civils ltd - consulting engineers

STAGE 1 SAFETY AUDIT

46 Dolphin Road, Shoreham-by-Sea demolition of Front Ancillary Office Building and alteration of existing access

CLIENT
Infinity Foods
67B Norway St
Portslade
East Sussex
BN411AE

Ref: 4492/2.1
Date: 19th June 2012

CONSULTING ENGINEERS
gta civils ltd
Gloucester House
66a Church Walk
Burgess Hill
West Sussex
RH15 9AS

Tel: 01444 871444
Fax: 01444 871401

CONTENTS

1. INTRODUCTION

2. THE SITE AND LOCATION

3. THE PROPOSAL

4. ROAD SAFETY AUDIT STAGE 1

5. AUDIT TEAM LEADER'S STATEMENT

APPENDIX A: LIST OF DRAWINGS AND DOCUMENTS
APPENDIX B: DRAWINGS CONSIDERED
APPENDIX C: PLAN SHOWING ITEM LOCATIONS
APPENDIX D: RESPONSE FROM WEST SUSSEX COUNTY COUNCIL TO PLANNING APPLICATION NO. AWDM/0585/12

1.0 INTRODUCTION

1.1 This report and audit results from an objection from West Sussex County Council against the Planning Application No. AWDM/0585/12 dated 8th June 2012 (See Appendix D).

1.2 The audit was carried out on Friday 15th June 2012 when the weather conditions were warm and sunny.

1.3 The audit was carried out by **Allen Rollings,** Highways Engineer specialising in Highway Design, Safety and Traffic Engineering.

1.4 The terms of reference for this audit are the Department of Transport Document HD19/03 Road Safety Audit. The checklists within have been used to conduct this audit, and the findings generally follow the order laid down in the lists.

1.5 The audit comprises of an inspection of the site, following desk-top inspection of the drawings and documents listed in Appendix A to this report.

1.6 Each observation or problem point identified has been given a location reference and these are shown on the location plan in Appendix C.

1.7 The project involves the demolition of a front ancillary office building to provide a new servicing area including alterations to the existing access and provision of a new vehicular exit and 2.4m high perimeter fence and gates

2. THE SITE AND LOCATION

2.1 Appendix B shows a site location plan.

2.2 Dolphin Road is an unclassified road which is subject to a 30mph speed limit and in the vicinity of the site it has street lighting provided by lamp columns on both sides of the road.

2.3 Drawing Numbers BVD/001/4 shows the location of the block plan and BVD/010/3 shows the layout plan and elevations.

2.4 Dolphin Road is a cul-de-sac which has a 2-way single carriageway. It is approximately 5.7m wide.

2.5 There are pedestrian footways on both sides of the road, on the north side of the road it is approximately 1.8m wide and on the south side where there are no buildings it is approximately 5m wide.

2.6 There are double yellow lines on the south side of the road preventing parking at all times and a single yellow line on the north side of the road preventing parking between 8am and 6pm Mondays to Saturdays.

3. THE PROPOSAL

3.1 It is proposed to divide the existing site occupied by a single company into two separate entities and although the existing site is served by two separate entrances without any direction for "In & Out" operation the proposal is to use the western half of the site (See Drawing No.BVD/001/4) and utilise the existing western entrance with an "In" only and provide a new exit on the eastern side of the divided plot. (See Drawing No.BVD/010/3).



Photo 1 Existing Western Access to be used as "IN" only



Photo 2 Position of the Proposed Eastern Access to be used as "OUT" only

3.2 The proposal includes the installation of a 2.4m high fence across the frontage of the site along with the erection of sliding electronic gates both of which open towards the centre of the site (See Drawing BVD/010/3).

3.3 The existing low wall with planting is proposed to remain in front of the above mentioned fence albeit a large length of it will have to be removed to facilitate the new eastern access (See Drawing No BVD/010/3).

3.4 Visibility splays are shown on Drawing BVD/011/1 as 2.4m x 43m but only from the new proposed exit.

4. ROAD SAFETY AUDIT STAGE 1

4.1 SECTION 1- ACCESSES

A1 GENERAL

A1.1 Problem **At Location A (Appendix C) achieving 2.4m setback.**

Summary: **Due to width of footway being only 1.6m at the proposed exit position the visibility splay to the left & right will pass over the existing low wall with high shrubs planted in the planters and it appears to pass over the low wall and planting to the left (east) which is not within the application site. It also appears that the 2.4m x 43m is slightly obstructed by the proposed perimeter fencing to the east of the access.**

Discussion

The visibility splay of 43m assumes a wet weather 85%ile speed of 31mph (Manual for Streets Fig. 7.1which is applicable on this site) and no speed survey has been presented to confirm this. The visibility to the right can be 2.4m x in excess of 60m and at 2m back from the carriageway 2m x 160m.Visibility to the left can be 2m x 62m without passing over the wall outside the application site.



Photo 3

Visibility to the Right (Eastern) Access "OUT" only, showing the
High Level Planting that will obstruct visibility at 1m above carriageway Level



Photo 4

Visibility to the Left (Eastern) Access "OUT" only, showing the
High Level Planting that will Obstruct Visibility at 1m above Carriageway Level



Photo 5

Visibility to the Left (Eastern) Access "OUT" only, (Photo taken at a higher level)
showing the High Level Planting that will Obstruct Visibility
at 1m above carriageway Level and what Visibility
would be available once Planting has been removed

Recommendation

Remove planting from low wall across the frontage and ensure that the perimeter fence and gate is erected at least 2.2m back from the edge of the carriageway.

Remove planting from the remainder of the wall of the adjacent site and obtain a covenant that clear visibility will be maintained across the wall in perpetuity.

Alternative

Manual for Streets 1 Para 7.7.7 allows a relaxation of the X Distance to 2m for low usage accesses and therefore visibility in both directions can be shown as 2m x 60m without crossing the adjoining wall and the increased Y distance from 43m to 60m makes allowance for vehicles travelling in excess of the speed limit.

A1.2 Problem **At Location B (Appendix C) achieving 2.4m setback at entry.**

Summary: **Due to width of footway being only 1.8m at the proposed entry position the visibility splay to the left will pass over the existing low wall with high shrubs planted in the planters and to the right it is restricted by the boundary wall of the adjacent property to the west.**

Discussion

Although the western access is shown as "In" only there is proposed parking shown on this side of the site (See Drawing No. BVD/ 010/3) and if the electronic entry gate is left open during working hours it is unlikely that vehicles would use the exit on the eastern side of the site to reach the major highway network which is in a westerly direction along Dolphin Road. The visibility splay of 2m x in excess of 160m is available to the right albeit only 35m is available at 2.4m back.



Photo 6

Visibility to the Right (Western) Access "IN" only at 2m back from Carriageway showing the Obstruction to Visibility posed by Wall of Adjacent Site.

Visibility to the left is 2m x in excess of 120m and this can also be achieved at 2.4m back if the vegetation in the planters is removed.



Photo 7
Visibility to the Left (Western) Access "IN" only at 2m back from Carriageway showing the Obstruction to Visibility posed by the Planting.

Recommendation

Remove planting from low wall across the frontage and ensure that the perimeter fence and gate is erected at least 2.2m back from the edge of the carriageway. Although the access is 11.4m wide to avoid conflict between incoming lorries and exiting vehicles, "No Exit" signs should be erected to discourage use of the entry as an exit.

In addition Drawing No BVD/011/1 should be amended to show the 2m x 60m visibility splay that is available for vehicles exiting against the informal signage.

A1.3 Problem **At Location B (Appendix C) achieving a Setback Distance for lorries to pull off the highway when electronic gates are shut.**

Summary: **The Highway Authority have expressed concerns in their response to the planning application (See Appendix D) that large vehicles will be required to stand in the highway while the gates open to allow access.**

Discussion

In order to allow large vehicles to pull completely off the highway the gate and perimeter fence would need to be setback at least 15m from the carriageway edge; this would no doubt inhibit the maneuverability of HGVs in the service yard and could prevent them reaching the exit in a forward direction for safe access back onto the highway. Dolphin Road is a cul-de-sac serving only industrial premises and it is contended that in peak hours the flow is predominantly tidal and throughout the rest of the day relatively light. The No Waiting Restrictions appeared to work well during the site visit and a vehicle waiting to enter the site from the west, which is the only direction from the major highway network, would be able to pull up alongside the kerb without obstructing other accesses while it waits for the gates to open.

Dolphin Road is very straight and clear visibility would be available for vehicles to be able to overtake the stationary HGV for the short period it remains on the highway.



Photo 7

Length of Road to the Right of the (Western) Access "IN" only showing where HGVs and Other Vehicles could Wait to Allow Gates to Open

Recommendation

The gates are not moved back to allow HGVs to enter the site. An electronic or wireless entry system be installed at the "Entry" only to facilitate the ease and speed of opening the closed gates.

Clear signage for early warning to vehicles approaching from the west along Dolphin Road that the first access is for entry to the business occupying the site thus avoiding sudden stopping outside the site once the driver realises he has reached his destination thus avoiding rear shunt accidents.

5. AUDIT TEAM LEADER'S STATEMENT

I certify that this audit has been carried out in accordance with the principle of HD 19/03.

AUDIT TEAM LEADER:

Name: ALLEN ROLLINGS BSc CEng MICE MCIHT

Position: Consultant

Organisation: GTA Civils Ltd

Address: **gta** civils ltd
Gloucester House
66a Church Walk
Burgess Hill
West Sussex
RH15 9AS

Tel: 01444 871444
Fax: 01444 871401

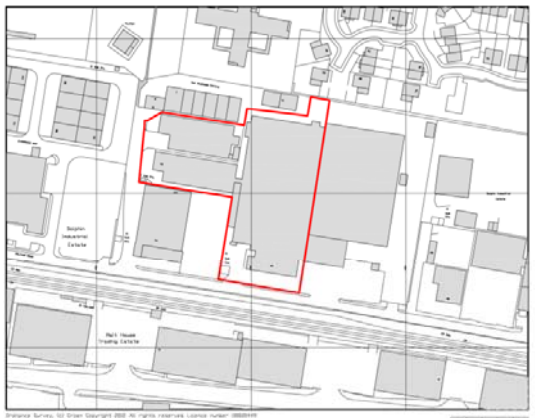
Signed: 

APPENDIX A LIST OF DRAWINGS AND DOCUMENTS

Drawing No.	Description
DVD/001/4	Site Location & Block Plan
BVD/010/3	Proposed Plans & Elevations
BVD/011/1	Visibility Splay

Date June 18, 2012

APPENDIX B DRAWINGS CONSIDERED



Existing Site Location Plan - Scale 1:1250



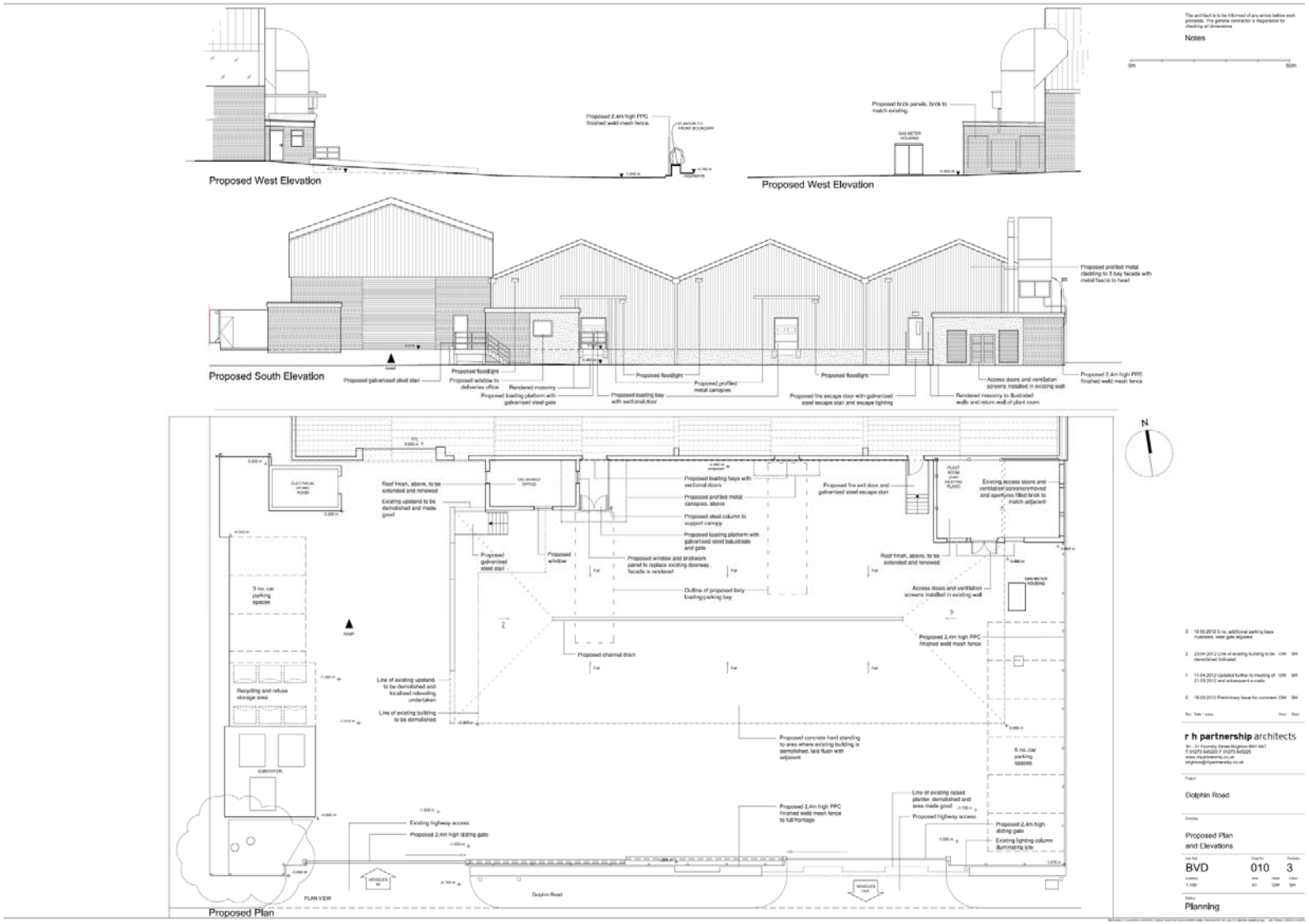
Existing Block Plan (noting use class for each block) - Scale 1:500



Proposed Block Plan (noting use class for each block) - Scale 1:500



DRAWING NO BVD/001/4



DRAWING NO BVD/010/3



Plan showing visibility splay to proposed vehicle exit

DRAWING NO BVD / 011 / 1

APPENDIX C PLAN SHOWING ITEM LOCATIONS



APPENDIX D RESPONSE FROM WEST SUSSEX COUNTY COUNCIL TO PLANNING APPLICATION NO. AWDM/0585/12

WEST SUSSEX COUNTY COUNCIL **DATE: 8th June 2012**
STRATEGIC PLANNING CONSULTATION

FROM: **Dominic Smith** **TO:** **Adur & Worthing Councils**
FAO: **Peter Barnett**

SUBJECT: **AWDM/0585/12**

COU from B2 (Industrial) to B8 (Warehouse & Distribution) together with part demolition of front ancillary office building to provide new servicing area including alterations to existing access and provision of new vehicular exit, and 2.4m high perimeter fence and gates.

46, Dolphin Road, Shoreham-By-Sea, West Sussex, BN43 6PB

RECOMMENDATION:

Advice		**Modification**		**More Information**	
Objection	X	**No Objection**		**Refusal**	

In accordance with the WSCC Safety Audit Policy, a Road Safety Audit: Stage 1 is required for any major application that includes the formation of a new access. This should be accompanied with a 'Designer Response' and/or 'Exception Report' to address the problems raised within the audit.

Insufficient information has been submitted to review the proposed access arrangements. An access drawing detailing dimensions and the maximum achievable visibility splay from a set back of 2.4m should be submitted in support of the application.

It would appear that the electronic sliding gates are positioned such that any large vehicles entering the site would be required to stand in the Highway while the gates open to allow

access, which could lead to rear shunt accidents, the need for overtaking manoeuvres where forward visibility is restricted by an articulated vehicle or obstruction of the carriageway. The Highway Authority would recommend that the gates are set back a sufficient distance from the edge carriageway to enable to largest vehicle to enter the site to stand clear of the Highway whilst waiting for access.

As such, the Highway Authority raises an objection on safety grounds for the reasons listed above.

Dominic Smith
Strategic Planning