visibility splays Whilst some visibility splays have been formally identified on the drawings submitted, it will be important that all visibility splays remain free from obstruction. It is noted that some visibility splays extend across / through 3rd party land, cycle storage areas or parking bays (on 3rd party land). A number of trees are shown within the verges of the development site, some of which appear to be within the junction visibility splays. Even if the trees are intended to be of relatively small girth and have clear stems, they will inevitably have some impact on sightlines; this effect will be greater the closer they are to the junction and will increase with time as the trees grow. This will increase the risks of vehicles emerging from the side roads being struck by passing traffic.	i. Provide visibility splays in accordance with relevant design standards and ensure that the splays will be kept free from obstruction. ii. Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m. iii. Do not plant trees within the visibility splays.	(i) - Visibility splays have been indicated in accordance with design standards as recommended. On inspection the radii on approach to the pedestrian visibility splays adjacent to the Motorcycle Parking and the Pedal Cycle Parking bays (near dwelling 36) are a maximum of 18m. Thus calculating curve design speed it can be determined that an 18m radius translates to a vehicle speed of just over 23 km/h. Thus in accordance with MfS Table 7.1, this corresponds to a Stopping Site Distance of 17m. Thus the visibility splays have been adjusted to indicate this and now do not encroach on the cycle or motor cycle parking areas. In relation to the car parking associated with Dwelling 31, this has been moved backwards to avoid parked cars obstructed visibility. Furthermore, PHTV has confirmed that the development will be run by a management company and it will be made clear that all visibility splays are to be kept clear of obstructions (other than the street trees). (ii) – PHTV has confirmed that the development shall be run by a management company and any vegetation shall be maintained as required. (iii) – Trees within visibility splays are required along the Main Avenue to create the tree lined street effect and therefore, an Exception to this 'Problem' will be required.

Persimmon Homes Thames Valley

North Littlehampton, Phase 2 comprising Parcel C1 and Part Parcel B2, B4 and C2

Stage 1 RSA – Road Safety Audit Addendum (2) Response Report

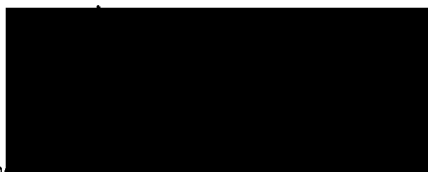
Prepared By:

Name: Adrian Barnley

Organisation: Mayer Brown Limited

Date: 7 December 2017

Signature



Resulting Amended drawings listed as above

Drawing Number

A/PHLITTLE-INT.1/10-1 Rev P12

A/PHLITTLE-INT.1/11-1 Rev P13

A/PHLITTLE-INT.1/13-1 Rev P7

A/PHLITTLE-INT.1/19-1 Rev P6

A/PHLITTLE-INT.1/TK-1 Rev P9

A/PHLITTLE-INT.1/TK3 Rev P5

Title

General Arrangement Drawing (1 of 2)

Surface Treatment Drawings (1 of 2)

Street Lighting Drawing (1 of 2)

Contours and Levels Drawing (1 of 2)

**Anticipated Swept Path of a Large Refuse Vehicle and Large Car
Accessing the Site (1 of 2)**

Anticipated Swept Path of a Fire Tender Accessing the Site (1 of 2)

Drawing that remain as RSA Brief

Drawing Number

A/PHLITTLE-INT.1/10-2 Rev P11

A/PHLITTLE-INT.1/11-2 Rev P12

A/PHLITTLE-INT.1/13-2 Rev P6

A/PHLITTLE-INT.1/19-2 Rev P5

A/PHLITTLE-INT.1/TK2 Rev P8

A/PHLITTLE-INT.1/TK4 Rev P4

Title

General Arrangement Drawing (2 of 2)

Surface Treatment Drawing (2 of 2)

Street Lighting Drawing (2 of 2)

Contours and Levels Drawing (1 of 2)

**Anticipated Swept Path of a Large Refuse Vehicle and Large Car Accessing
the Site (2 of 2)**

Anticipated Swept Path of a Fire Tender Accessing the Site (2 of 2)

