

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	21 January 2021
LOCATION:	Warwick Nursery Barnham Road Eastergate Barnham PO20 3RT
SUBJECT:	BN/153/20/PL 44 No. dwellings & associated infrastructure. This site falls within the BEW Strategic Site, CIL Zone 1 (Zero Rated).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Objection / More Information
S106 CONTRIBUTION TOTAL:	TBC

The application is for the construction of 44 dwellings (38 houses and 6 flats at Warwick Nursery Barnham Road, The site forms part of the Barnham, Eastergate, Westergate and is within the Barnham Road mini masterplan area.

Pre application discussions were undertaken with the applicant in April 2019.

Access

The site currently benefits from a shared access onto Barnham Road which would be upgraded to serve the development. Speed surveys undertaken in April 2019 identify 85th% speeds of 37mph and as such visibility splays of 2.4m x 91m should be provided in line with Manual for Streets requirements. The existing access is to be widened to 4.8m with a 2m footway on the western side. A 1m footway is proposed to the east of the access to provide access to Little Warwick. 1m is the absolute minimum width that a footway should be and only in exceptional circumstances, therefore it is recommended that the width is widened.

Vehicle tracking has been provided and shows a refuse vehicle would not only overrun the centre line but require the entire carriageway, further details are required to show inter-visibility between refuse vehicles turning into the site and any using the main spine road of the development.

A stage 1 RSA has been undertaken and identifies 3 issues, one of which is traffic calming. The applicant indicates the traffic calming would consist of slow markings, relocated sign (which is required to address visibility constraints and would negatively effect an existing access in the location identified) and a 30mph repeater sign which given the presence of street lighting a 30mph sign would not be required.

It is considered that the applicant identification would not constitute traffic calming and would not address the auditor's recommendation. The applicant should provide an appropriate scheme and develop it in line with WSCC traffic calming guidance

https://www.westsussex.gov.uk/media/9306/developers_guidance_note.pdf any scheme developed will require a level of consultation to be undertaken and a revised stage 1 RSA and designers response in line with GG119 Appendix F (provided in word format to WSCC)

Sustainable Transport

Improvements to the crossing facilities at Church Lane are proposed to include an improved pedestrian island, dropped kerbs and tactile paving.

Footway connections along southern side of Barnham Road to the east of the site are not shown. Further details should be provided on how the pedestrian provision along Barnham Road would connect into the rest of the masterplan allocation.

The site access is adjacent to PROW 318. Details should be provided to indicate how future residents would cross Barnham Road and access the PROW (and indeed the footway provision required to access Barnham station)

No connections from this site are shown onto PROW 321 which would provide access to a route to Barnham station which is to be upgraded in the future, instead the masterplan relies on connections from within adjoining sites.

Trip Generation

The TRICS database has been utilised and suggests the site would generate approximately 21 AM peak two way trips and 17 PM peak two way vehicular trips.

Junction Modelling

Site access

Whilst no junction modelling has been undertaken, the level of trips generated, experience of adjoining and similar developments would indicate the junction would work well within capacity. It is noted that the masterplan shows adjoining development parcels connecting into the site and would also make use of the junction.

Church Lane

Due to an inability to undertake junction counts at the present time an alternative approach of utilising trics trip rates and applying them to the quantum of development served off Church Lane has been agreed with the applicant's transport consultant. The level of increase generated by the development would not require any further modelling to be undertaken.

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 extent of internal highway provision prior to any adjoining sites coming forward and as such concerns are raised about how large vehicles would manoeuvre within the site.

Parking

A total of 93 allocated and 14 visitor parking spaces are to be provided approximately 10% below the standard. The spread of visitor parking is very unbalanced across the site and should be reconfigured.

Cycle Parking is to be provided in line with standards.

Vehicle Tracking

As identified in the access comments a refuse vehicle over runs the site access, details on the visibility for turning vehicles into the site should be provided and tracking of a refuse vehicle and car using the main spine of the development shown. Vehicle tracking should also be provided for the site should it come forwards first within the masterplan area.

Travel Plan

A travel plan would be secured by condition.

Conclusion

An objection is raised to the application based on

Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms access and would not therefore give rise to increased hazards to highway users.

Further information to address the issue includes

- Development of a traffic calming scheme to address the safety auditors' concerns;
- Further information on connectivity for pedestrians and cyclists;
- Vehicle tracking for site access and internally should the development come forward in advance of adjoining sites;
- Widening of footway provision to Little Warwick; and
- Reprovision of visitor parking across the site

Stephen Gee
West Sussex County Council – Planning Services