

**WEST SUSSEX COUNTY COUNCIL  
PRE APPLICATION CONSULTATION**

**DATE: 16<sup>th</sup> March 2017**

**FROM: Emma Avis**

**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. – Revised Highways Informaiton**

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

**RECOMMENDATION:**

|                  |                                     |                     |                                     |                         |                          |
|------------------|-------------------------------------|---------------------|-------------------------------------|-------------------------|--------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/>            | <b>More Information</b> | <input type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/>            | <b>No Objection</b> | <input checked="" type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/> |

The Local Highway Authority (LHA) requested further information to fully assess this application. The following points needed addressing and clarification.

1. A scaled plan demostarting appropiate visibility splays
2. A scaled plan demonstrating access arrangements to the site (to include how the footways would link in with the existing footway network)
3. A Road Saftey Audit (RSA) stage 1 to cover all access arranegments was required
4. A Staff Travel Plan, was required or for the old one to be updated and submitted for review
5. A Revised parking strategy
6. Revised vehicle tracking diagrams

Access/Visibility

Drawing 2016-2889-DWG-203 demonstrates visability in line with current standards, the LHA would rasiie no concerns to visibility. This plan also demonstrates access arranegments and how the footways would link into the existing footway network.

RSA

A RSA and Desinger Response has been provided. The RSA raised two points,

- 2.3.1 Side Road Grdient – it was reccommned that at detailed desgin stage an appropriate gradient is agreed by the Desinger, the LHA agree that this point can be addressed at detailed design.
- 2.4.1 Pedestrain Desire line – it is reccomended that a formal crossing point is provided to allow pedestrains access the the bus stop on the opposite side of the road from the surgery. The Desinger has said that a crossing point will be reviewed at the time of the detailed design and provided if deemed appropriate.

The LHA agree that some form of crossing point is required to allow safe and suitable access for pedestrains. As part of Outline planning application

EG/71/14 (Eastergate Fruit Farm) funding for a signalised pedestrian crossing point has been secured under the s106 agreement, although the implementation of this crossing is reliant on this development and the funding coming forward; although the LHA do not know when or if this development will happen. Some form of crossing point is required in line with the Road Safety Auditors comments, as to what form this takes can be agreed at detailed design stage and covered via condition.

#### Staff Travel Plan

No staff travel plan has been provided, this will need to be provided/updated and submitted to the LHA to review.

#### Parking

The LHA have been in discussion with the Transport Consultant in relation to the on site parking provision. After discussions parking has been increased from 54 – 60 spaces. The LHA are satisfied that although the maximum parking standard of 67 spaces has not been met the provision has been increased. Given the nature of the site with fixed appointment times and vehicles staying for short periods the LHA would not expect parking to cause a highway safety issue. The LHA can only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority (LPA).

#### Tracking

Drawing 2016-2889-AT-101 shows a large refuse vehicle entering and exiting the site. When exiting there is some overhang over the centreline of Barnham Road, this is the largest vehicle expected to visit the site and infrequently, given the nature and width of Barnham Road it is not unusual for this to occur. The tracking of the refuse vehicle entering the site from both directions also enters onto the opposing side of the access road slightly. Given the infrequent use of this access by such a vehicle the LHA would raise no concern to this. The RSA also raised no concerns to the access or tracking.

#### Consultation

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highway grounds where the residual cumulative impacts of the development are severe. The LHA do not consider that this development would result in any impacts on the local highway network that could be considered severe. No objection would be raised. The following conditions and informative note should be applied to any grant of planning permission.

### **Conditions**

#### **Access**

No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing (Drawing no: 2016-2889-DWG-203).

Reason: In the interests of road safety.

#### **Car parking space**

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

### Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Barnham Road in accordance with the approved planning drawings (Drawing no: 2016-2889-DWG-203). Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

### Turning space

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.

Reason: In the interests of road safety

### Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

### Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

### Safety Audit Recommendations

No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. In particular to problem 2.4.1 a pedestrian crossing point.

Reason: In the interests of road safety.

## **Informative**

Section 278 Agreement of the 1980 Highways Act - Works within the Highway  
The applicant is advised to enter into a legal agreement with 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.

**Emma Avis - Planner**  
**County Highways**