

West Sussex Highways Authority Consultation Re BN/51/20/PL Land at Chantry Mead and rear of 14-18 Downview Rd Barnham PO22 0EG

Location

The Highways comment covering road safety refers to a Foxley Lane Junction. The only Foxley Lane we can find in West Sussex is in Worthing and therefore this consultation report cannot be guaranteed to refer to the Chantry Mead (CM) location and needs to be resubmitted.

Residents understand this proposal has been considered by the Highways Authority by means of a desktop study and we formally request a visit to our location to understand the unique layout of the roadway and its restrictions. Additionally, we would suggest that any review must consider the increase in traffic generated on the Barnham Rd which Downview Rd (DR) joins when the A29 Realignment work is undertaken. The roundabout for this will be constructed within approx. 100 metres of the DR entrance.

The width of the CM block paved road does NOT allow for street parking and the majority of it is around 4 metres wide. The area is unlit and is a shared road for vehicles and pedestrians. It is a private, block paved road that is managed and maintained by homeowners. It is integral to the drainage system joining the SUDS and must absolutely be protected from damage. The layout also has two pinch points and a narrow entrance to a cul-de-sac come cum turning circle for large vehicles including refuse trucks.

Currently three CM properties that would face the proposal have driveways and parking spaces looking out over the block road and they have no access points opposite them. The planned build has **two** access points planned on this section of the CM road which will serve two distinct sets of two properties with all the risk associated with a narrow road and several accesses access points over a distance of some 20 metres. The proposal also removes a green space area which currently allows pedestrians to step off the shared road to avoid passing vehicles. It is therefore a risk area.

Parking spaces

The Highways comment states that the developer proposes 10 parking spaces and 2 visitor spaces as predicted under Arun Parking Standards.

General comment: there is no dimensioned plan of the proposed development therefore all recommendations are unconfirmed and reliant on the proportions set out in the plan.

The visitor bay we estimate is only 5m long (ignoring the entry & exit flare) and half the road width. The bay is less than half the width of a garage assumed to be a minimum size of 6x3 metres. This suggests that vehicles using the parking bays would block the road width providing access to potential properties 3 and 4. Also the access would not provide suitable manoeuvring space given an average car measurement is 2.4 x 4.8 metres and light van size of 5.5 x 2.4 metres. Or allow vehicles to exit the site in forward gear. (*Ref Portal Planning parking standards*)

As far as we can calculate, each of the proposed four properties has about 11m of driveway outside the garage. Each driveway will therefore only accommodate two vehicles, making

eight in total. Each garage therefore must provide 0.5 of parking space (with the balance given to cycle storage) to deliver 10 private parking spaces.

The planning proposal does not outline the following:

- Electric vehicle charging points or provision for future upgrade
- Reserved spaces for people with disabilities or justification for exclusion clearly set out in the planning application
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Submitted by the following homeowners:

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