

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	05 January 2021
LOCATION:	Boweries Barnham Road Chichester PO20 3RT
SUBJECT:	BN/135/20/PL Construction of 30 no. dwellings, new access, public open space, landscaping and associated works (submission following EG/22/19/OUT). This site is a Strategic Site in SP2 (Zero Rated).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	TBC

The application is a full application for the construction of 30 dwellings at Boweries, Barnham Road. The site forms part of the Barnham/Eastergate / Westergate (BEW) development and is within the Barnham Road mini masterplan area.

Previous applications for 28 dwellings (outline EG/42/18) and including access (EG/22/19) whilst both refused by the LPA raised no objections from WSCC. This application proposes the provision of 30 dwellings (28 houses and 2 flats)

Access

The applicant proposes a simple priority junction onto Barnham Road and has demonstrated visibility splays of 2.4 x 43m can be provided onto Barnham Road, A speed survey should be provided to confirm the 85th% speeds. It is noted a speed survey was provided within an application for the adjoining site (Bexstone House ref EG/49/18/OUT with 85th% speeds of 36mph and as such longer visibility splays maybe required)

The vehicle tracking of a refuse vehicle raises concern with a significant over running of the centre line and running carriageway

Whilst a stage 1 RSA has be undertaken on the site access as part of previous applications, the revised proposals include a kink in the north south link that should be assessed. A GG119 compliant designers response (appendix F) should be provided in word format to the LHA.

Sustainable Transport

Tactile paving (and presumably dropped kerbs) are shown to the west of the site access, no details are shown on the plan on the extent of footway provision alongside Barnham Road in either direction or how it would link into any wider development proposals.

A 3m wide cycle route is shown however no details are provided on how the provision provides access onto Barnham Road and beyond. The masterplan also appears to show cycle route priority over the main east west link internal to the site with a raised surface/ different material being utilised. The plans also show vegetation in the vicinity of this crossing which could impact on the visibility of cyclists.

A public right of way runs to the south of the site, no details are shown as to how the site would provide access to this either as a stand alone scheme in advance of other sites coming forward or as part of the comprehensive development of the area.

Trip Generation / Development Impact

The site is anticipated to generate 18 AM peak two-way trips and 16 PM peak two-way trips. The strategic development has been extensively modelled and a package of mitigation developed. The site would be expected to provide on-site mitigation and off-site contributions.

Layout

From the plans submitted it is unclear as to the highway provision prior to any adjoining sites coming forward.

Vehicle tracking has been provided for a refuse vehicle and shows a refuse vehicle could serve the internal elements of the site.

Parking

The development is to provide 70 car parking spaces against a total requirement within the Arun SPD of 78.

14 garage spaces are being provided however it appears they have been counted as 1 space and not 0.5 as outlined in the SPD. This would result in a reduction of 7 spaces (to 63) leaving the development 20% under the demand.

Should the site come forward in advance of adjoining sites and without any provision of sustainable transport measures it is not clear what sustainable transport elements are being provided to justify the reduction in parking provision.

No details of the electric vehicle provision have been provided within the application.

58 cycle parking spaces are to be provided in excess of standards.

Contributions

The development would be expected to provide the strategic transport contribution in line with the latest apportionment study as well as contributions towards additional transport items within the Arun IDP.

Conclusion

Further information is requested including:

Speed surveys or amended visibility splays;

Further information on pedestrian and cycle linkages;

Details of what would be constructed prior to adjoining sites coming forward;

Details of internal cycle link;

Provision of stage 1 RSA and GG119 appendix F Designers response.

Stephen Gee

West Sussex County Council – Planning Services