

Croft Medical Centre – Response to Highways comments in relation to the proposed replacement Medical Centre (Ref: EG/57/16/PL)

1. This note sets out the comments made by West Sussex County Council (WSCC) in relation to the proposals to construct a replacement Medical Centre on the plot of land to the west of the existing facility in Eastergate.

WSCC Comment	TTP Response
Trip Generation/ Highway Capacity The information submitted does not detail existing floor area or staff numbers. A direct comparison between the existing and that proposed is not possible. However, it is acknowledged that the surgery will provide a larger facility, and consequently it would be expected that there would be an inevitable increase in vehicle movements. The existing surgery generates a number of movements spread throughout the day, and the additional number of movements from the proposed surgery would not be expected to have a material impact on the local highway network. It is not considered that the proposal would give rise to more than 30 trips in any one hour and as such no formal junction capacity assessments would be required. It is not expected that this proposal would give rise to any trip generation or capacity issue that would be considered severe.	Noted
Access/Visibility The proposed site has an existing vehicular access/crossover that presently serves a staff car parking area. This access is to be upgraded to a bellmouth with appropriate kerb radii. No plan has been provided to demonstrate how the access will work or how it relates to the overall site access arrangements. A scaled plan detailing the access works needs to be submitted to be assessed. Visibility splays of 43m in each direction from a 2.4m setback should also be demonstrated.	Drawing 2016-2889-DWG-203 (Annex B) illustrates the 2.4m by 43m visibility splays from the proposed junction.

Road Safety Audit (Stage 1) There has been no audit submitted with this application. A development of this size would require a Stage 1 Road Safety Audit in line with the WSCC Safety Audit Adopted Policy.	A copy of the Stage 1 Road Safety Audit and the Designers Response is included at Annex C.
Parking There are known parking problems that have resulted from the use of the existing surgery at peak times. It is understood this was a driving factor behind the provision of the additional 15 spaces for staff. The WSCC Parking Standards for medical surgeries are detailed and are based on the number of practitioners, the number of consulting rooms, and admin/office space. The proposed provision of 56 spaces falls short given the requirements of the WSCC Parking Standards. It is noted that section 5.07 of the Design & Access Statement indicates that the 28 parking spaces to the south of the building will be for visitors to the surgery, whilst the 26 spaces (including 7 disabled spaces) to the north of the building will be mostly for staff. This will also serve as overspill for the front car park should the practice experience higher than anticipated levels of visitors. Given that the existing surgery provides 28 spaces for patients and a separate staff car park with 15 spaces, the LHA are concerned that the combined number of parking space for visitors and staff as proposed will be insufficient given the increase in size of the building and consulting rooms. There would be more people visiting the site and more staff to operate the surgery. The LHA would advise that given the known access and parking issues of the current surgery the applicant submits a revised parking strategy, taking on board the standards referred to under the WSCC Parking Standards. It is understood that there would be some essential car users, for which car parking should be provided. There is the opportunity to encourage less car dependency for those staff that are not	The layout has been amended following discussions with the council to increase the number of parking spaces for cars to 60 as per the plan in Annex D.

essential users, and thus increase car parking capacity for patients. While cycle parking is to be provided, the provision of unrestricted car parking for staff would encourage car use and not promote the use of sustainable transport. This would conflict with current sustainable transport policies. The LHA would request that a Staff Travel Plan is submitted.	
Refuse/delivery vehicles A dedicated turning head has been shown at the end of the access road. This appears small and there doesn't appear to be any barriers to stop parking occurring on the site access road in this location to make sure this area is kept clear for large vehicles to turn at all times. It is also not clear what type of vehicle has been used on the tracking diagrams. The LHA would request that revised tracking is provided to demonstrate that a large refuse truck could turn on site to exit onto the highway in forward gear. Tracking should also be provided to demonstrate that the proposed access off Barnham Road could accommodate two passing vehicles and a refuse truck entering and exiting the site safely.	Swept paths of refuse vehicles entering, turning and exiting the site in forward gear are provided in Annex E.
Conclusion The LHA would require the following documentation to be submitted to allow a full assessment of the proposal to be carried out: • A scaled plan demonstrating appropriate visibility splays • A scaled plan demonstrating access arrangements to the site (to include how the footways would link in with the existing footway network) • Road Safety Audit (stage 1) to cover all access arrangements, which must include the auditors comments relating to the proposed changes to signalise the Fathrings Hill Roundabout.	

- | | |
|--|--|
| <ul style="list-style-type: none">• Staff Travel Plan• Revised parking strategy• Revised vehicle tracking diagrams | |
|--|--|

ANNEX A

(WSCC Comments)

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

DATE: 9th August 2016

FROM: Emma Waters (Mrs)

**TO: Arun District Council
FAO: Mr S Davis**

SUBJECT: EG/57/16/PL

DESCRIPTION: Medical centre with pharmacy retail unit & other ancillary uses together with access onto Barnham Road & associated car parking. This application is a Departure from the Development Plan.

SITE: Land adjacent to the Croft Practice, Barnham Road, Eastergate, PO20 3RP

RECOMMENDATION:

Advice	☒	Modification	☒	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

Site Context/Background

The LHA has previously been consulted on this site under planning reference EG/67/09, which was for outline planning consent only with only matters of access and layout assessed. The LHA were also consulted on application EG/75/12 for a renewal of the previous unimplemented outline permission. The LHA raised no highway safety concerns to either of these applications. The LHA would reiterate that these applications were for outline planning rather than full planning permission as the above application is.

There is an existing surgery on the immediately adjoining site. This proposal is replacing this with a larger medical centre, onsite parking provision plus an improved access off Barnham Road. The planning documents indicate that the scheme proposed under this application is unchanged from the scheme submitted under the two previous planning submissions.

Trip Generation/ Highway Capacity

The information submitted does not detail existing floor area or staff numbers. A direct comparison between the existing and that proposed is not possible. However, it is acknowledged that the surgery will provide a larger facility, and consequently it would be expected that there would be an inevitable increase in vehicle movements. The existing surgery generates a number of movements spread throughout the day, and the additional number of movements from the proposed surgery would not be expected to have a material impact on the local highway network. It is not considered that the proposal would give rise to more than 30 trips in any one hour and as such no formal junction capacity assessments would be required.

It is not expected that this proposal would give rise to any trip generation or capacity issue that would be considered severe.

Access/Visibility

The proposed site has an existing vehicular access/crossover that presently serves a staff car parking area. This access is to be upgraded to a bellmouth with appropriate kerb radii. No plan has been provided to demonstrate how the access will work or how

it relates to the overall site access arrangements. A scaled plan detailing the access works needs to be submitted to be assessed. Visibility splays of 43m in each direction from a 2.4m setback should also be demonstrated.

Road Safety Audit (Stage 1)

There has been no audit submitted with this application. A development of this size would require a Stage 1 Road Safety Audit in line with the WSCC Safety Audit Adopted Policy.

Parking

There are known parking problems that have resulted from the use of the existing surgery at peak times. It is understood this was a driving factor behind the provision of the additional 15 spaces for staff.

The WSCC Parking Standards for medical surgeries are detailed and are based on the number of practitioners, the number of consulting rooms, and admin/office space. The proposed provision of 56 spaces falls short given the requirements of the WSCC Parking Standards.

It is noted that section 5.07 of the Design & Access Statement indicates that the 28 parking spaces to the south of the building will be for visitors to the surgery, whilst the 26 spaces (including 7 disabled spaces) to the north of the building will be mostly for staff. This will also serve as overspill for the front car park should the practice experience higher than anticipated levels of visitors. Given that the existing surgery provides 28 spaces for patients and a separate staff car park with 15 spaces, the LHA are concerned that the combined number of parking space for visitors and staff as proposed will be insufficient given the increase in size of the building and consulting rooms. There would be more people visiting the site and more staff to operate the surgery. The LHA would advise that given the known access and parking issues of the current surgery the applicant submits a revised parking strategy, taking on board the standards referred to under the WSCC Parking Standards.

It is understood that there would be some essential car users, for which car parking should be provided. There is the opportunity to encourage less car dependency for those staff that are not essential users, and thus increase car parking capacity for patients. While cycle parking is to be provided, the provision of unrestricted car parking for staff would encourage car use and not promote the use of sustainable transport. This would conflict with current sustainable transport policies. The LHA would request that a Staff Travel Plan is submitted.

Refuse/delivery vehicles

A dedicated turning head has been shown at the end of the access road. This appears small and there doesn't appear to be any barriers to stop parking occurring on the site access road in this location to make sure this area is kept clear for large vehicles to turn at all times.

It is also not clear what type of vehicle has been used on the tracking diagrams. The LHA would request that revised tracking is provided to demonstrate that a large refuse truck could turn on site to exit onto the highway in forward gear.

Tracking should also be provided to demonstrate that the proposed access off Barnham Road could accommodate two passing vehicles and a refuse truck entering and exiting the site safely.

Conclusion

The LHA would require the following documentation to be submitted to allow a full assessment of the proposal to be carried out:

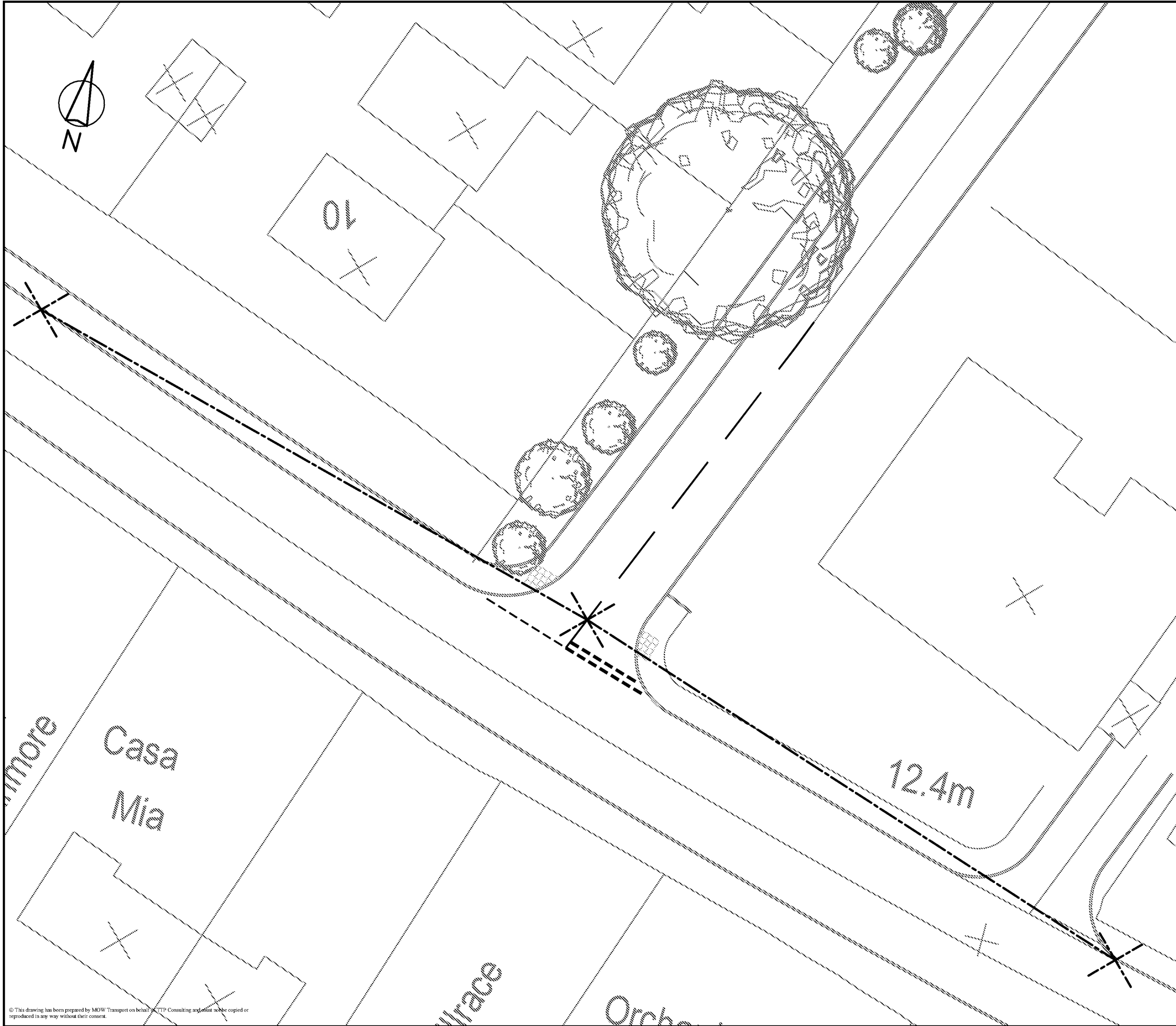
- A scaled plan demonstrating appropriate visibility splays
- A scaled plan demonstrating access arrangements to the site (to include how the footways would link in with the existing footway network)
- Road Safety Audit (stage 1) to cover all access arrangements, which must include the auditors comments relating to the proposed changes to signalise the Fathrings Hill Roundabout.
- Staff Travel Plan
- Revised parking strategy
- Revised vehicle tracking diagrams

Based on the information submitted, the applicant has not demonstrated that the proposal meets paragraph 32 of the NPPF. The LHA could not support the current application and would request the following information is submitted. Please re-consult once this further information is received.

Emma Waters – Assistant Planner
County Highways

ANNEX B

(Drawing 2016-2889-DWG-203)



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Rev	Details	Drawn	Checked	Date
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.				
Client THE CROFT PRACTICE				
Project Croft Medical Centre, Eastergate				
Drawing Title Proposed Junction Improvements with 2.4m x 43m Visibility Splay				
Scale 1:250 at A3				
Drawn		MW	25.08.16	
Checked		AM	25.08.16	
 ttp consulting transport planning specialists				
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753				
Drawing Number 2016-2889-DWG-203				Rev

ANNEX C

(RSA & Designer Response)

CLIENT:- THE CROFT PRACTICE

**NEW HIGHWAY ACCESS
BARNHAM ROAD
EASTERGATE, WEST SUSSEX**

**ROAD SAFETY AUDIT
STAGE 1 REPORT**

September 2016

M B Projects Ltd.

Job No. 116.155

Issue: FINAL

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1 INTRODUCTION	2
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3 AUDIT TEAM STATEMENT	6
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1. INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of the proposed highway access to a new Doctors' Surgery off Barnham Road in Eastergate, West Sussex, at the request of the Design Organisation, TTP Consulting, 111-113 Great Portland Street, London W1W 6QQ.
- 1.2 The Road Safety Audit Team membership was as follows:
- | | |
|-----------------|---|
| Martin Brownsey | BSc DipEM MCIHT CoC
Director, M.B.Projects Ltd |
| Ted Smith | CoC
Traffic Safety Consultant |
- 1.3 The Road Safety Audit took place at the Oxted office of M.B.Projects Ltd during September 2016. The Audit was undertaken in accordance with the audit brief in TTP email dated 31st August 2016. The Audit comprised an examination of the drawings and documents provided and these are listed in Appendix A.
- 1.4 The site was visited by the Audit Team together on the afternoon of 15th September 2016 when weather conditions were dry and sunny. Traffic conditions on Barnham Road were light/moderate and a couple of pedestrians and no cyclists observed in the vicinity.
- 1.5 The terms of reference for this Road Safety Audit are as described in HD19/15 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented, and has not examined or verified the compliance of the designs to any other criteria.
- 1.6 Each problem identified has been given a location reference and these are indicated on the A3 location plan in Appendix B.
- 1.7 The proposed works includes a simple T- junction on Barnham Road, with a 6m wide access road with footway on one side to serve the proposed new Doctors' Surgery.
- 1.8 No details of any Departures from Standard have been provided by the Design Organisation.
- 1.9 Reference to the 'Crashmap' injury accident database shows 3 recorded injury accidents along this stretch of Barnham Road. Two of these involved a car/child pedestrian crossing

Barnham Road to the east of the site, and the third a single vehicle incident just east of the site.

2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

2.1 GENERAL

2.1.1 No problems identified in this category at this Stage 1.

2.2 LOCAL ALIGNMENT

2.2.1 No problems identified in this category at this Stage 1.

2.3 JUNCTIONS

2.3.1 PROBLEM

Location: A (drawing 2016-2889-DWG-203) – Site Access Road

Summary: Side road gradient

It was observed that the existing unmade access road slopes down to Barnham Road. A future side road slope could result in vehicles rolling forward into the path of southbound vehicles on Barnham Road.

RECOMMENDATION It is recommended that the detailed design includes a flattish section of access road to the give way line to reduce the risk of roll forward incidents.

2.4 NON-MOTOR VEHICLE PROVISION

2.4.1 PROBLEM

Location: B (drawing 2016-2889-DWG-203) – Barnham Road

Summary: Pedestrian desire line

It was observed that there is a northbound bus-stop located a short distance to the south of the proposed access, but no existing crossing point for pedestrians to cross Barnham Road.

RECOMMENDATION It is recommended that the Designer reviews the need for a formal dropped kerb crossing point between the access and the bus stop to assist pedestrian movement/desire lines.

2.5 SIGNS AND LIGHTING

2.5.1 No problems identified in this category at this Stage 1.

3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with HD19/15.

AUDIT TEAM LEADER:

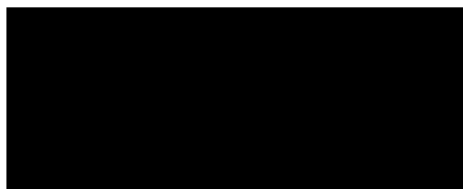
Name: MARTIN G BROWNSEY BSc DipEM MCIHT CoC

Position: Director

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:



Date: 19th September 2016

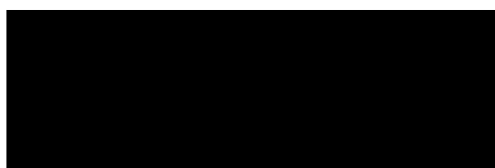
AUDIT TEAM MEMBER:

Name: TED SMITH CoC

Position: Traffic Safety Consultant

Address: 1A The Parade, East Wittering, West Sussex

Signed:



Date: 19th September 2016

MB Projects Ltd

Highways Consultancy

Email: info@mbprojects.co.uk

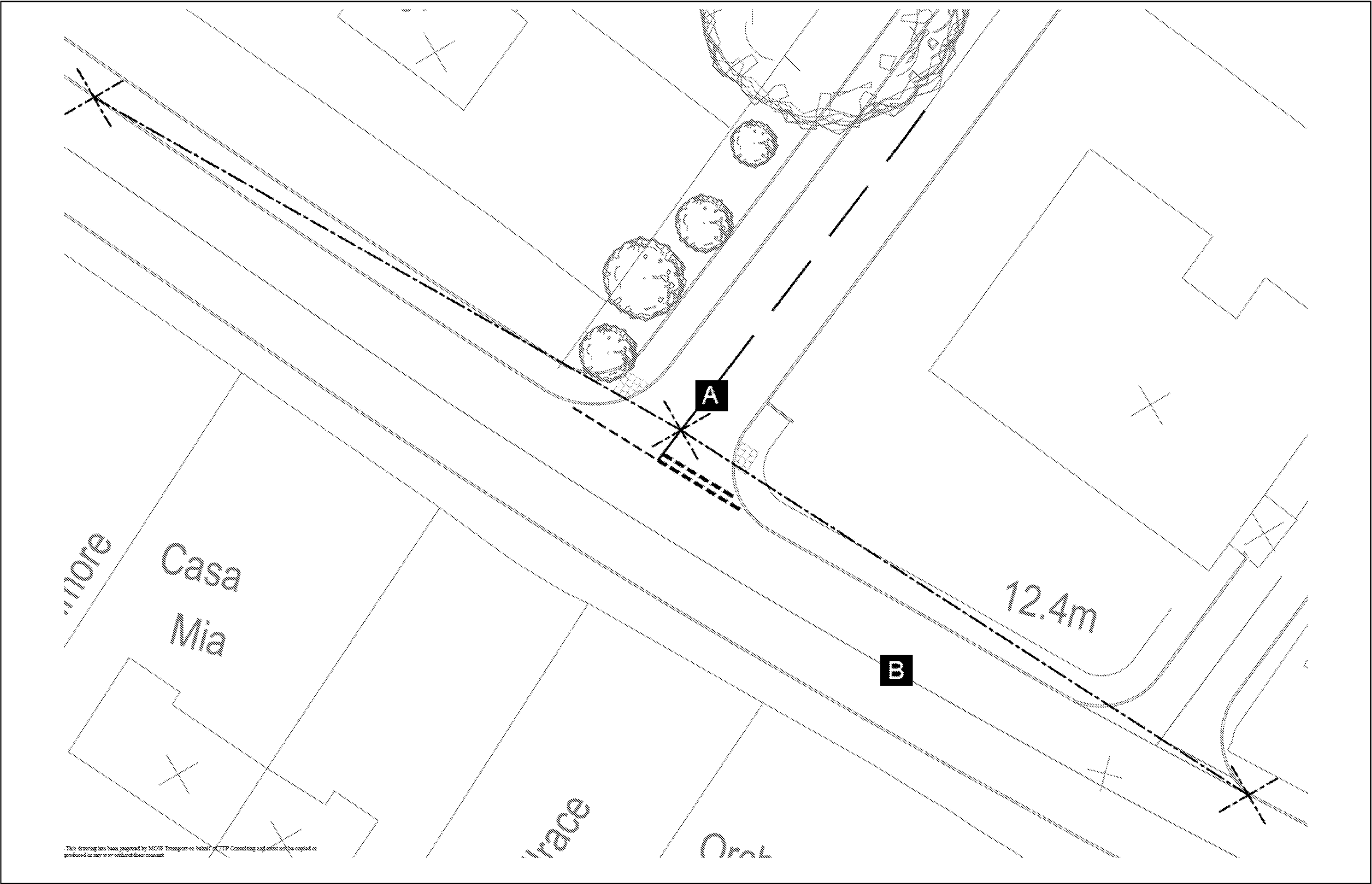
www.roadsafetyaudit.org.uk

Tel: 01883 712680

APPENDIX A

LIST OF DRAWINGS AND DOCUMENTS EXAMINED IN THIS AUDIT

Drawing No.	Scale	Description
<u>TTP Consulting Engineers</u>		
2016-2889-DWG-203	1:250	Proposed Junction Improvements
2016-2889-AT-101	1:250	Swept Path Analysis using Large Refuse Vehicle
2016-2889-TR01	1:250	Swept Path Analysis of the Proposed Junction
Documents:		
Traffic Survey	K&M Surveys	June 2016



EG/57/16/PL - Land adjacent to the Croft Practice – Designers Response to the Stage 1 Road Safety Audit

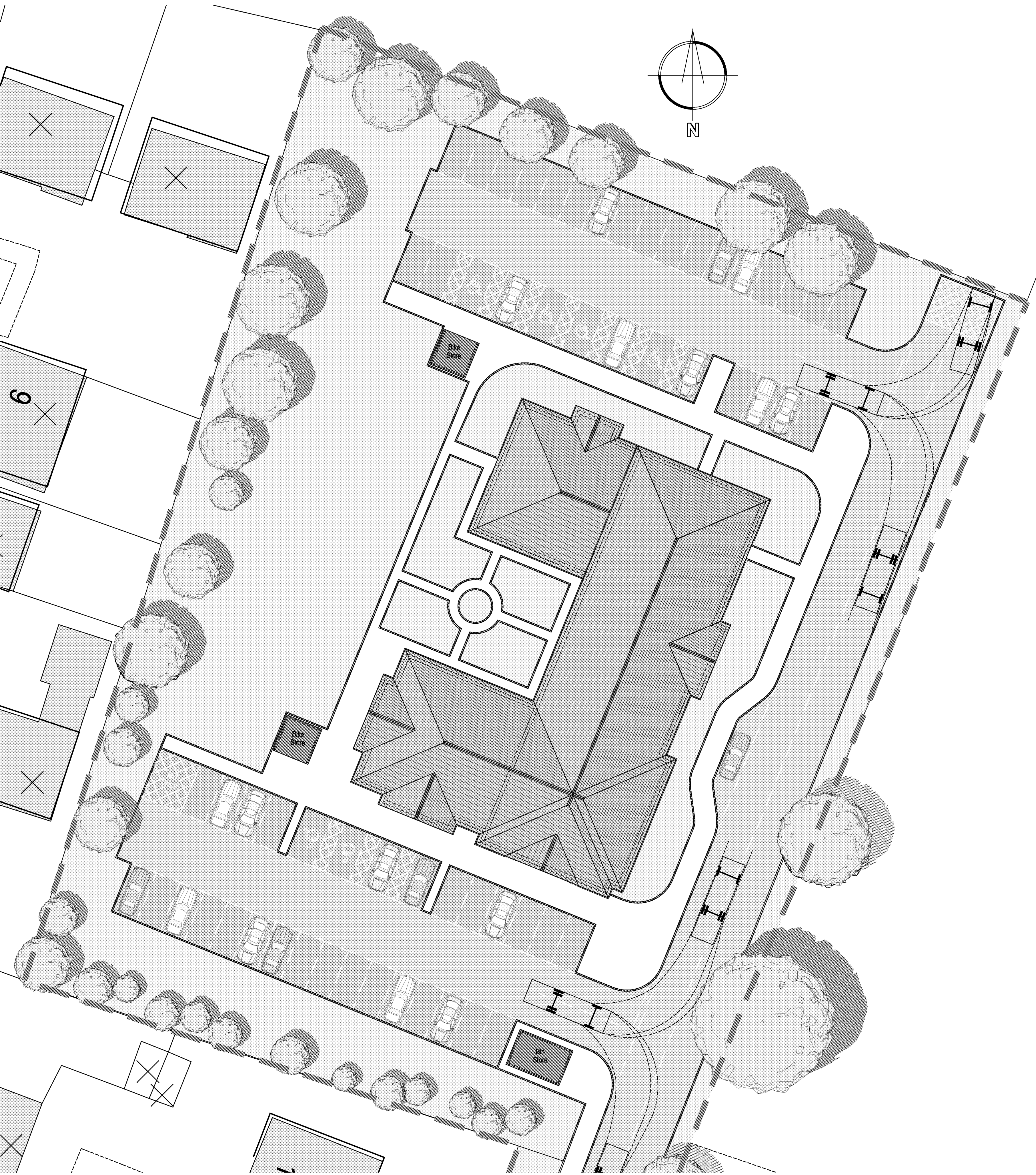
1. MB Projects has undertaken a Stage 1 Road Safety Audit for the proposed alteration to the existing car park access to the west of the Croft Practice in Eastergate. The access currently facilitates access to the informal car park, and it is proposed to upgrade the access to facilitate access to the relocated Croft Practice.

RSA Problem	TTP Response
2.1 GENERAL 2.1.1 No problems identified in this category at this Stage 1.	Noted
2.2 LOCAL ALIGNMENT 2.2.1 No problems identified in this category at this Stage 1.	Noted
2.3 JUNCTIONS 2.3.1 PROBLEM Location A: (drawing 2016-2889-DWG-203) – Site Access Road Summary: Side road gradient. It was observed that the existing unmade access road slopes down to Barnham Road. A future side road slope could result in vehicles rolling forward into the path of southbound vehicles on Barnham Road. RECOMMENDATION: It is recommended that the detailed design includes a flattish section of access road to the give way line to reduce the risk of roll forward incidents.	The detailed design will review the gradients on the approach to the junction with Barnham Road to provide appropriate gradients at the junction taking into account the existing gradients, drainage and reducing the risk of vehicles rolling forward.

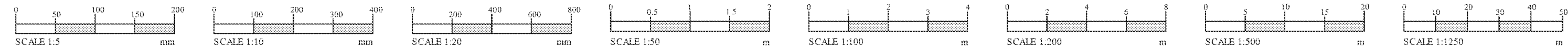
2.4 NON-MOTOR VEHICLE PROVISION 2.4.1 PROBLEM Location B: (drawing 2016-2889-DWG-203) – Barnham Road Summary: Pedestrian desire line It was observed that there is a northbound bus-stop located a short distance to the south of the proposed access, but no existing crossing point for pedestrians to cross Barnham Road. RECOMMENDATION It is recommended that the Designer reviews the need for a formal dropped kerb crossing point between the access and the bus stop to assist pedestrian movement/desire lines.	The need for a dropped kerb / formal crossing point will be reviewed at the time of the detailed design and provided if deemed appropriate / necessary.
2.5 SIGNS AND LIGHTING 2.5.1 No problems identified in this category at this Stage 1.	Noted

ANNEX D

(Revised Layout)



SITE PLAN SCALE 1:200



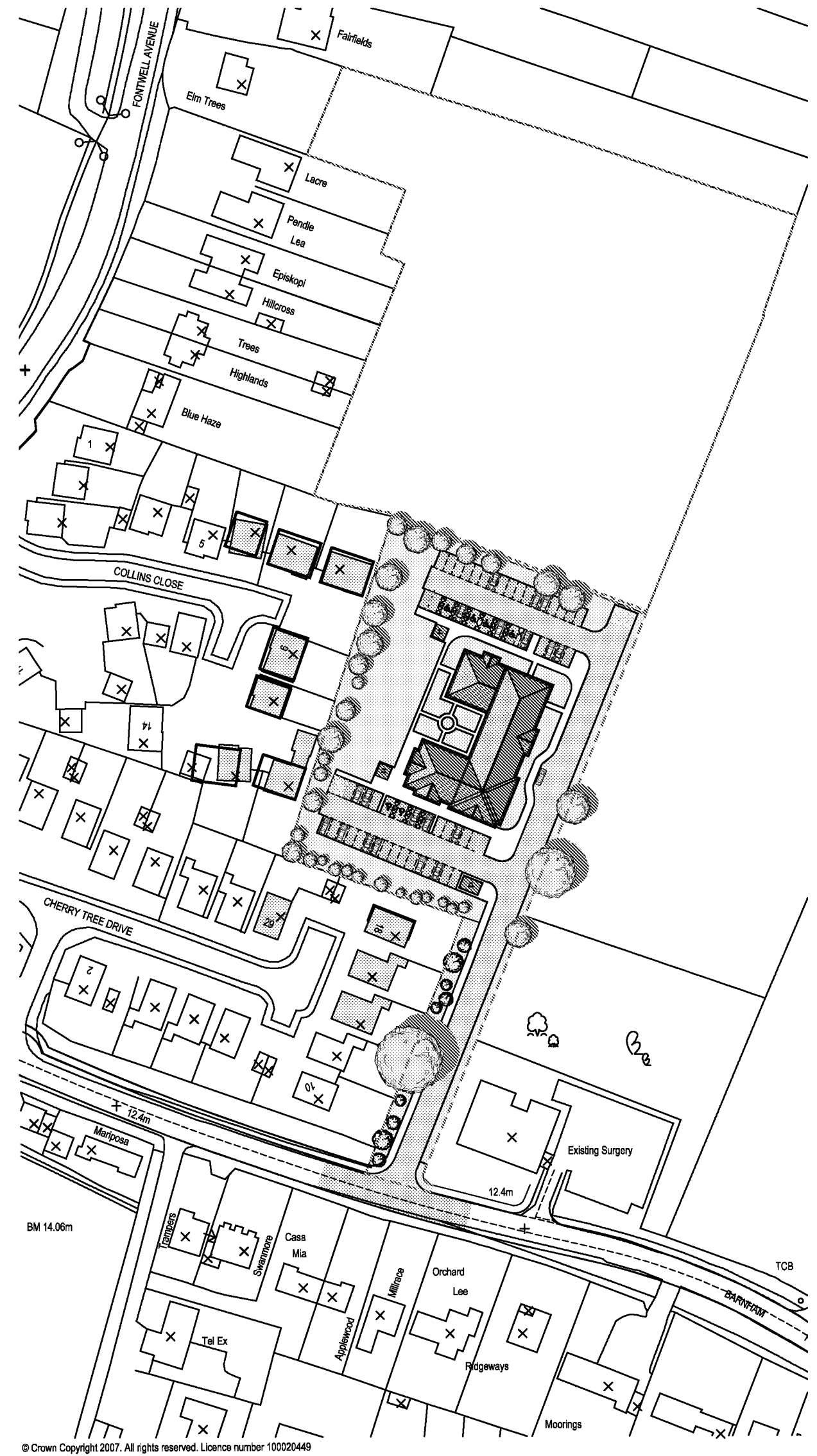
NOTE:
Site plan below is only indicative with regards to the site landscaping. See separate drawings by 'Landscape Perspective' for actual materials and planting types along with the locations where they will be used/ planted.



SITE LOCATION SCALE NTS



AERIAL PHOTOGRAPH SCALE NTS

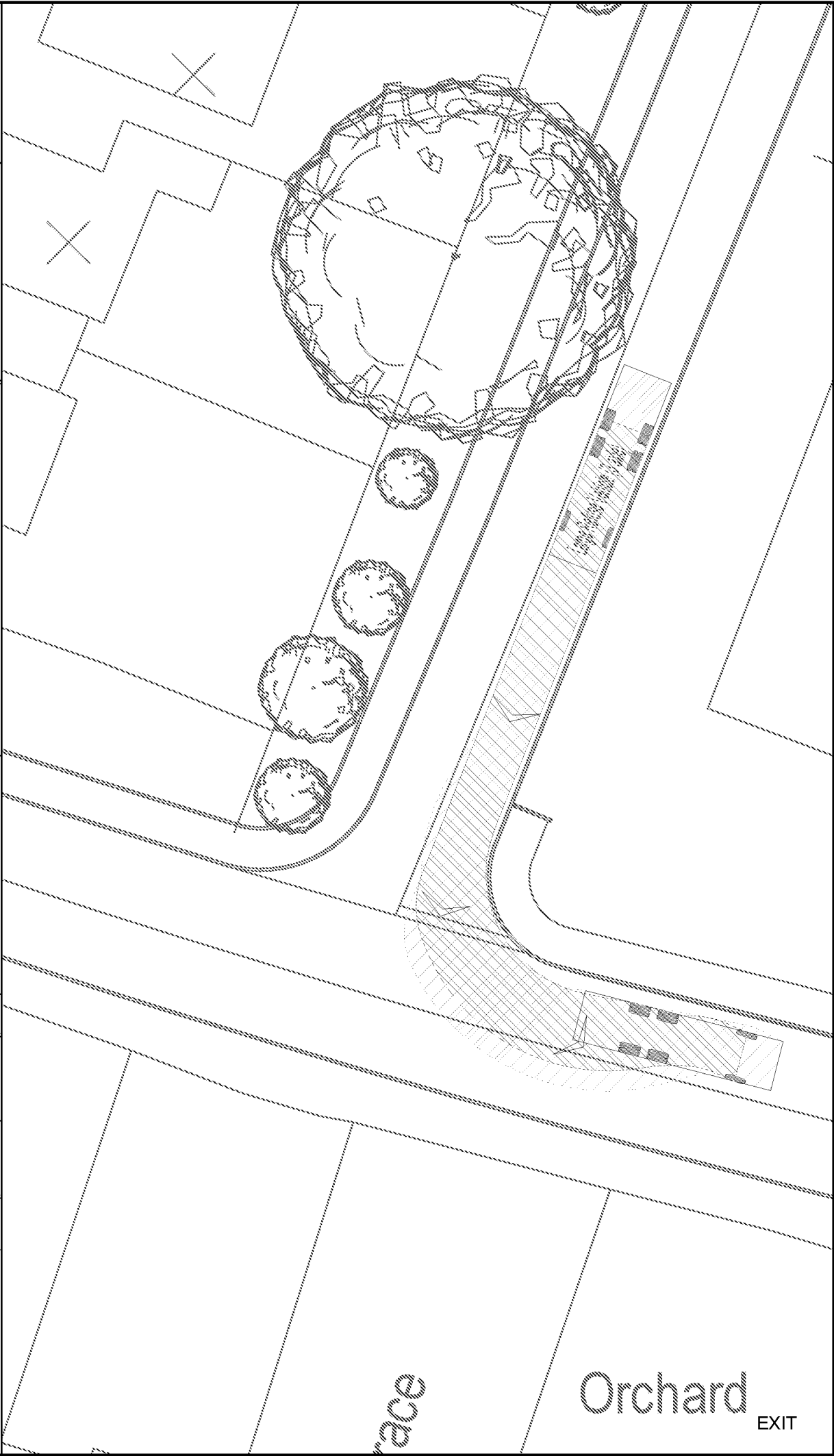
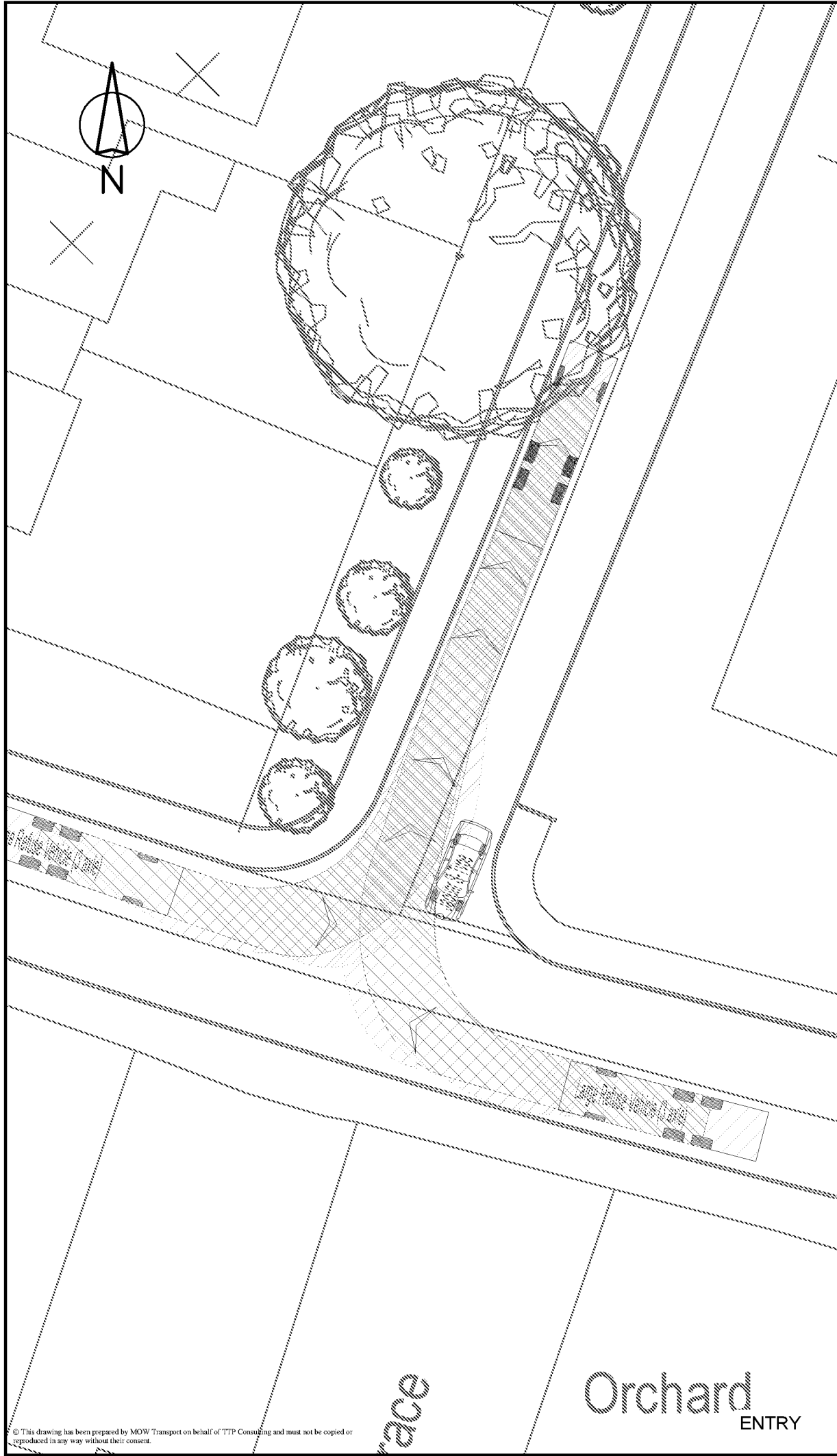


LOCATION PLAN SCALE 1:1250

D	15.11.2016	6 CAR PARK SPACES ADDED	JM	+
C	24.06.2016	SITE BOUNDARY UPDATED	JM	+
B	23.06.2016	SITE BOUNDARY UPDATED	JM	+
A	07.06.16	BIN STORE RELOCATED TO NEARER THE ENTRANCE AND BIKE SHED RELOCATED TO WEST OF THE BUILDING	JM	+
REV:	DATE:	DESCRIPTION:	DR	CHK
DO NOT SCALE THESE DRAWINGS. USE WRITTEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK.				
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SITE PLAN				
PLANNING				
THE CROFT MEDICAL CENTRE BARNHAM ROAD EASTERGATE WEST SUSSEX PO20 3RP				
DATE:	05.02.09	APPROVED BY:	JM	
SCALE: 1:500, 1:1250		DESIGNED BY:	DS	05.02.09
PROJECT NO:	5499	ALLOCATION NO:	110	D

ANNEX E

(Swept Path)



Rev	Details	Drawn	Checked	Date

Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.368m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

THE CROFT PRACTICE

Project

Croft Medical Centre, Eastergate

Drawing Title

Swept Path Analysis Using a Large Refuse Vehicle

Scale

1:250 at A3

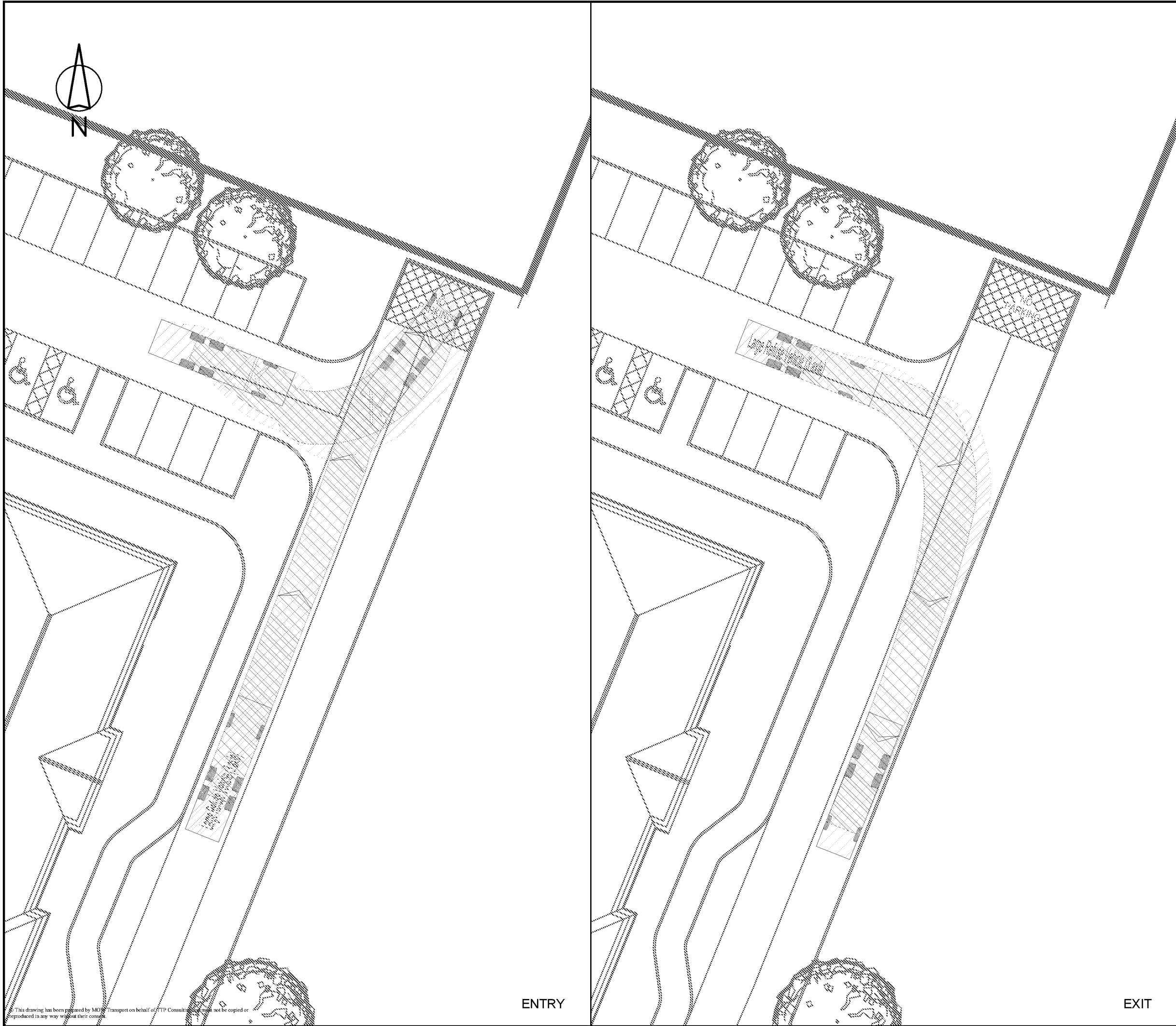
Drawn	MW	08.06.16
Checked	AM	08.06.16

ttp consulting
transport planning specialists

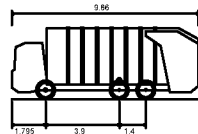
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2016-2889-AT-101	

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Rev	Details	Drawn	Checked	Date
1				



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.368m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

THE CROFT PRACTICE

Project

Croft Medical Centre, Eastergate

Drawing Title

Swept Path Analysis Using a Large Refuse Vehicle

Scale

1:250 at A3

Drawn	MW	08.06.16
Checked	AM	08.06.16



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London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2016-2889-AT-102	1