

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	17 May 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.

West Sussex County Council was consulted in this application and provided comments dated 25/03/2022. It was requested that the applicants consider comments made pertaining to vehicle visibility / access and pedestrian access. Subsequently revised plans have been submitted. This latest response takes into consideration the latest submitted plans and details.

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) and supplementary Highways Response 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 latest plans detail that the access will be improved with a widened dropped crossing access point. The access way itself will measure circa 4.8 metres in width with the dropped crossing splaying to circa 6.75 metres in width.

Vehicle tracking for a refuse vehicle demonstrates that this geometry vehicle crossover would work.

The works on the public highway for the access widening would need to take place either under a Section 278 Agreement or under a vehicle crossover licence to a specification obtained from WSCC Highways. Clarification over the exact mechanism for implementation will be provided in due course.

An internal access width of 4.8 metres is considered wide enough to facilitate passing of two vehicles, and the passing of a vehicle sharing the space with pedestrians.

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 (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 (trailing direction) it has been identified that the splay crosses 3rd party land.

To the north the maximum securable visibility splays have been demonstrated as 2.4 x 9 metres (measured using a 1.0 metre offset). A splay of 2.4 x 18 metres can be achieved if plotted using a 1 metre offset from the centreline.

The Local Highways Authority acknowledges the limitations with visibility at the existing access point. Consideration is however given that this is an existing access, which to date, after review of recent accident data, is operating safely. The increase in vehicular activity will be minor, between 1 and 3 additional departures in the peak AM or PM periods. The proposed access widening works will also improve the geometry of the access to reduce instance of verge overrun.

It has been demonstrated that 3rd party land is required to achieve a longer 43 metre northern visibility splay. It does seem that the 3rd party land in question required to achieve this is currently well maintained and free from obstruction. Maintaining this area of land and keeping it free from obstruction is mutually beneficial to the 3rd party landowner as obstruction would result in prejudicing visibility at their own vehicular access point. On that basis it seems unlikely that it would ever get obstructed.

Investigation has taken place with regard to providing a central access point within the wider site frontage. However, in order to gain better access to the rear of the site the applicants wish to improve upon the existing access arrangement.

On balance it would be considered difficult to substantiate that the described limitations with vehicle visibility at the site access would create an unacceptable highway safety concern.

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.

Paragraphs 2.8 and 2.9 of the supplementary highway comments conclude that provision of dedicated pedestrian access across Barnham Road is not required to support the application.

The Local Highways Authority does feel that the application does provide the opportunity to provide wider pedestrian access improvements, namely formalising the existing pedestrian access point with tactile paving and dropped crossings either side of Barnham Road. This would also remove any potential pedestrian / vehicle conflict with a pedestrian choosing to cross by making use of the vehicular access point which does have dropped crossings. Any pedestrian access improvements should be continued into the site, as the current unbound surfacing is not suitable for venerable users such as those in wheelchairs or pushing buggy's / pushchairs.

Please raise these comments regarding pedestrian access with the applicant for further consideration.

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 comments regarding pedestrian access be raised with the applicant for review.

Ian Hayward

West Sussex County Council – Planning Services