

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	16 December 2020
LOCATION:	Land south of Barnham Station Barnham
SUBJECT:	BN/142/20/OUT Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	

The application is for upto 200 dwellings at Land South of Barnham Station, Barnham.

Pre application advice was provided in October/November 2020.

Access

The site is to be accessed via an extension of Marshall Close. The access road is to measure 5.5m with a 2m wide pedestrian route into the site. Once within site 2m footways would be provided on both sides.

Marshall Close is currently subject to on street parking and as such off-carriageway laybys are proposed which would accommodate 12-15 vehicles. The remaining width of 5m would be sufficient for a large vehicle to pass a car.

Swept path analysis as been provided and shows 2 cars can pass along Marshall Close, whilst a refuge vehicle would not be able to pass a car around the bend this would be an infrequent movement and forward visibility of 19.1m is achievable commensurate to a 16mph design speed.

Following consultation with the WSCC fire and rescue access manager no emergency access is required provided a 3.7m clear width can be provided along Marshall Close to which the parking bays would allow a fire tender to pass.

No stage 1 RSA has been provided for the proposals and should be done so.

Sustainable Transport

Walking

The development access provides 2m wide footway which would connect into the existing footway provision of Marshall Close and in turn would allow access onto Yapton Road, Barnham Station and village centre.

The applicant should identify where tactile paving/drop kerbs are required between the site and Yapton Road.

PROW 323 crosses the site and links to Church Lane, the ROW crosses both the southcoast main line and Bognor Line. Arun DC should ensure both WSCC PROW team and network rail have been consulted on the proposals.

Cycling

Church Lane provides off road access to the A259 and Bognor Regis to the south to the north of Barnham an off route is provided to Walberton and signed to Fontwell (and provides access to the SDNP)

PT

The site is located in close proximity to Barnham Station and would allow onward travel to a number of destinations such as Chichester, Bognor, Littlehampton, Brighton and London.

Bus

The 66A and C can be accessed at the the Village Hall, Lake Lane and Barnham Road stops. Whilst limited in frequency the limitations are more than offset by the function of the rail network.

Development Impact

Trip Generation

TRICS – Whilst the Trip rate presented would be acceptable it is suggested that trip rates are further filtered based on number of dwellings.

Trip Distribution

The Census journey to work information would appear to be incorrect and does not reflect the MSOA census data which shows only 14% trips to

The Gravity model outputs are also requested.

Trip Assignment

The plots provided in TF1 to TF3 setting out the assignment contain errors at the Lake Lane junction.

Further narrative is also requested to identify the approach of attributing the 40.5% of non-work trips to the Barnham Network.

Junction Modelling

No review of this has taken place due to the issues identified with trip distribution and assignment.

At this stage I would identify that additional junctions may require modelling.

RM issues

Parking

Car parking is to be provided in line with the Arun SPD.

Layout

The layout will form part of a RM application. The indicative masterplan shows the site can be served by refuse vehicles and fire tenders.

Travel Plan

A framework travel plan has been provided and the following comments offered:

6.3 - The Plan Your Journey page URL has changed to

<https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/rail-air-and-ferry-travel/plan-your-train-journey/>

6.3/6.5 – WSCC no longer hosts a multi-modal journey planner. However the West Sussex Cycle Journey Planner should be promoted to residents. See

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/>

6.6 - Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact [REDACTED] for details.

7.6 - The TP also needs to include a second £150 travel voucher offer to all households if the 5-year vehicle trip rate reduction target is missed.

Once the draft Framework TP has been amended to incorporate the above I shall be able to approve

Contributions

The development would be CIL liable.

Arun DC should consider how the cumulative impact of unallocated sites impact the local plan mitigation in line with Highways England comments to planning application BN/50/20.

Conclusion

Further information is requested upon

Stage 1 RSA and designers' response;

Review of additional pedestrian infrastructure required to link the site to Yapton Road;

Revised Trip Generation, Distribution and Assignment;

Agreement of junction modelling; and

Revised travel plan.

Stephen Gee

West Sussex County Council – Planning Services