

[REDACTED]

From: Amanda Scholes on behalf of Planning.Responses
Sent: 09 December 2019 11:04
To: Planning Scanning
Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14
Attachments: Toddington Lane Highway Boundary.pdf; 10053_304 Pedestrian visibility Splays.pdf

From: Anita Gardner [REDACTED]
Sent: 09 December 2019 10:58
To: Planning.Responses [REDACTED]
Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

[REDACTED]

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

[REDACTED]

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Save the environment - think before you print.

From: Andrew Tanner [REDACTED]
Sent: 05 December 2019 16:27
To: Jamie Brown [REDACTED]
Cc: Euan Clark - Folkes Architects [REDACTED]; Anita Gardner [REDACTED]
Subject: RE: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Hi Jaime,

Thank you for your response. Please see Pedestrian visibility splay plan and highway boundary information attached.

In order to ensure that the visibility splay looking west is entirely within highways land we can only guarantee a 59m visibility splay. In regards to this I would refer to my email to Tim from 19th November:

"I note that section 4 of WSCC design guide states that lightly trafficked residential roads have 85thile speeds below 37mph, can have MfS1 standards applied. As this is the case for Toddington Lane, the 66m visibility splay is likely in excess of the stopping sight distance for westbound vehicles will need to see pedestrians. Using MfS1 standards and the recorded 28mph 85thile speed there is a stopping sight distance requirement of 39m."

As such I would contend the 59m visibility splay entirely within the highway boundary should be acceptable.

I Have CCed in Anita Gardener from Arun District who is the case officer, please could you confirm ASAP if the pedestrian visibility splays looking eastward and westwards from 1.0m is acceptable?

Regards,

Andrew

Andrew Tanner BSc, MCINT
Senior Transport Planner



Consulting Engineers



Civil Engineering - Transport Planning - Flood Risk

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From: Jamie Brown [REDACTED]
Sent: 05 December 2019 15:33
To: Andrew Tanner [REDACTED]
Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Hi Andrew,

In principle I think we could accept the 1 metre. However just one point I would like to confirm, the 66 metre splay to the west can you confirm in a bit more detail it is all contained within highway land as it present it is not stated.

Cheers,

Jamie

Jamie Brown MCIHT | Senior Planner, County Highways, Planning Services, Economy,
Planning, and Place Directorate
West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester,
PO19 1QT

From: Steven Shaw
Sent: 03 December 2019 16:40
To: [REDACTED]
Cc: Jamie Brown
Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149
(LU/162/17/PL) Condition 14

Hi Andrew,

Thanks for your email.

In Tim's absence Jamie is reviewing the application and will contact you with comments shortly.

Regards

Steven Shaw BA (Hons) MSc MCIHT

County Highways (Development Management) Team Manager

County Highways Team, Planning Services

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

From: Andrew Tanner [REDACTED]
Sent: 03 December 2019 15:47
To: Stephen Gee
Cc: Euan Clark - Folkes Architects
Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149
(LU/162/17/PL) Condition 14

Hi Stephen,

As just discussed please see my response to WSCC comments in email below and updated plan and speed survey attached.

Please could you let me know who the case officer is for this in Tim's absence?

Thanks,

Andrew

Andrew Tanner BSc, MCIHT
Senior Transport Planner

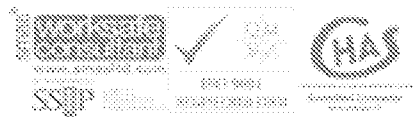
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From: Andrew Tanner

Sent: 18 November 2019 12:46

To: [Redacted]

Cc: 'Euan Clark - Folkes Architects' [Redacted]

Subject: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Hi Tim,

I am contacting you in regards to the development at Toddington Lane (LU/162/17/PL) and condition 14. In your comments on 15th October 2019 you asked for A visibility splay of 2.0m * 66m in both directions at the western end of the proposed footway. This was to ensure any pedestrians crossing in this location have sufficient visibility to see any oncoming cars. The 66m visibility splay is achievable looking west but not looking east.

We have had a speed survey completed on Toddington Lane to assess if the 30mph speed limit you based the visibility splay on was accurate to the actual speeds. Please see the ATC data attached. The ATC indicates that the mean speed for westbound traffic is 24mph and the 85thile speed is 28mph (7 day mean). It should be noted that the position of the ATC was further to the west than the position of the proposed crossing and is likely in a location where vehicles are accelerating out of the corner. The vehicles speeds at the proposed crossing point are actually likely to be lower than 28mph.

I note that section 4 of WSCC design guide states that lightly trafficked residential roads have 85thile speeds below 37mph, can have MfS1 standards applied. As this is the case for Toddington Lane, the 66m visibility splay is likely in excess of the stopping sight distance for westbound vehicles will need to see pedestrians. Using MfS1 standards and the recorded 28mph 85thile speed there is a stopping sight distance requirement of 39m.

I also note that the visibility splay asked for is from 2.0m, the proposed footway is 2m in width and it is unlikely a pedestrian would be stood on the back edge of the footway, would a visibility splay from 1.0m be acceptable as this is likely to be more reflective of a pedestrians position on the footway.

With the above in mind I would suggest a 1.0m * 39m visibility splay should be acceptable and allow for the crossing point to function safely. Please see update site layout with the visibility splays, I have shown 66m looking westwards as this is achievable and 39m is achievable looking east. Please note I have shown the 39m visibility splay to 600mm off of the kerb to represent the likely position of a car.

Would the proposed visibility splay be suitable?

Happy to discuss by email or call me on the number below.

Regards,

Andrew

Andrew Tanner BSc, MCINT
Transport Planner



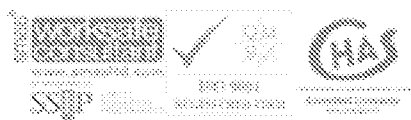
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1. PROPOSED WORKS SUBJECT TO SECTION 278
TECHNICAL APPROVAL FROM WEST SUSSEX COUNTY
COUNCIL HIGHWAYS.
2. CBR TESTS TO BE TAKEN AT FORMATION LEVEL OF
NEW CARRIAGEWAY TO CONFIRM MAKE-UP.
3. CONTRACTOR TO INVESTIGATE ALL EXISTING
SERVICES PRIOR TO WORKS COMMENCING ON SITE AND
LIAISE WITH STATUTORY AUTHORITIES IF NECESSARY.
4. EXISTING TREES TO BE PROTECTED.

SUBJECT TO WEST SUSSEX
COUNTY COUNCIL APPROVAL

-	INITIAL ISSUE	05.12.2019	ART	LS	
Rev	Amendments	Date	Dsn	Chk	
Status TENDER					
Client FOLKES ARCHITECTS					
Architect					
Project LAND AT TODDINGTON ROAD WEST SUSSEX					
Title PEDESTRIAN VISIBILITY SPLAYS					
Date DEC 2019		Scale @ A1 1:250			
Clients Ref.		Project Ref.			
 Gloucester House, 66A Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel:01444 871444 Web: www.gtacivils.co.uk					
Drawing Number		Rev.			
10053_304					

