

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	25 March 2022
LOCATION:	Land to the rear of Clare Court, 67 Barnham Road, Eastergate, PO22 0EP
SUBJECT:	BN/16/22/PL Erection of 4 No dwellings with associated car parking. This application is in CIL Zone 2 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposed seeks the erection of 4 dwellings with associated car parking on land to the rear of Clare Court 67 Barnham Road, Eastergate.

The application has been submitted with the support of a Transport Statement (TS) prepared by Pauls Basham Associates.

The site was subject to specific highway related pre-application discussions under reference number PRE-34-21.

Trip Generation

The submitted TS interrogates the anticipated trip rate generated by the proposed 4 dwellings. This has been done using TRICS.

It is anticipated that the dwellings will generate 1 arrival and 3 departures in the peak AM period and 1 arrival and 1 departure in the peak PM period. The Local Highways Authority is satisfied with the finding of the trip rate assessment and does not anticipate any highway capacity issues.

Access (Vehicle)

Vehicular access is to be achieved via an existing access point onto Barnham Road, which is B-classified and subject to a 30-mph speed limit at this point.

The existing access currently served Clare Court which consists of 8 flats.

The TS details that the access point will be improved with a bell mouth style construction with a 5m kerb radii south of the access and 3m kerb radii north of the access. Vehicle tracking for a refuse vehicle demonstrates that this geometry would work.

For access points serving this number of dwellings it is typically more appropriate for the access to be a vehicle crossover style rather than a bell mouth set out with kerb radii.

The applicant may wish to consider this modification. Suitable tracking would be required to demonstrate the width of any proposed vehicle crossover would work. A vehicle crossover style access would be more in keeping with neighbouring access points.

Access within the site to the dwellings will be achieved via a 4.8m wide internal access driveway. This is wide enough to facilitate passing of two vehicles, and the passing of a vehicle sharing the space with pedestrians.

Access (Visibility)

Visibility splays of 2.4 x 43 metres have been demonstrated at the site access point. To the south the splay is contained within the extent of the public highway or under land under control of the applicant. To the north it has been identified that the splay crossed 3rd party land.

It is noted that this northern splay has been plotted to the nearside carriageway edge. Can an improvement in visibility be achieved if this is plotted to the edge of a vehicles track? Typically, this would be a 1m offset from the nearside carriageway edge.

Given these limitations with visibility has the applicant investigated if the shared access arrangements can be relocated more centrally within the frontage? Would this provide the opportunity to secure recognised visibility standards in perpetuity, not only for the new dwellings but also the other vehicles currently associated with Clare Court?

Within the site tracking has been provided to demonstrate that a refuse vehicle can turn within the confines of the site. This is considered acceptable.

Access (Pedestrian)

No dedicated provision has been made to provide a formalised pedestrian link to the existing pedestrian facilities which are located on the opposing side of Barnham Road. There are no formalised pedestrian crossing facilities serving the site as existing. An informal pedestrian crossing point does exist that serves the wider Clare Court, but it is not provided with dropped crossing points or tactile paving.

It seems this application does provide the opportunity to improve upon pedestrian access facilities to the site. This could be by improving the existing informal arrangement by way of dropped crossings on either side of Barnham Road, paired with tactile paving or designing pedestrian access into the vehicle access improvements. This would support National Planning Policy Framework policies 110 a & b. If this was taken up these should be demonstrated with suitable visibility splays.

Parking

Any proposed parking provision should be designed in accordance with Arun District Councils Supplementary Planning Document for Parking.

The site is located within Parking Behaviour Zone 2. Therefore each 3-bed dwelling should be afforded 2 car parking spaces each, 8 in total. A 20% ratio is applied to account for visitor parking, so an additional 1.6 spaces.

After review of the site plan this quantum of parking is provided for. Each space is suitably sized and provided the opportunity to turn on site.

Each dwelling should be provided EV Parking provision in accordance with Arun DC Guidance. This has been detailed on the proposed site plans. The specific details of which can be secured via a suitably worded planning condition.

Each plot will be provided a garden shed for cycle storage, the specific details of these sheds can be secured via a suitably worded planning condition. They will need to be secure and covered.

Conclusion

Please can the above comments relating to vehicle visibility / access and pedestrian access be provided to the applicant for review. A highways re-consultation should be raised once the applicant responds to the comments provided.

Ian Hayward**West Sussex County Council – Planning Services**