

Project Name:	Clare Court, Barnham Road, Eastergate
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Document Name:	Highways Post Submission Response
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1. INTRODUCTION

- 1.1 In February 2022, a planning application (BN/16/22/PL) for four new residential units to the rear of Clare Court, 67 Barnham Lane in Eastergate was submitted to Arun District Council. As part of this application, a Transport Statement (prepared by Paul Basham Associates) was submitted to support the scheme. In March 2022, West Sussex County Council (WSSCC) highways provided comments on the planning application. This Highways Post Submission Response (HPSR) has been prepared by Paul Basham Associates on behalf of Batcheller Monkhouse to respond to these comments.
- 1.2 The site is located off Barnham Road in Eastergate, approximately 350m north-west of Barnham Railway Station and 1km south-east of Eastergate. The site location is shown below in **Figure 1**.



Figure 1: Approximate Site Location

- 1.3 Within the submitted application, the development proposals included the construction of four 3-bedroom properties to the rear of Clare Court on Barnham Road. Clare court currently accommodates 8 residential flats and is accessed from the north-eastern corner of the site. A further pedestrian access is located mid-way along the frontage of the site.
- 1.4 Eight car parking spaces were proposed to support the development proposals in line with WSCC standards and pre-application advice. Swept path analysis demonstrated that a refuse vehicle can enter and exit the site in forward gear. Visibility spays of 2.4m by 43m were shown to be achievable in both directions from the existing site access location which would also be used to support the proposed development.
- 1.5 The submitted Transport Statement demonstrated that the proposed development was expected to generate four two-way vehicle movements in the AM peak (08:00 – 09:00) and two two-way vehicle movements in the PM peak (17:00 – 18:00).

2. WSCC HIGHWAY COMMENTS

- 2.1 The planning application for four new three-bedroom dwellings to the rear of Clare Court on Barnham Road was submitted in February 2022. This included a Transport Statement to support the application.
- 2.2 In March 2022, comments were received from WSCC Highways in response to the application. The comments raised are summarised below along with a response to each.

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.”

- 2.3 Noted

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.

- 2.4 The suggestion of a vehicle cross over instead of a bellmouth is acknowledged and the development proposals have been updated to reflect this. Swept path analysis showing a refuse vehicle entering, turning around on side and exiting is included in **Appendix A** of this TN.

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.

- 2.5 The suggestion to utilise a 1.0m offset from the kerb is acknowledged. However, due to the location of the third-party land adjacent to the access, the offset of 1.0m does not improve visibility sufficiently to achieve the required splays. The updated visibility splays included in **Appendix B** demonstrate that a visibility splay of 2.4m by 9.0m (in the secondary direction) can be achieved to a 1.0m offset from the nearside kerb. Whilst visibility splays of 2.4m by 18m is achievable to 1.0m offset from the centre line (in the secondary direction).
- 2.6 The potential to relocate the access to the centre of the site has been explored. however, this has been discounted for the following reasons:
- A more centralised access would cause greater disturbance to the existing residents at Clare Court, particularly for the flats directly in front of the access which would experience headlights showing through their windows.
 - Part of the existing hedgerow would need to be removed to accommodate the new access, which currently provides privacy from Barnham Road for ground floor residents at Clare Court.
 - The existing access is quite subtle and centralising it would result in a more dominant vehicle feature in an Area of Special Character.
 - The refuse vehicle would be required to undertake more manoeuvres to turn left down the new access road to access.
- 2.7 A further review of CrashMap demonstrates that no accidents have been recorded in the vicinity of the site access over the last ten years. The development proposals are only expected to result in a small uplift in vehicle activity using the access, therefore the position of the existing access is deemed sufficient given its current use and is not expected to cause any safety concerns.

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.

- 2.8 The proposed development is only expected to generate up to four vehicles during the peak hour, which would utilise the site access road. Simplistically, this equates to one vehicle every 25 minutes during the peak hour. Pedestrian access to the site will be via this access road and the level of vehicle activity anticipated is deemed suitable for a shared access.
- 2.9 The level of pedestrian activity generated by the four new dwellings is not expected to be high and there is no evidence of safety concerns for pedestrians crossing Barnham Road in the vicinity of the site, including those accessing Clare Court. Therefore, the provision of additional crossing facilities is not deemed necessary to support the development proposals.

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 be to be secure and covered.

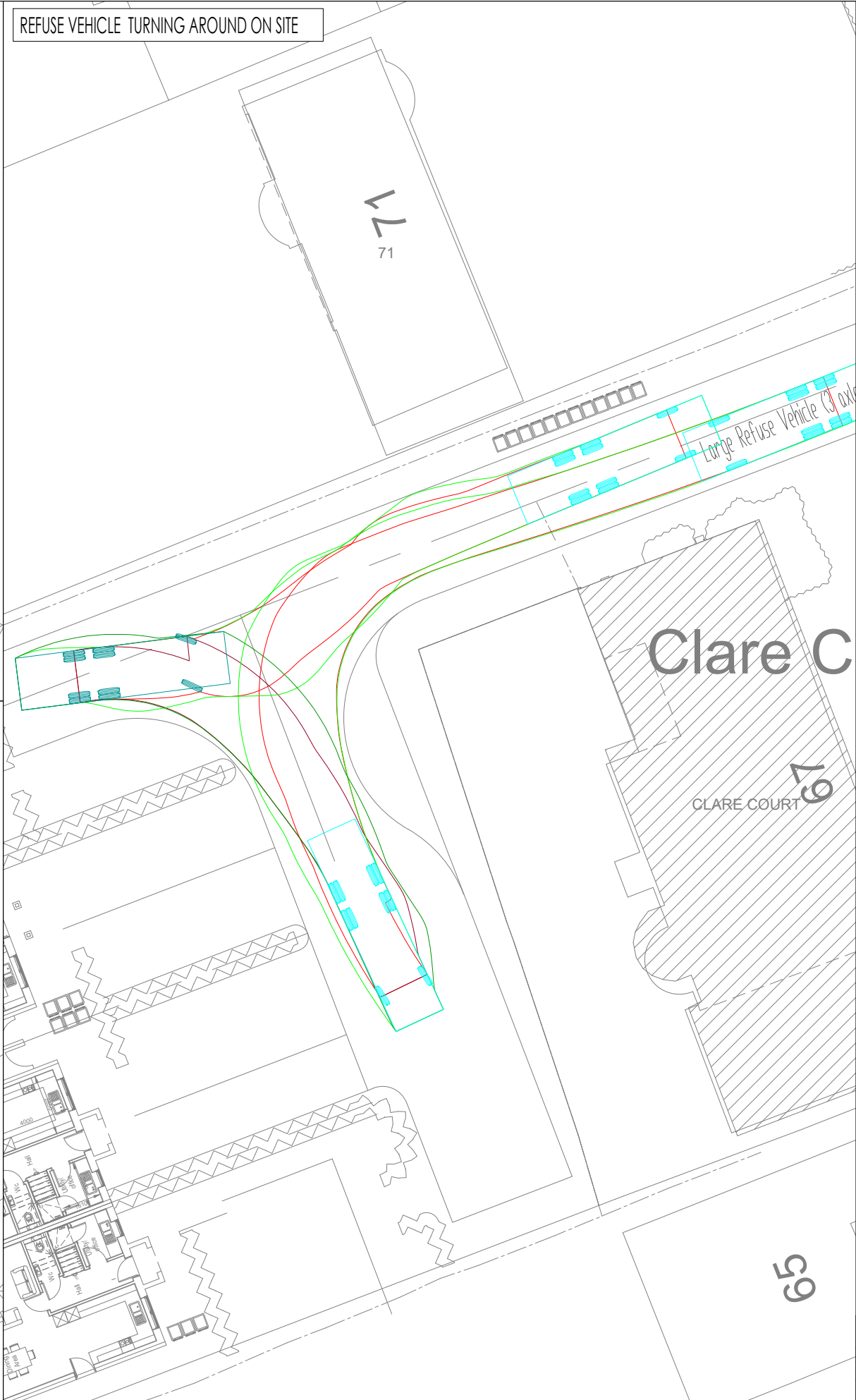
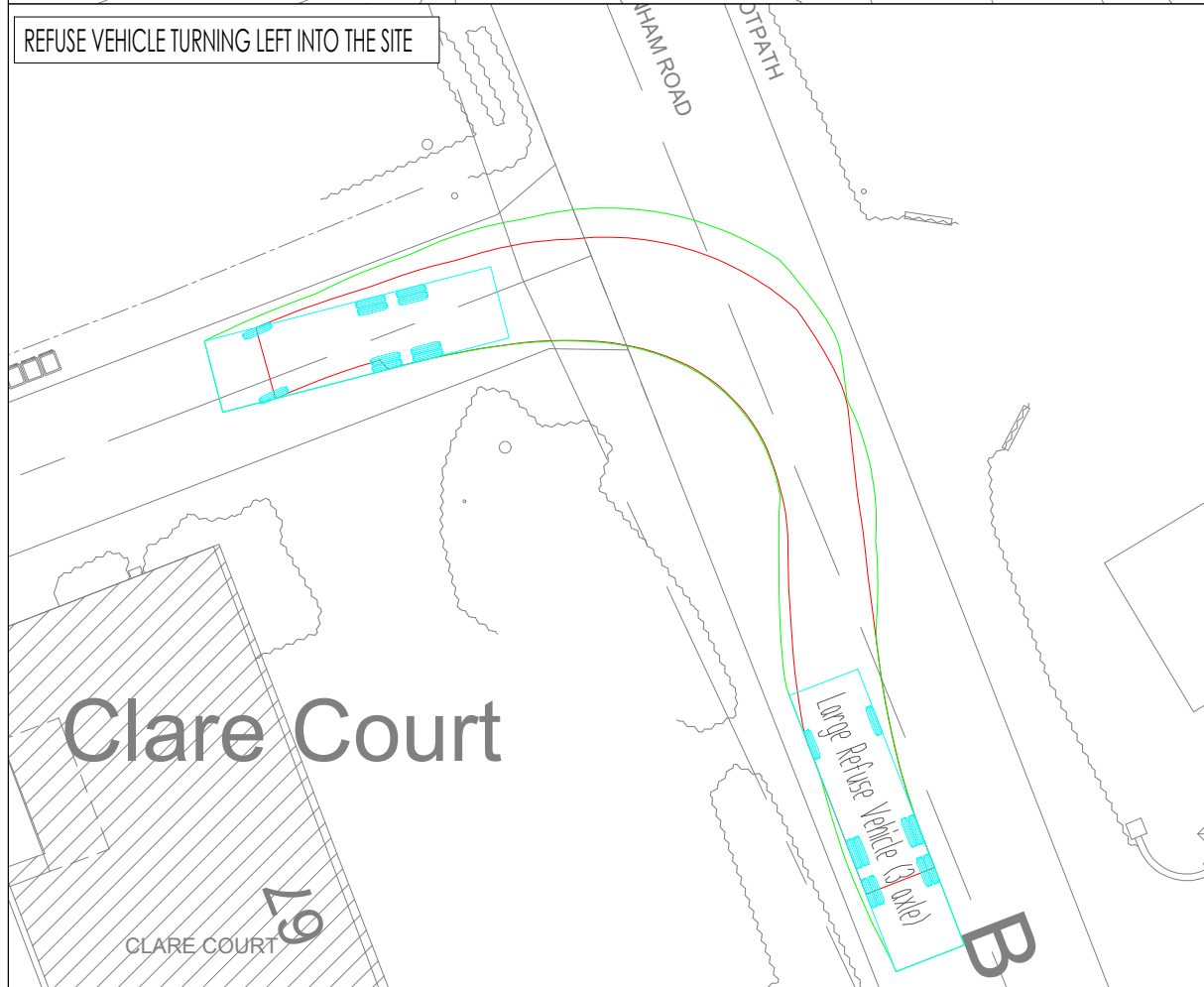
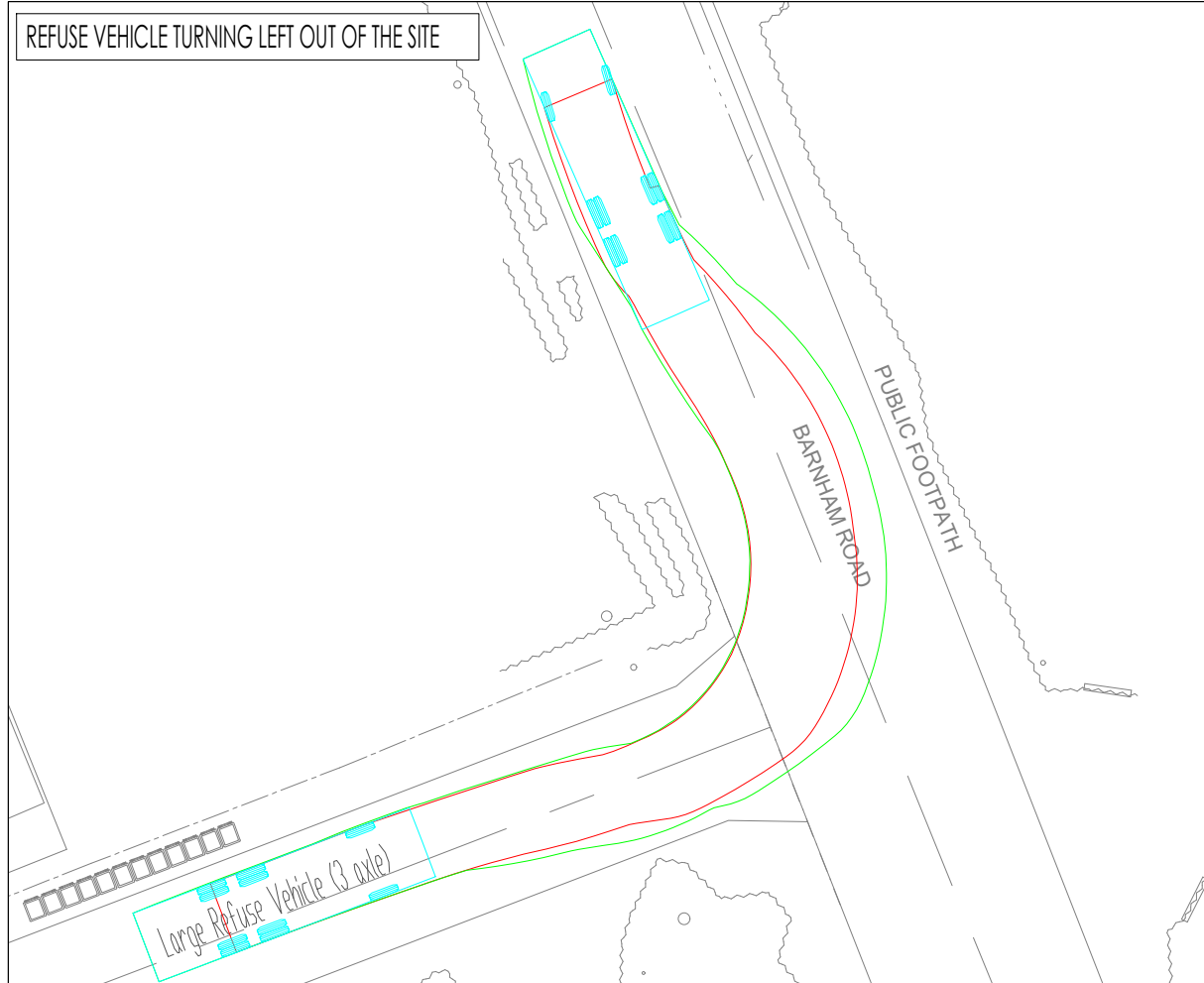
- 2.10 It is acknowledged that WSCC confirm that the proposed car parking spaces are expected to accommodate all parking demand associated with the four new dwellings, along with visitor demand.
- 2.11 It is acknowledged that WSCC have confirmed that the level of parking proposed is sufficient and is suitably manoeuvrable.
- 2.12 It is acknowledged that an electric charging point is proposed for each dwelling and details will be secured via a planning condition.
- 2.13 It is acknowledged that cycle storage will be secured via a planning condition and will be secure and covered, as stated with the Transport Statement.

3. SUMMARY AND CONCLUSION

- 3.1 This TN has been written in response to highways comments received from West Sussex County Council (WSCC) regarding the planning application for four new 3-bedroom houses at the rear of Clare Court at 67 Barnham Road. The comments received below can be summarised as follows:
- WSCC confirmed that the anticipated vehicle trip generation was acceptable.
 - In line with suggestions from WSCC, the proposed access has been changed to a crossover arrangement instead of a bellmouth.

- The suggestion to relocate the access has been considered, however this is not feasible. Furthermore, a review of CrashMap data over the last 10 years demonstrates that no accidents have been recorded in the vicinity of the existing access, which currently serves 8 flats.
- The provision of a new pedestrian crossing point is not deemed necessary, given there is no evidence of existing highway concerns, and the proposed development is not expected to generate a high number of pedestrian trips.
- WSCC confirmed that the parking provision proposed was in line with demand associated with the development proposals. Details of electric charging infrastructure and cycle storage will be provided through a condition.

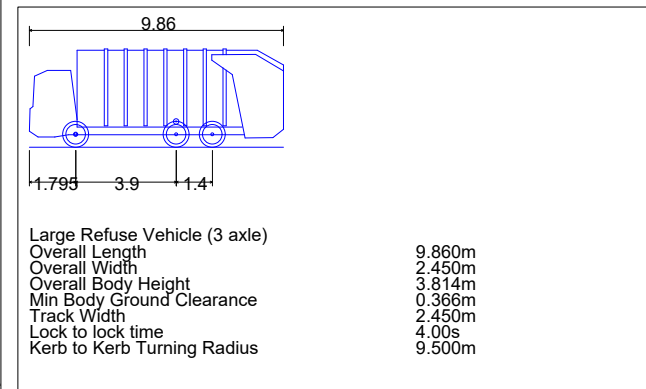
Appendix A



GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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VEHICLE PROFILE



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

B	ACCESS CHANGED TO VEHICLE CROSSOVER	12.04.22	CD	
A	TRACKED WITH CHANGED RADII AT ACCESS	18.08.21	CD	CT
Rev	Description	Date	By	Chk

Project Name	Title	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale		
LAND TO THE REAR OF CLARE COURT, BARNHAM ROAD, EASTERGATE	REFUSE VEHICLE SWEEP PATH ANALYSIS		Batcheller Monkhouse	CT	13.08.21	1:250		
Project Phase				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY				CD	13.08.21	-	121.0008.0001	B

ARUN DISTRICT COUNCIL BNY/622PL

Appendix B

Howard
hurch

AS IDENTIFIED WITHIN THE WSCC PRE-APPLICATION RESPONSE, VISIBILITY SPLAYS OF 43M CAN BE ACHIEVED, HOWEVER, THE NORTHERN SPLAY PASSES THROUGH LAND WHICH IS NOT WITHIN THE HIGHWAY OR APPLICANTS OWNERSHIP. OVER THE LAST FIVE YEARS, NO ACCIDENTS HAVE BEEN RECORDED AT THE ACCESS POINT, THEREFORE, THERE IS NO EVIDENCE OF A HIGHWAY SAFETY CONCERN.

VISIBILITY SPLAYS OF 2.4M BY 18.0M CAN BE ACHIEVED TO 1.0M OFFSET FROM THE CENTRE LINE.

VISIBILITY SPLAYS OF 2.4M BY 9.0M CAN BE ACHIEVED TO 1.0M OFFSET FROM THE NEAR SIDE KERB.

SITE ACCESS IN THE FORM OF A VEHICLE CROSSOVER

Clare Court

GENERAL NOTES

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VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON MANUAL FOR STREETS VISIBILITY SPLAY GUIDANCE FOR ROADS OF 30MPH. THE VISIBILITY GUIDANCE IS 2.4M BACK FROM THE JUNCTION AND 43M IN EACH DIRECTION.

HIGHWAYS BOUNDARY

HIGHWAYS BOUNDARY DATA WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL.

KEY

- HIGHWAYS BOUNDARY
- VISIBILITY SPLAY



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name
LAND TO THE REAR OF CLARE COURT, BARNHAM ROAD, EASTERGATE
Project Phase
PRELIMINARY

Title
VISIBILITY SPLAYS



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Checked Date
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Drawn Date
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Scale
1:500
Client Drawing No.
-
PBA Drawing No.
121.0008.002
Revision
A

(AT A3 SIZE)

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