

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard / Daniel Vick
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. Amendments to Pedestrian Access
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
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 on this application and to date has provided comments dated 25/03/2022 & 17/05/2022. 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.

Given the pedestrian access works proposed (see below) it would be more efficient to implement any off-site vehicle access improvements and pedestrian access improvements under a Section 278 Agreement.

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)

The proposal now includes the provision of a dropped crossing tactile paved pedestrian crossing point which will be located centrally within the frontage and lead into the main Clare Court car parking area. This will link the new dwellings, and existing dwellings with pedestrian access to the opposing side of Barnahm Road.

The applicant has demonstrated that the provision will be afforded visibility splays of 1.2 x 43 metres which is suitable for the posted speed limit in this location. These splays are contained wholly within land that is considered public highway. In reality greater pedestrian visibility will be naturally available.

This feature will also limit any potential pedestrian vs vehicle conflict with a pedestrian choosing to cross Barnham Road by making use of the existing vehicular access point.

As above these off-site pedestrian access works should be implemented under a Section 278 Agreement.

Any pedestrian access improvements should ideally be continued into the site. The current unbound surfacing may not be easily navigated by vulnerable users such as those in wheelchairs or those pushing buggy's / pushchairs. This could be solved with some paving or bound surfacing works within the existing car parking area linking into the new access road. It is appreciated this may not be achievable given the extent of the red / blue edge plans.

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

On balance the Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If consent is to be granted the following conditions and informative note would be requested:

Conditions

Access (Vehicle - to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled SITE PLAN PROPOSED and numbered 1474/05g.

Reason: In the interests of road safety.

Access (Pedestrian - to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the pedestrian access serving the development has been constructed in accordance with the details

shown on the drawing titled PEDESTRIAN VISIBILITY SPLAYS and numbered 121.0008.003.

Reason: In the interests of road safety.

Car Parking Space (Details Approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle Parking (Details Required)

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Electric Vehicle Charging Spaces (Details Required)

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Construction Plant & Materials (Details Required)

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Informative Note

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.