

Toddington Farm

Transport Response to West Sussex County Council

1. A number of comments have been raised relating to transport issues by West Sussex County Council (WSCC) for the Toddington Farm redevelopment project (planning application reference: LU/17/162). This note provides further information and clarification in response to these comments.

Key issues raised by WSCC and responses

2. The key transport issues are summarised below in blue with the response provided in black.

Road Safety

3. *While a swept-path diagram is provided showing the manoeuvre of a service vehicle within the site, the problem raised in the RSA recommends that such vehicles will be able to manoeuvre to and from the development access safely. As such, a further swept-path diagram should be provided for the vehicular access where it meets Toddington Lane.*
 - A swept path (drawing 30917/AC/001B) illustrating service vehicles accessing and egressing from the vehicular access on Toddington Lane is provided as part of this document.
4. *A drawing showing visibility splays has not been provided. This is required.*
 - Drawing 30917/AC/003 showing the visibility splay at the vehicular access is provided as part of this document. Vehicles will slow as they approach the bend therefore adequate visibility is provided as shown on the drawing.
5. *The RSA recommends that the steps be removed and ramped access provided as an alternative – please show this.*
 - A ramp has been provided as shown on the attached revised ECE Architecture drawing.
6. *A footway is shown around the boundary of the site adjacent to Toddington Lane. However, it is not shown connecting to the wider footway network to accord with the pedestrian desire-line (west of the site towards shops/services/bus route etc.). The site is required to provide a continuous link and cannot rely on other development proposals that might or might not build their infrastructure prior to the application site, the subject of this proposal. Therefore, a plan showing a continuous footway link from the site running west should be provided.*
 - Drawing 30917/AC/004 shows a continuous footway link from the site running west to the Hollyacres phase one construction. However this cannot be delivered as part of the Toddington Farm development because it requires third party land outside the control of the applicant.

- We do not believe that the footway is essential to allow the development to proceed. However the applicant would be willing to make a S106 contribution for the highway authority to provide a footway link between the footway proposed as part of the Toddington Farm development and the Holyacres phase 2 development. The highway authority could then complete the footpath between the Toddington Farm site and Hollyacres site in due course if they believe that it is necessary.
- The Toddington Farm development will provide a continuous footway along its frontage providing access towards the existing level crossing.

7. *In most cases, signage can be attended to at the detailed design stage. However, as the railway crossing is so close-by and has specific signage requirements and a polemounted camera, the applicant should provide this detail now for consultation to ensure that it is properly and safely accommodated alongside the development proposal.*

- Based on an assessment carried out via Google Streetview, the visibility of outbound vehicles at the site's vehicular access would not be compromised by the existing signs. There are two existing signs located to the north of the vehicular access but these would be relocated as part of the implementation of the proposed footway along the side frontage.

Development layout and further detailed assessment of access

8. *The proposed development layout is shown on drawing title "Site Layout Proposed" No. 6436 (00) 002 Revision 'D' produced by ECE Architecture. The first section of access road is shown as a 'shared surface' intended for joint-use by vehicles and pedestrians sans footways. Although a footway is shown running to the north of the access, terminating where it meets the revised junction, it introduces pedestrians into the path of vehicles emerging from the site where visibility does not appear to be provided. Furthermore, there is no demarcation of where the access road becomes shared surface – this needs to be shown. This should be amended to bring the footway into the access road with a change in surfacing from traditional access road to shared surface just past the bellmouth (basically, the shared surface shown in blockwork should be constructed shown raised above the level of the blacktop to be provided in the initial part of the bellmouth). A demarcation line should also be shown highlighting the extent of public highway where it meets private land. Finally, visibility at the point pedestrians emerge to the access road should be shown. Blockwork should only be shown west of the appropriate demarcation line indicating where the shared surface starts.*

- Please see attached revised ECE Architecture drawing.

9. *Scrutiny of the plan showing access where it joins Toddington Lane reveals that visibility splays have not been shown. These should be provided in accordance with guidance contained in Manual for Streets. A 2.4m 'x'/minor road distance would be suitable on this occasion for the number of dwellings proposed. Based on a 30mph speed limit on this section of Toddington Lane, this will necessitate re-locating plots 1-3 as they would obstruct the 'y'/major road distance of 43m in the trailing traffic direction (looking north from the access road). A visibility splay should also be provided in the leading traffic direction looking south from the entrance. Any vegetation or landscaping in advance of the splays should also be carefully considered to prevent obstruction of said visibility splays. Anything other than grass would need to be considered by way of a 'licence to plant' if shown on land forming part of the public highway which would need to be discussed with the Local Highway Manager at WSCC. Pedestrian visibility splays should also be shown either side of any pedestrian access points.*
 - Drawing 30917/AC/003 showing the visibility splay at the vehicular access has been provided as part of this document. Pedestrian inter-visibility splays are shown on drawing 30917/AC/005.
10. *A footway is shown running northwards from the access point, terminating at the western end of the site adjacent the former Hollyacres Nursery site. The currently scales at 1.5m wide – it should be 2.0m wide. Also, any path should be shown connecting to the existing footway currently terminating where Phase 1 of the Hollyacres site has been built. If the applicants intend to construct and occupy their site in advance of Hollyacres Phase 2 being built, then they will need to provide a suitable footway connection westwards from their site connecting to the one already built. A plan showing how they will be able to provide such a footway is required.*
 - See response to point 6.
11. *With regard to the configuration of the houses within the scheme, seven of these are shown fronting Toddington Lane. Given that the parking for these properties is shown behind them and given that on occasion, some residents tend not to favour this arrangement, possibly leading to parking on the highway, it is recommended the layout be re-configured to show the majority of houses facing inwards with parking to the front of them. This is particularly important given that the site is on a bend in Toddington Lane where on-street parking should be discouraged as far as is practicable for road safety reasons. It may be that the LPA would wish for some frontage development so early discussion with the planning case officer and, indeed, the CHA should be undertaken. If some housing is retained facing the road, careful design of car parking for those properties should be given. Also see comments below about parking.*
 - The proposed layout follows the principles of the Hollyacres development with houses fronting Toddington Lane and parking to the rear. Also there is a level difference between the site and Toddington Lane along much of the frontage and therefore it would not be attractive for residents to park on Toddington Lane. Appropriate car parking is provided for these properties in convenient locations within the site. Direct access is provided to the residential units via car barns and from their allocated parking spaces.
12. *Steps down to Toddington Lane – These should be removed and replaced with a suitably dimensioned and gradient ramp to suit all users. Visibility should be provided where this path emerges to the back of the footway running around the boundary of the site and consideration given to a possible safety barrier that might be required.*

- A ramp has been provided as shown on the attached revised ECE Architecture drawing.
- Pedestrian visibility is illustrated in drawing 30917/AC/005.

Parking

13. *As documented above, the location of some of the parking spaces could lead to indiscriminate parking on the public highway on a bend in the alignment of Toddington Lane and possibly close to the railway crossing. Also, the parking spaces dimensions are too short (they should be 2.4m wide by 4.8m long – slightly wider where they immediately adjoin buildings/walls etc.). Also, it cannot be determined how large the car barns are. Manual for Streets recommends 3m wide by 6m long. Visitor parking is lacking in certain parts of the layout (particularly for plots 4-10). This should be looked-at again. The applicant should also set-out how parking numbers have been established. The WSCC Parking Calculator should be used. Finally, parking and access arrangements for Toddington Farm cottages need to be shown alongside that for the new development to see if both work alongside one-another.*

- The proposed layout follows the principles of the Hollyacres development with houses fronting Toddington Lane and parking to the rear. Also there is a level difference between the site and Toddington Lane along much of the frontage and therefore it would not be attractive for residents to park on Toddington Lane. Appropriate car parking is provided for these properties in convenient locations within the site.
- The dimensions of the proposed parking bays are approximately 3.0m in width and 4.9m in length which are larger than the aforementioned 2.4m x 4.8m recommended dimensions.
- Generally, the dimensions of the proposed open car bars are 3.1m in width and 6.3m in length. It is noted that the car barns located at the west end of the site are 3.1 m wide and 9.4m long. These dimensions are larger than the aforementioned 3.0m x 6.0m recommended dimensions.
- Three on-site visitor car parking spaces have been proposed and will be within a short walk from all the residential units. The parking spaces have been provided in accordance with WSCC standards.
- The proposed car parking provision (21 car parking spaces) has been determined in accordance with the WSCC Parking Calculator as stated in paragraph 2.3.6 of the Transport Statement.
- The access and parking arrangements for Toddington Farm cottages will continue to be undertaken as per the existing situation.

Street lighting

14. *Additional street lighting columns will need to be provided on the highway alongside the development – and possibly south of the access point. A plan should be provided to the LPA and CHA to consider. The LPA should also show this plan to Network Rail for their comments given proximity of the railway crossing to the site. SSE Contracting would be able to provide a street lighting scheme design. Please note that a charge is likely to be made for this.*

- Network Rail is not a statutory consultee.

Traffic Regulation Order (waiting restrictions etc.) contribution

15. *To deter possible on-street parking from taking place if it is caused by the development after occupation, a suitable sum of money (currently circa. £8000) towards a possible Traffic Regulation Order (TRO) for waiting restrictions should be secured from the development and retained for a set period of time. This should be secured by S106 Agreement.*

- Sufficient car parking is provided for the proposed residential units within the development.

Network Rail

16. *Given the proximity of the railway and railway crossing, Network Rail should be consulted for comments about the proposal.*

- Network Rail is not a statutory consultee for the Toddington Lane proposals. The proposed development will not result in any noticeable impact on the local highway network and will therefore not impact on the volume or character of traffic using the level crossing over the railway, nor is the site located within 10 metres of railway land.
- The adjacent Hollyacres site directly neighbours the railway line. As such Network Rail were a statutory consultee for the redevelopment which sought permission for 63 residential dwellings (ref: LU/116/13). However we understand that Network Rail provided no consultation response to the planning application. As such, due to the size and location of the Toddington Lane scheme, it is not necessary for Network Rail to be consulted.

Drawings

T:\30000_Projects\30917 Toddington Farm\ACAD\001_B.dwg



Vehicle used

Phoenix 2-23W (with Elite 2 6x2ML chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 10.250m

This drawing has been prepared for planning purposes and should not be used for construction.
It should be read in conjunction with TPP e-mail of 09/05/17.

BASED ON ORDNANCE SURVEY MAPPING AND
REPRODUCED BY TRANSPORT PLANNING
PRACTICE WITH THE PERMISSION OF THE
CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on drawing number site plan. TPP REF - IN_09.

TODDINGTON FARM

Swept path analysis of 10.5m refuse vehicle
accessing and egressing site

SCALE @ A3 1:500
0 5 10m

DATE
09/05/17

DRAWN BY
LD

CHECKED
ML

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk

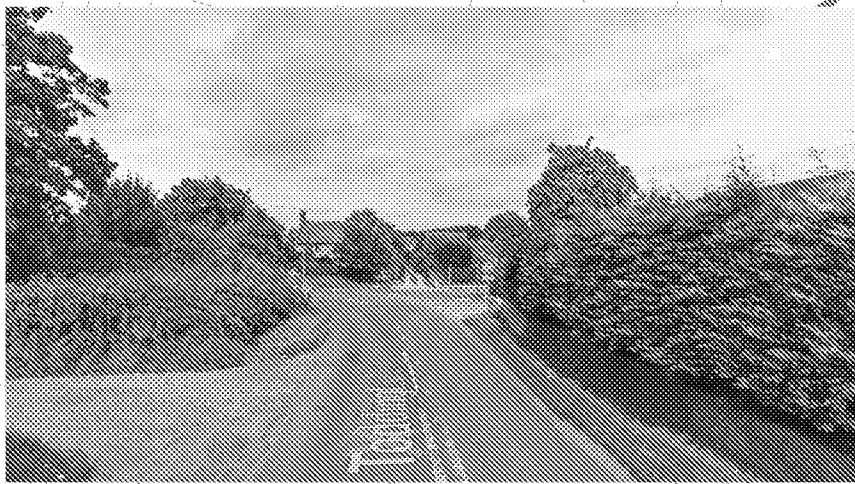


DRAWING NUMBER

30917/AC/001

REV

B



- 2.4m x 30m achievable visibility splay
- Bend radius of 16m restricts vehicle speed to 16mph (based on Kent design standards)
- Manual for Streets requires visibility of 18m with a 16mph speed
- hence visibility splay adequately achieved.



Site

- 2.4m x 43m visibility splay
- Visibility splay achieved based on 30mph standard from Manual for Streets

Level crossing

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP e-mail of 23/08/17.

TODDINGTON FARM

Site access visibility splays

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk



SCALE @ A3 1:500
0 5 10m

DATE
23/08/17

DRAWN BY
LD

CHECKED
LB

DRAWING NUMBER
30917/AC/003

REV
-



Indicative end of Hollyacres
Phase 1 footway

Footway between Hollyacres
Phase 1 and Phase 2

Footway between
Hollyacres Phase 2
and site boundary

Footway from site boundary
(north-west) to vehicular
access

Site

Toddington Lane

This drawing has been prepared for planning purposes and should not be used for construction.

TODDINGTON FARM
2m wide pedestrian footway

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk



SCALE @ A3 1:500
0 5 10m

DATE
25/09/17

DRAWN BY
LB

CHECKED
ML

DRAWING NUMBER
30917/AC/004

REV
-

BASED ON ORDNANCE SURVEY MAPPING AND
REPRODUCED BY TRANSPORT PLANNING
PRACTICE WITH THE PERMISSION OF THE
CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on drawing number Site Plabn. TPP REF - IN_09.

T:\30000_Projects\30917 Toddington Farm\ACAD\004.dwg
ARUN DISTRICT COUNCIL LU/162/17/PL



Site

This drawing has been prepared for planning purposes and should not be used for construction.

Pedestrian visibility splays

70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER

30917/AC/005

| REV

—

SCALE @ A3 1:250

A horizontal scale bar with a black and white checkered pattern. It is marked with '0' at the left end, '2.5' in the middle, and '5m' at the right end.

DATE _____

25/09/17

DRAWN BY

LB

CHECKED

ML

BASED ON ORDNANCE SURVEY MAPPING AND
REPRODUCED BY TRANSPORT PLANNING
PRACTICE WITH THE PERMISSION OF THE
CONTROLLER OF HMSO © CROWN COPYRIGHT

Based on drawing number Site Plabn. TPP REF - IN_09.

T:\30000_Projects\30917 Toddington Farm\ACAD\005.dwg

ARUN DISTRICT COUNCIL LU/162/17/PL