

## Eastmere Stables, Eastergate (Reserved Matters)

mode transport planning  
Butler House  
177-178 Tottenham Court Road,  
London,  
W1T 7NY

# Transport Technical Note

Client: Eastmere Paddocks Ltd  
Date: 23 September 2024  
Prepared by: BC/JO

J328246  
CH

## 1. Introduction

### 1.1 Overview

1.1.1 This Transport Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of Eastmere Paddocks Ltd in relation to the approved development of 9 residential dwellings at Eastmere Stables. Arun District Council (ADC) is the Local Planning Authority (LPA), and West Sussex County Council (WSCC) is the Highway Authority (HA).

1.1.2 This TN is to support Reserved Matters (RM) pursuant to Outline Planning Permission BN/99/22/OUT for the development of 9 residential dwellings, with access via Eastergate Lane.

1.1.3 The application was initially refused by the LPA on the 12<sup>th</sup> September 2022, for matters relating to the scale of development impacting the undeveloped countryside character of the locality. It should be noted that WSCC Highways did not object to the scheme.

1.1.4 Following the decision, an Appeal was lodged on the 30<sup>th</sup> of March 2023, which was upheld by the Planning Inspectorate on the 4<sup>th</sup> July 2023 due to the material consideration of presumption in favour of sustainable development outweighing the site's limited conflict with the development plan.

1.1.5 As part of the original planning application (which was subsequently permitted via Appeal), the following was agreed with WSCC:

- The access to the site via Eastergate Lane, including the design of the access from Eastergate Lane.
- The trip generation potential for the approved 9 dwelling scheme.
- The overall number of parking spaces, based on the parking standards set out within the Arun Parking Standards SPD.

- The accessibility of the sustainable transport modes of transport.

1.1.6 WSCC Highways' full response is provided in [Appendix B](#), which states that the level of trip generation is not expected to negatively contribute to any capacity issues that are detrimental to the operation of the local highway network, alongside access being suitable to accommodate all vehicles that intend to use it.

1.1.7 On the above basis that the agreed parameters set out above will remain the same, including the quantum of development, this TN is focused on the internal design of the layout of the site, specifically:

- The quantum and location of car parking spaces relative to the dwellings (allocated/visitor).
- The quantum of disabled bays, electric vehicle (EV) and cycle parking spaces.
- A review of internal road layout, including swept path of the refuse vehicle to ensure it can enter, turn around and exit in front gear.

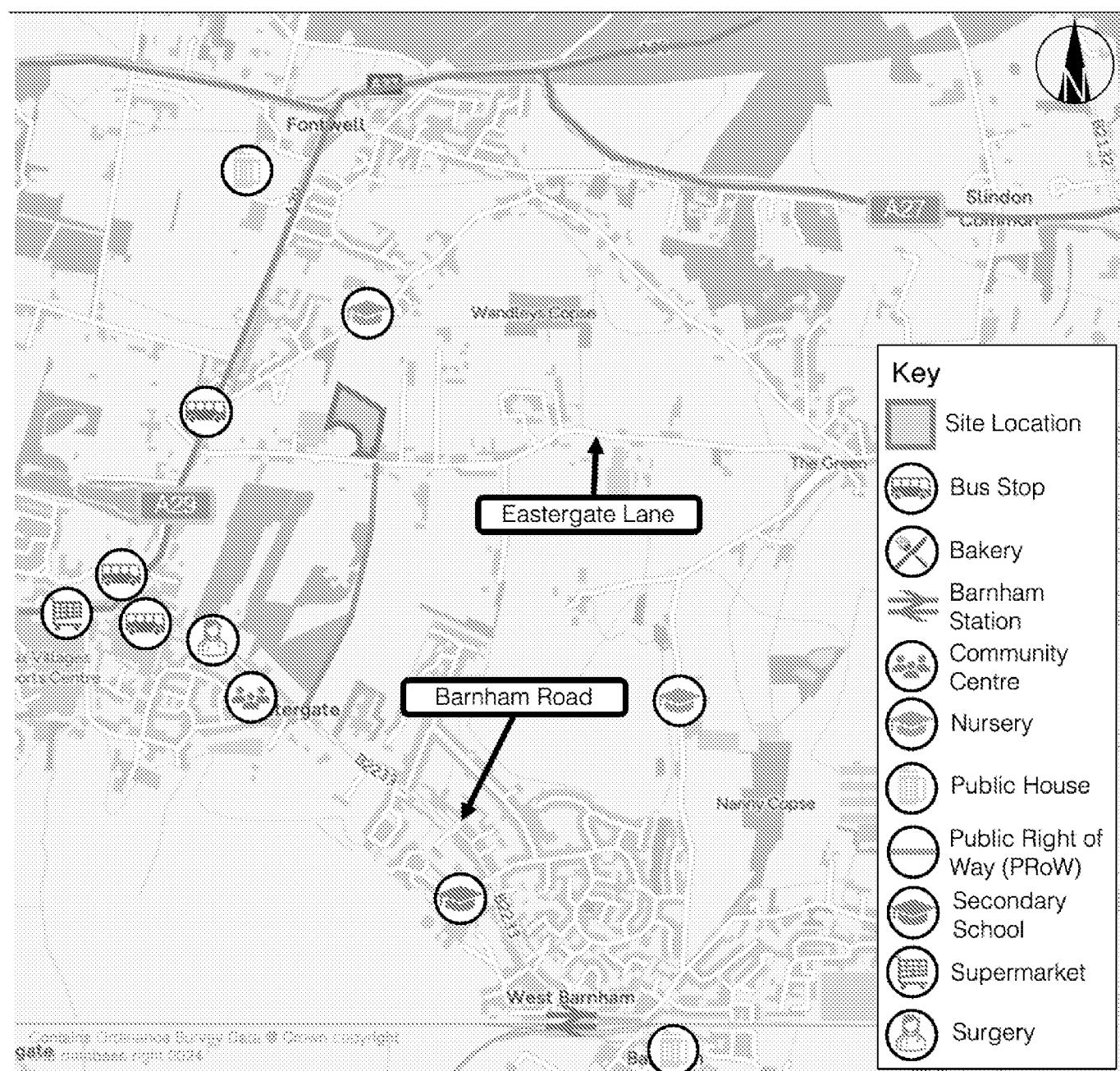
1.1.8 All other transport-related matters established as part of the Outline planning permission will remain intact and have not been revisited within this TN.

## 2. Site Context

### 2.1 Site Location

2.1.1 The approved development is located off Eastergate Lane, to the north of Eastergate. The village of Walberton is situated approximately 1.5km east of the site, with Barnham approximately 3.0km to the south. The A27 can be accessed within Fontwell approximately 1.6km to the north of the site. The location of the application site is demonstrated on [Figure 2.1](#).

Figure 2.1 Site Location and Nearby Amenities



### 3. Development Proposals

#### 3.1 Overview and Development Description

3.1.1 As per the Outline permission, the proposals are for the construction of 9 privately owned dwellings, with access taken via Eastergate Lane.

3.1.2 Dwellings will be provided as a mix of, with a private driveway accommodating 2 x car allocated parking spaces per plot for 7 of the dwellings and 3 x car allocated parking spaces per plot for the 2 remaining dwellings. Four of the dwellings will benefit from a single garage and five of the dwellings will benefit from a double garage. Two visitor bays are also proposed within the site, with their location shown on the site layout plan in [Appendix A](#).

### 3.2 Internal Highway Layout

3.2.1 The internal footway within the approved development will create a pedestrian link to Eastergate Lane outside the site boundary. The internal road has been designed in line with MfS guidance with swept path analysis undertaken for the local authority refuse vehicle to show that a vehicle of the size (11.2m x 2.5m) can access, turn and egress in forward gear. This is demonstrated in Drawings J32-8246-AT-A01 and J32-8246-AT-A02 respectively. Both drawings are provided in [Appendix B](#).

### 3.3 Proposed Car Parking Provision

3.3.1 As set out within the Outline application, the development proposals will provide car parking in accordance with the standards set out in the ADC Parking Standards SPD (2020), which align with WSCC guidance. The standards utilise a zonal approach to parking requirements whereby the approved development is located in Zone 2.

3.3.2 The ADC residential parking standards are outlined in [Table 3.1](#), with an accommodation schedule outlined in [Table 3.2](#).

**Table 3.1 Residential Parking Standards**

RESIDENTIAL PLOT SIZE	PARKING REQUIREMENT
1	2
2	2
3	2
4+	3

Table 3.2 Accommodation Schedule

Proposed Dwelling Type	Number of Residential Units
1	2
2	2
3	3
4	3
5	3
6	4
7	4
8	3
9	2

3.3.3 As per Table 3.2, the development will accommodate a mix of 2,3 and 4-bedroom dwellings. With consideration given to the standards outlined within Table 3.1, each dwelling will be provided with 2 car parking spaces within their driveway. Additional spaces will be provided for the 4-bedroom dwelling by way of double garages, to meet the parking requirement.

3.3.4 In addition to the residential parking standards set out in the ADC Parking Standards SPD, the development will be required to provide visitor parking at a ratio of 20% of the total number of residential units. Based on 9 dwellings, this equates to 2 visitor bays, the location of which are demonstrated in Appendix C. These bays will also operate as disabled bays.

#### **EV Parking Requirements**

3.3.5 With regard to EV parking, ADC require that 100% of parking spaces located within private driveways/garages must be provided with active EV charging provision. As such, EV charging points will be provided internally within each dwelling, with parking spaces able to be charged via a charging cord.

### **3.4 Proposed Cycle Parking Provision**

3.4.1 Cycle parking will be provided in line with the ADC Parking Standards SPD. These standards are outlined within Table 3.3.

Table 3.3 Recommended Levels of Cycle Provision

TYPE OF DWELLING	CYCLE PARKING
1 – 2 Bedroom Houses	1 space
3+ Bedroom Houses	2 spaces

3.4.2 Each dwelling will be provided with cycle storage facilities within each property's respective garage to accord with the cycle parking standards set out within the ADC Parking Standards SPD.

### 3.5 Refuse and Servicing

3.5.1 Access with Eastergate Lane has been agreed as part of the Outline permission and will remain unchanged as part of this TN.

## 4. Summary and Conclusion

### 4.1 Summary

4.1.1 This TN has been prepared on behalf of Eastmere Paddocks Ltd to support a RM application for the redevelopment of Eastmere Stables, Eastergate. In summary, this TN has identified the following:

- The RM application will accord with the Outline permission by retaining the same access and quantum of development.
- To adhere to the ADC parking policy, each dwelling will benefit from a minimum of 2 car parking spaces, provided through private driveways, car ports, and garages. The proposed 4 bedroom dwellings, for which 3 parking spaces are required, can accommodate vehicles within double garages provided for each 4 bed unit. Each allocated parking space will have EV charging capabilities.
- 2 visitor parking spaces are proposed as per ADC guidance;
- Cycle parking will be provided within the garage of each dwelling in line with ADC guidance.
- A swept path analysis assessment has been undertaken utilising the local authority refuse vehicle, which demonstrates that the largest vehicle envisaged is able to access, turn around and egress in a forward gear.

### 4.2 Conclusion

4.2.1 This TN has covered the detail of all reserved matters including details on the internal layout of the site (parking provision, design), which accord to relevant National and Local policy and guidance.

## APPENDIX A

### Site Layout



## APPENDIX B

### Site Layout



1122

- 1 This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
- 2 Speed limit signs & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2018".
- 3 Do not scale from this drawing. Work from figured dimensions only.
- 4 All dimensions are shown in metres unless noted otherwise.
- 5 Drawing based on SYMPEITY Architecture layout:  
1844-SYM-XX\_ZZ-CR\_A-0360-P01

-	07.08.2024	Second Issue
-	27.06.2024	Initial Issue
REV	DATE	REMARKS
C:\Users\1\OneDrive\...\\		

NJS Partnerships Ltd

JOSEPH  
Eastmire Stables, Eastergate (Reserved  
Matters)

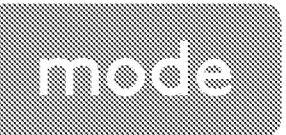
DRAWING'S TITLE

Swept Path Analysis -  
Refuse Vehicle (Inbound)

J32-8246-AT-A01

DRAWN	MM	CHECKED	CH
CREATED	8-10-1024	SEARCHED	8-10-1024

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55 - 56 Queen's Gate, London SW7 2AS  
0171 580 2222



## transport planning



1328

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, function of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with 'The Traffic Signs Regulations and General Directions 2015'.
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on SYMNETHY Architecture layout:  
1844-SYM-XX\_XZ-DR\_A-0300-P01

NJS Partnerships Ltd

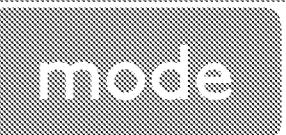
Joe Title  
Eastmire Stables, Eastergate (Reserved  
Matters)

## Swept Path Analysis - Refuse Vehicle (Outbound)

432-8246-AT-A02

DRAGG	MM	CHECKED	CH
CREATED	8-12-1984	SCANNED	8-12-1984

mode transport planning  
from road  
1994-1995 Greenham Common  
London  
SAC 1995



## transport planning

## APPENDIX C

### Accommodation Schedule

Eastmere Stables, Eastergate, West Sussex, PO20 3SJ

Accommodation Schedule

Plot	No of Beds	m <sup>2</sup>	ft <sup>2</sup>	Vehicle Storage
1	2	127	1372	Single Car Port
2	2	152	1634	Single Garage
3	3	171	1842	Single Garage
4	3	172	1851	Double Garage
5	3	172	1851	Double Garage
6	4	192	2069	Double Garage
7	4	192	2069	Double Garage
8	3	172	1851	Double Garage
9	2	127	1372	Single Car Port

m<sup>2</sup>/ft<sup>2</sup> areas relate to GIA habitable accommodation (ie; not including vehicle storage)

