

[REDACTED]

From: [REDACTED] **On Behalf Of** CCD Planning Consultations
Sent: 21 September 2017 15:46
To: Planning.Responses
Cc: Derek Whittington
Subject: RE: Planning Consultation on: EG/69/17/PL

Please could this Planning Services Response be distributed to the relevant officer.

I have copied Councillor Whittington into this correspondence to ensure that he is aware of issues or events happening in his constituency.

Katie Kurek

Technician
Monitoring & Records Team – Planning Services - Economy, Planning and Place Directorate
West Sussex County Council

Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH

[REDACTED]

From: planning.responses@arun.gov.uk [<mailto:planning.responses@arun.gov.uk>]
Sent: 04 September 2017 16:34
To: SU Local Development
Subject: Planning Consultation on: EG/69/17/PL

To: WSCC(ROW/Strategic/Highways)

NOTIFICATION FROM ARUN DISTRICT COUNCIL
Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015 - Articles 16 & 18 Consultation before the grant of permission
Planning Permission

APPLICATION EG/69/17/PL
NO:

Registered: 4th September
2017

Site Address: Swallowfield Eastergate Lane Eastergate PO20 3SJ

Grid Reference: 494992 106095

Description of Works: 4 No. live/work units, Research & Development propagation building & growing area, garden room, fuel store & greenhouse

to main dwelling & formation of new access. This application is a Departure from the Development Plan.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 05-OCT-17.

You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Mr S Davis who can be contacted on telephone number 01903 737874.

Regards
Planning Officer

consultee_email

<http://www.arun.gov.uk>

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FROM: Katie Kurek

TO: Arun District Council
FAO: S Davis

SUBJECT: EG/69/17/PL - 4 No. live/work units, Research & Development propagation building & growing area, garden room, fuel store & greenhouse to main dwelling & formation of new access.
This application is a Departure from the Development Plan.

Swallowfield, Eastergate Lane, Eastergate, West Sussex, PO20 3SJ

DATE OF SITE VISIT: TBC

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £N/A

Summary

The proposal is for demolition of polytunnels and hard-standing on western section of existing horticultural nursery to enable development of the site for 4 x live/work units with associated access and landscaping works. This western section of the site benefits from an existing vehicle access point which also serves the existing dwelling and Swallowfields Nursery.

The eastern part of the site is proposed to house a propagation building for horticultural research and associated glasshouse. An area for outdoor growing as part of the planned research works is also indicated to the south. A new vehicle access point is proposed on to Eastergate Lane which is a 'C' classified rural road subject to a 40 mph speed restriction in this location.

The application is supported by plans, Design & Access Statement and a Transport Statement (TS). The Local Highway Authority (LHA) requests further information before a full assessment of the highway safety merits of the scheme can be made.

Access & Visibility

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been recorded injury accidents along Eastergate Lane, notably at the junction with Fontwell Avenue approximately 260 metres to the west. From an inspection of nearby accident data it is clear that these were not due to any defect with the junction. There is no pattern of accident data that suggests a highway safety issue with the nearby road layout and no evidence to show that the proposed development would exacerbate this.

Existing Access

It is proposed that the existing vehicle access to the live/work units will be formalised with priority junction road markings. The existing geometry of this access will facilitate the anticipated vehicle movements and be suitable for emergency vehicles. This is demonstrated in dwg. 2016/3448/001 via swept path analysis. The applicant should provide a more detailed plan indicating the proposed road markings and a Road Safety Audit (RSA) should consider both accesses with emphasis on markings for existing access.

New Access

A new 3.7m wide bellmouth access is proposed to serve the eastern section of the site with 4m wide corner radii. It has not been demonstrated that two vehicles would be able to pass at the access or within the site. The proposed gate will be set back 7.1m however it is not clear whether this is suitable. The applicant should provide tracking diagrams and clarify whether any larger vehicles will utilise the site, which may require a set back of the gate by 10m to allow such vehicles to wait clear of the highway. The TS states that swept path tracking has also been demonstrated for the new access showing a large van accessing the site, however this is not apparent on dwg. 2016/3448/001. We note the internal access is annotated to be used by 'light' vehicles only however consideration to refuse collection vehicles and Fire Appliance should be given.

The new bellmouth access would require off-site works and therefore a S278 legal agreement and technical approval would be required. An RSA and Designers Response should be carried out to assess any potential issues with the proposed access arrangements.

Traffic Survey & Visibility

A 7-day speed and traffic volume count was undertaken on Eastergate Lane. Daily traffic volumes eastbound were 899 movements with 851 movements westbound. The 85th percentile speeds were recorded at 40.5 mph for vehicles travelling eastbound and 41.4 mph for vehicles westbound. The location of the speed counter has not been shown. The applicant should annotate on a plan the location of the speed count to enable the LHA to assess whether recorded speeds are representative.

Design Manual for Roads & Bridges (DMRB) would be applied as the relevant standards considering vehicle speeds are above 40 mph. The desirable minimum for posted limit of 40 mph is 120m Stopping Sight Distance (SSD). Paragraph 3.2.5 of the TS states that 'desirable minimum' calculation set out in DMRB has been used. Paragraph 1.26 of Highway Directive TD9/93 (DMRB) states that relaxations below the desirable minimum are not permitted on the immediate approach to junctions. Nevertheless WSCC Departure from Standard (DfS1/4) allows that Manual for Streets 2 (MfS2) methodology be used for calculating SSD at accesses which meet certain criteria. In this instance the DfS would be acceptable and the LHA concur that a reduced splay of 103m to the west and 107m to the east is suitable to the recorded speeds. 106.8m has been demonstrated to the east though the LHA is satisfied that using a slight offset into the carriageway edge the full 107m would be achievable. This has been demonstrated within publically maintainable land for both the existing and proposed access. Nevertheless extensive cutting back of the hedgerow may be required to facilitate these splays. The LHA will be undertaking a site visit to confirm that the demonstrated splays are achievable and the applicant should note this advice also relies on the speed counters being taken in a suitable location.

Trip Generation

Considering the live/work units will be in use from work at home residents the number of vehicle trips is anticipated to be lower than a stand-alone B1/B2 use. Trip Rate Information Computer Systems (TRICS) data has therefore been analysed under a residential use though commuting movements in the peak hours is not anticipated to be a material consideration when considering trip movements. Therefore the resultant AM/PM peak movements of 2 trips in the AM and 2 in the PM peak are not considered to cause a highway capacity concern. TRICS data for visitor numbers to a B1/B2 use has not been considered nevertheless any visitors to the work units are anticipated to be comparable with what could occur with commuting trips.

The propagation building site is anticipated to be operated by a single horticultural technician. In terms of traffic movements LHA accept this is likely to be minimal (two per day) and not have a residual effect on the immediate highway network in terms of capacity.

Servicing

The swept path plans do not demonstrate turning within the site for larger vehicles such as a Fire Tender and delivery vehicles. Considering the warehouse is to remain on site it is anticipated that space for turning of larger delivery vehicles is required. More detailed swept path plans should be provided for the proposed access also.

The TS states that bin collection is to be from Eastergate Lane as existing. Nevertheless, bin storage areas are shown within the plot of each dwelling and it is not clear whether these will be wheeled to the highway, which is in excess of 25m distant. If Refuse Collection vehicles are to serve the site internally then a turn at the culmination of the access drive should be demonstrated via swept path analysis.

Turning within the eastern section of the site should also be suitability demonstrated for a Fire Appliance and waste collection arrangements clarified.

Car Parking

Twelve car parking spaces will be provided for the live/work units with two of these are suitable for disabled use and two being electric charge points. The parking provision has been assessed by the applicant using the WSCC residential car parking demand calculator. This is suitable considering that the proposed workshop uses within the site are anticipated to result in a limited number of visitor and customer parking and will not be under commercial use. On the basis that all twelve spaces remain unallocated a total demand for five spaces for the dwellings is anticipated. This leaves seven spaces for visitor/ overspill parking. The LHA acknowledge the existing nursery use at the site and the car park serving this to the west, immediately after entering the existing access. We note the existing glasshouses and warehouse building and request that the applicant clarify what the existing number of vehicle movements are at the site. The parking should remain of an unallocated arrangement.

As per Department for Transport *Inclusive Mobility* document, disabled car parking bays perpendicular to the access aisle should accommodate an additional width of 1200mm and a 1200mm safety zone at the end of

each bay. We would advise that the total width of these bays is demonstrated at 3.6m with a 1.2m rear hatched area as the safety zone.

Car parking arrangements for the new propagation building site should also be demonstrated. Will the staff of this live in the live/work units? Will visitors and larger vehicles be anticipated within this facility?

Sustainability

Eastergate Lane is not served by a segregated pedestrian footway however there are highway verge areas along the lane that could be used for refuge. Nearby local facilities are within 1km, the average length of a journey on foot as identified by the Chartered Institute of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' (2000). Furthermore, local bus stops provide services to nearby destinations and Barnham Train Station is just outside of the recommend maximum walking distance of 2km for commuter journeys. Whilst there is no cycling infrastructure in the vicinity cycling could be an achievable form of sustainable transport in this location. Each live/work unit will be provided with a cycle store facility to further encourage this sustainable form of transport. Details of this can be secured via condition.

Conclusion

In summary the applicant would be required to provide further information and demonstration on the matters raised above, most notably:

- Provide clarification on proposed road marking for existing and new access and undertake RSA with accompanying Designers Response, covering the proposed off-site highway works.
- Provide more detailed swept path tracking from the proposed access point demonstrating that two cars can pass in the access and internally, with clarification regards larger vehicles and movements.
- Detailed swept path *within* the live/work units site for larger vehicles with clarification on refuse collection arrangements.
- Details of existing trip generation from the horticultural nursery use.
- Modifications to disabled parking bays and confirmation that the parking will remain unallocated.

In the absence of a Stage 1 Road Safety Audit being submitted alongside the application, the LHA raises an objection to the proposed development on the followings grounds:

- The Applicant has failed to demonstrate that safe and suitable access can be achieved, contrary to paragraph 32 of the National Planning Policy Framework

Please ask the applicant for this additional information and re-consult.

Katie Kurek
Planning Services