

Arun District Council
Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton, West Sussex
BN17 5LF



Dear Sir / Madam,

Land at Fontwell Avenue, Eastergate, West Sussex, PO20 3RU

On behalf of our Client, Mike Duggins, we have been appointed to look at the proposed access and internal layout, in relation to highways and traffic. A Planning Application will be submitted shortly for the erection of 3 dwellings at land at Fontwell Avenue, Eastergate, West Sussex,

Location

The site is located on the A29 (Fontwell Avenue), approximately 800m south of the A27 Arundel Road (dual carriageway). The site is approximately 2km from Barnham mainline railway station and Barnham village centre which provides; a variety of shops (including co-op supermarket, opticians, banks, a pharmacy and an estate agency.; public houses and takeaways. There are two local schools within 800m of the site (10 minute walk away), with Eastergate C of E Primary School being located on Church Lane and Westergate Community School being located on Lime Avenue.

Existing Access

The existing access into the field is via a gated entrance, adjacent to a small private road at the very north of the site. A dropped crossing serves the existing field access and the adjacent private road as shown in **Photograph 1** below.

Fontwell Avenue

Fontwell Avenue is subject to a 30mph/40mph speed limit in the vicinity of the site with a 30mph/40mph termination point located near to the southern extent of the site, as shown in **Photograph 2** below. Fontwell Avenue is approximately 7.5m-8.3m wide in the vicinity of the site and a 2m wide footway is provided along the eastern kerbline. A 3m-4.5m wide verge runs along the western side of the road, adjacent to the Application Site. There are a number of trees and scrubby bushes along the site boundary. Fontwell Avenue has a large number of direct frontage access driveways serving residential dwellings. Double white line road markings along the centre of the road prevent overtaking in the vicinity of the site.

Photograph 1 – Existing Site Access



Photograph 2 – View looking north on Fontwell Avenue, from the south of the site



Existing Traffic Conditions

We installed an automatic traffic counter (ATC) on Fontwell Avenue in the vicinity of the site. The ATC was installed between the 10th and 16th June 2013 and it recorded the speeds and volumes of all vehicles. Full Results of the ATC data are attached. In the region of 600 vehicles travelled north in the weekday AM peak hour (08:00-09:00am) with in the region of 500 vehicles travelling south in the same peak hour. The virtual week 85th %ile speeds recorded were 38.0mph northbound and 37.8mph southbound.

Proposed Access

It is proposed that the site is continued to be served from the north of the site and an improved access has been promoted. The access would be 6.0m wide near to Fontwell Avenue to allow two vehicles to pass each other and a turning area will be provided within the site to allow vehicles to enter and leave the site in forward gear. A proposed site layout plan is enclosed. A small length of 2m wide footway is promoted to the south of the access, to allow improved crossing facilities for the site users and indeed for the existing residents of the private driveway to the north. The Proposed Site Layout, including the access and sightlines is shown on the architects (Andrew Fuller Associates) drawing No. 12435/02.

Parking

Ample parking spaces will be provided for the new dwellings. These spaces will be provided within garages and driveways.

Sightlines

Sightlines from the site access onto Fontwell Avenue will be improved from those currently provided. The sightline in the leading direction (looking right onto Fontwell Avenue) would be extended to 2.4m x 59m in line with are manual for Streets standards (for recorded speeds of 37mph). This would be achieved by removing the low quality bushes along the site boundary. The sightline in the trailing direction (looking left onto Fontwell Avenue) would be well in excess of Manual for Streets standards measuring 2.4m x 70m. A small length of hedgerow to the north of the site and the private access road, could be trimmed back, to improve the visibility further. The proposed improvements will benefit the existing users of the private driveway.

Buses

One bus route runs (route 66) directly passes the site and there are additional services available from the bus stops located on Barnham Road. The closest bus stop is located approximately 200m (3 minute walk) south of the site on Fontwell Avenue. The bus stops on Barnham Road are just 350m (less than a 5 minute walk) from site and these stops are served by routes 85, 85A, 658, 665 and R3.



Table 1 – Bus Routes

Service Number	Route	Monday to Friday		Saturday	
		Hours of Operation	Frequency	Hours of Operation	Frequency
66	Bognor Regis to Yapton	07:02am until 18:44pm	Approximately every 1 – 2 hours	07:10am until 18:44pm	Approximately every 1 – 2 hours
85 / 85 A	Arundel – Chichester	07:01am until 16:28pm	Approximately every 1 – 2 hours	09:05am until 16:28pm	Approximately every 2 hours
658	Chichester – Westergate	07:35am until 08:10am	One journey – School Service	No service available	No service available
665	Littlehampton – Chichester	07:21am until 08:40am	One journey – School Service	No service available	No service available
R3	Westergate – Rustington, Sainsburys	Tuesday & Thursday 09:47am until 10:31am	One journey – Sainsbury shuttle service	No service available	No service available

Railway Station

The closest railway station (Barnham mainline railway station) is situated just 2km from the Application Site. Barnham railway station has services to a variety of locations including: Bognor Regis, Portsmouth Harbour, Littlehampton, London Victoria, Portsmouth and Southsea and Brighton.

Cyclists

It is generally accepted (as detailed in the recently withdrawn PPG13) that for a distance of up to around 5,000m, 'cycling can reasonably be considered as an alternative to travelling by private car'. On the basis of a relatively slow cycling speed of 15kph, this distance could be achieved in 20 minutes.



Within this distance various amenities, facilities and town centres can be reached within Aldingbourne, Fontwell, Walberton, Barnham, Westergate and Woodgate.

As stated previously Barnham railway station is approximately 2km from the site, easily accessible by bicycle in 10 minutes.

The proposed properties will be provided with secure covered cycle parking, most likely in the form of a garden sheds or garage spaces. Cycling could realistically replace car trips to the local schools, shops, railway and employment areas.

Development Traffic

Without undertaking any detailed trip analysis it is easy to see that the proposal will generate an insignificant number of trips in both the peak hours and indeed, throughout the entire day. For a house, the worst-case two-way trip rate of 0.60 trips per unit will be expected in each peak hour, with a maximum of around 6 trips throughout the entire day. Therefore a development of 3 dwellings like the proposed would generate less than two trips in each peak hour and a total of 18 trips throughout the entire day, which can be easily accommodated on the local highway network.

Conclusion

In conclusion we have demonstrated that the proposed development could be safely accommodated and that y-distance sightlines would be in excess of those identified within *MfS* and Design Manual for Roads and Bridges.

The development is located within 200m of bus stops and within 2km of a railway station. Many trips could potentially be undertaken either on foot, by cycle, by train or by bus. In any event the development would generate an insignificant volume of traffic with the addition of less than two trips likely in each peak hour and is therefore, acceptable in highway and traffic terms.

If you require any more information or clarification, please do not hesitate to contact me.

