

Highway Access Report

Broomhurst Farm,

Lyminster Road,

Lyminster,

West Sussex,

BN17 7QQ



Client: David Hamort

Ref: 7935

Date: July 2019

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Schedule of Appendices

- A Existing Site Access Plan
- B Proposed Site Access Plan

Issue	Issue date	Compiled	Checked	Authorised
Draft	23 rd July 2019	RF	RW	LNS

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1 Introduction

- 1.1 This report has been prepared by GTA Civils & Transport Ltd for David Harriott in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by David Harriott to prepare a Highway Access Report in connection with the proposed development of residential site with associated parking and landscaping at Lyminster Road, Lyminster, BN17 7QQ.
- 1.3 The proposed site area is shown in **Figure 1.1** below. The site is currently used for agricultural purposes. An existing residential access is proposed to be widened and improved to provide a simple priority junction to access the site.

Figure 1.1 Site Location in Lyminster



Proposed Scope of Report

- 1.4 This Scoping Report (SR) has been prepared to inform a discussion with West Sussex County Council (WSCC) in order to agree on the scope of a Transport Report, required to support a planning application for a proposed priority junction access on land at Broomhurst Farm, Lyminster Road, Lyminster. Throughout, the project team will engage and liaise with David Harriott and other relevant third parties, such as WSCC, bus operators, etc.
- 1.5 The full Transport Report is proposed to cover the following general scope of work:
- Visit the site and assess access arrangements;
 - Review the local Highway Network;
 - Review existing access including width, visibility requirements;
 - Assess local accident data;
 - Prepare an access drawing;
 - Provide footpath and kerb details;
 - Prepare Transport Statement Scoping document for discussions with WSCC;
 - Arrange comments/site meeting with WSCC;
 - Update scope following comments/meeting.

Policy Context

- 1.6 This Transport Statement has been written in accordance with the following policy documents:
- National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - West Sussex Local Transport Plan;
 - Arun District Council Core Strategy Development (2005).

2 Existing Situation

- 2.1 The full TR would add further detail on the overview provided below. The existing site location plan can be seen in **Appendix A**, with the proposed access identified by a pin, approximately 50m north of the existing access on Lyminster Road.

Local Highway Network

- 2.2 Lyminster Road (A284) is a single carriageway that is located in the west of the village of Lyminster. It is a through, A-road connecting the Wick roundabout in the south to the Crossbush roundabout in the north. The existing access of Broomhurst is currently a no-through road, ending at a private farm. This is shown in **Figure 2.1** below.

Figure 2.1 Local Highway Network in Lyminster



- 2.3 Lyminster Road (A284) connects to the A27 approximately 300m to the north at the Crossbush Roundabout, and the A259 approximately 2.5km to the south at the Wick Roundabout. Lyminster Road is subject to 40mph speed restrictions.

Bus and Rail Services

- 2.4 The nearest bus stop is located opposite the site on Lyminster Road approximately 75m (1-minute walk) south. **Table 2.1** depicts the connections from Brookfield below.

Table 2.1 Bus Services from Brookfield

Services	Destinations Served	Weekday Frequency	Saturday Frequency	Sunday Frequency
9	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	Approximately Every 60 Minutes	Approximately Every 60 Minutes	Approximately Every 60 Minutes

Walking & Cycling Network

- 2.5 Within Lyminster, there are few local facilities and essential services that will be accessible. Whilst Manual for Streets suggests 800m as being the target distance to amenities in new developments, NPPF states that walk can be the most attractive alternative for short distance car trips up to 2km, and cycle for distances up to 5km.
- 2.6 The local footway network connects the site to Crossbush Services as well as Lyminster village centre. The footways are in good condition and feature a good level of street lighting.

Accident Data

- 2.7 Accident records for the local highway network in the site vicinity were reviewed for the 3 years 2016-2018. There have been 2 recorded accidents in the past 3 years within a 200m radius of the proposed site. This can also be seen in **Figure 2.2**. The site is approximately outlined in red.

Figure 2.2 Crash Accident Data



- 2.8 Because the incidents do not relate to access, these incidents within Lyminster can be considered to be isolated events. There is no evidence that the proposed development would lead to an increase in the risk of accidents.

3 Proposed Development

Proposed Site

- 3.1 The existing site will remain the same, with alterations to the access into the farmstead only.

Proposed Access

- 3.2 It is proposed that a new priority junction will be installed on Lyminster Road, north of the existing access splay. This is to provide access to the farmstead and will comply with WSCC and Manual for Streets (MfS) standards.
- 3.3 The existing access is currently substandard, due to the poor visibility to the south. Currently, the access serves Broomhurst Lodge and Broomhurst Farm, as well as a right of access for the occupants of Brooklawn.
- 3.4 The proposed access will serve both Broomhurst Lodge and Broomhurst Farm, while the existing access will be retained as a right of access for Brooklawn, primarily for deliveries. Brooklawn retains a private access located approximately 120m south of the existing access. The proposed access will comply with DMRB standards and aims to reduce most of the existing traffic generated by the farm and residential dwellings.
- 3.5 Currently, the access road measures at approximately 3.5m in width. This is also the measure of width of the proposed access.
- 3.6 Preliminary access design will be carried out with reference to (as appropriate): DMRB standards and technical advice; and s38/s278 of the Highways Act 1980.
- 3.7 The proposed access / improved junctions were subject to an EC RSA1 that was completed in July 2019 and Designer's Response that raised no issues.

Visibility Splays

- 3.8 It is proposed that a new priority junction will be installed on Lyminster Road, north of the existing access splay. This is to provide access to the farmstead and will comply with WSCC and Manual for Streets (MfS) standards.
- 3.9 The access has good visibility in each direction at Lyminster Road as the road is mostly straight. Because the road is subject to 40mph speed restrictions, a stopping sight distance 120m is required in both directions as per DMRB standards.

Proposed Drawings

- 3.10 The junction has been produced with MfS and DMRB standards and aims to improve the overall safety of the junction. The proposed access junction can be seen below in **Appendix B**.

4 Development Impact

Vehicle Distribution

- 4.1 Traffic distribution will not increase or decrease as a result of the development. It will simply distribute all vehicles associated with the farmstead to the proposed access in the north, leaving the existing access used as a right of way by the occupants of Brooklawn. The access will grant increased visibility to the south, which the existing access currently does not possess due to a high-rising wall and fence.
- 4.2 Because of this, there will be no new trips associated with this development.

5 Conclusion

- 5.1 The site is currently used for agricultural purposes and it is proposed to develop a new access to the farmstead.
- 5.2 The report sets out the location of the site and outlines the transport provisions currently in place in the vicinity. A new access is proposed in compliance with WSCC design standards, Manual for Streets and DMRB standards.

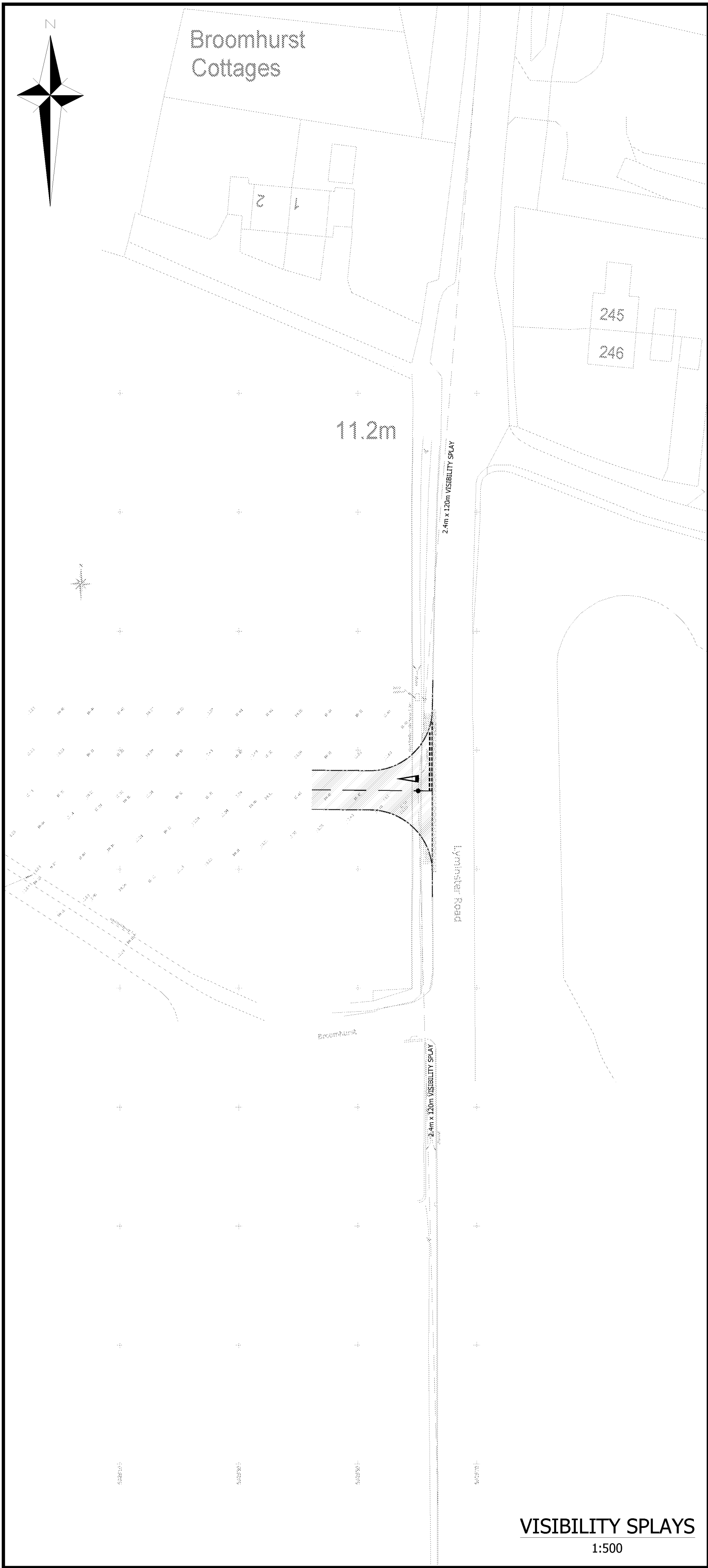
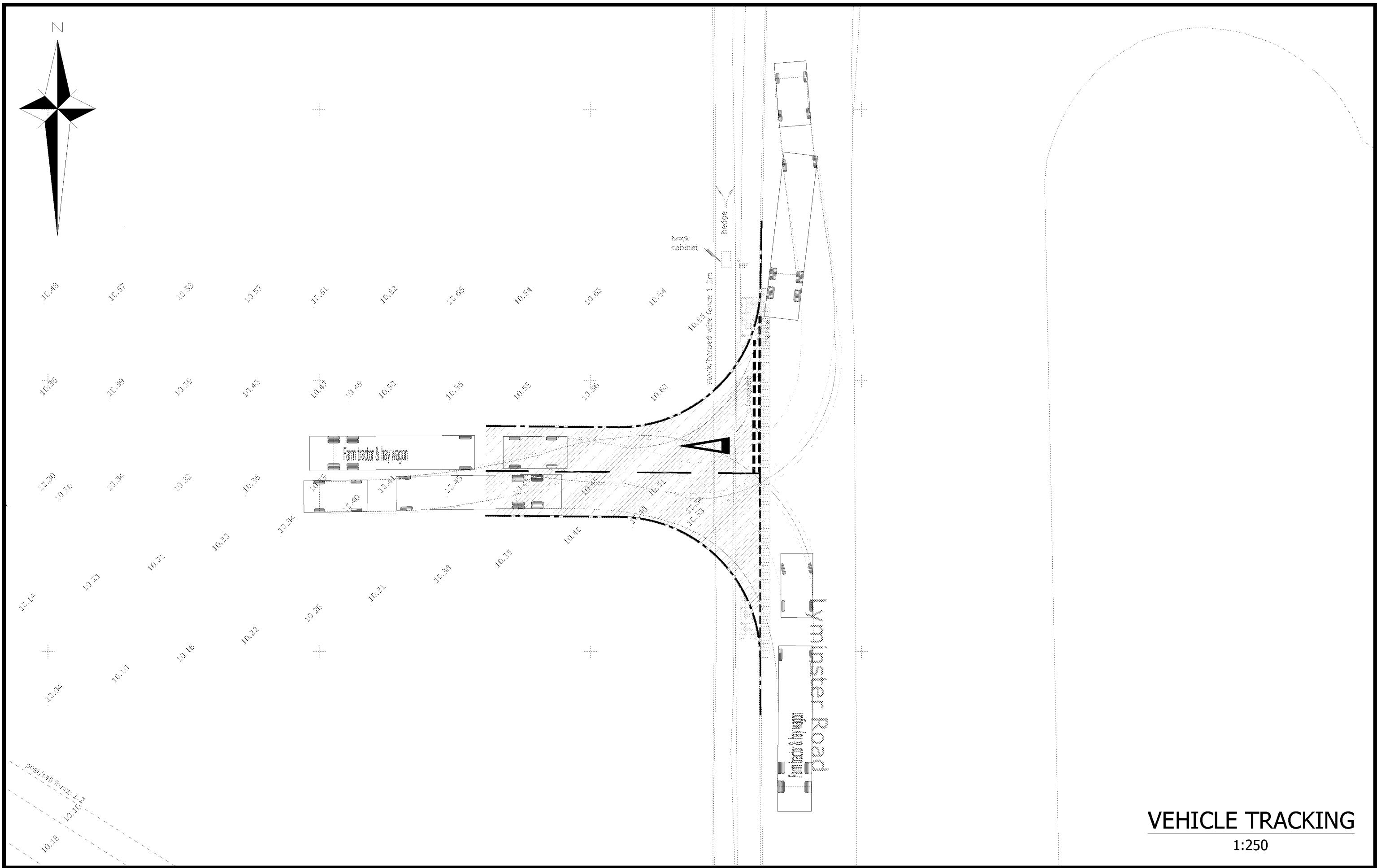
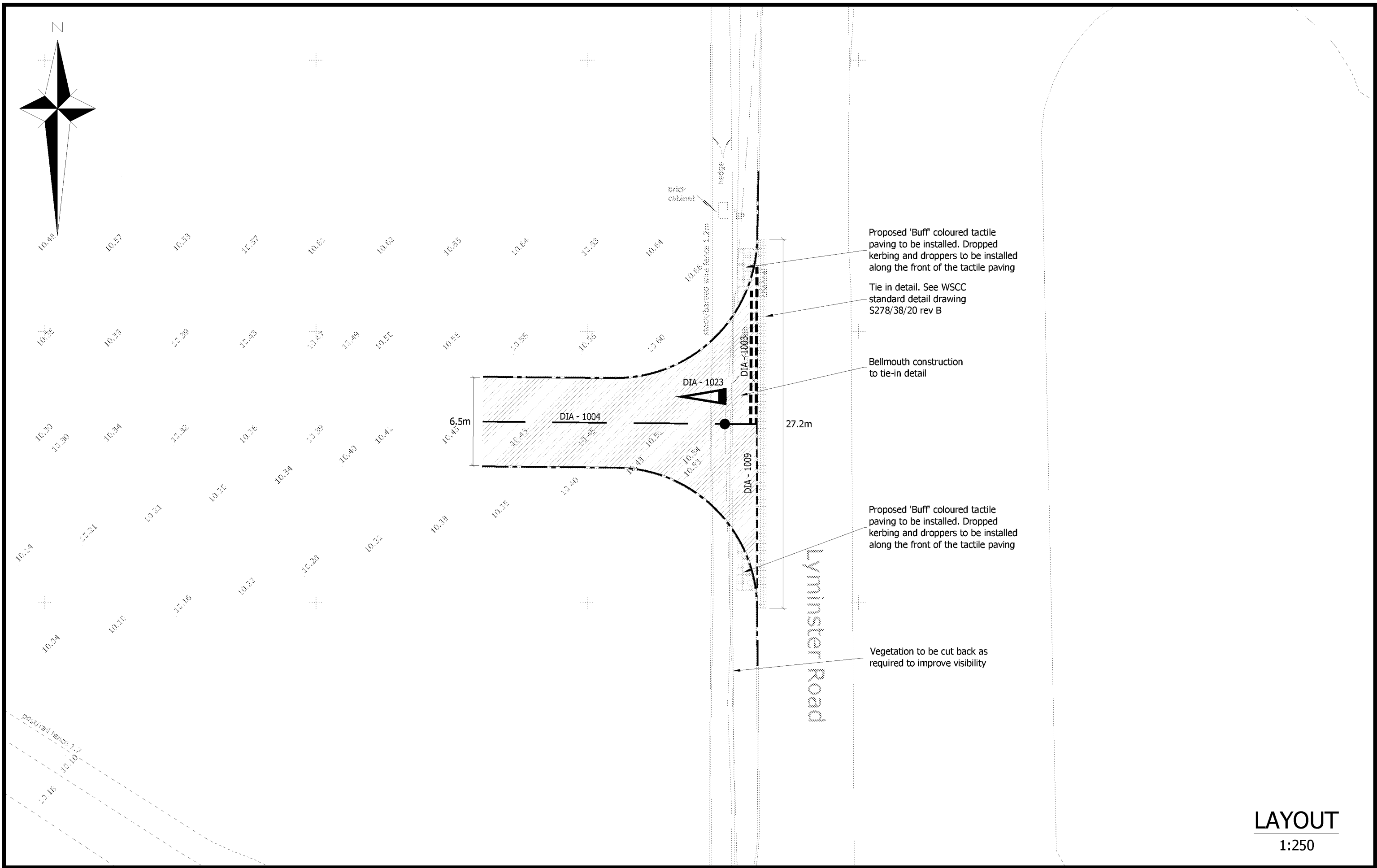
Appendix A

Existing Site Access Plan

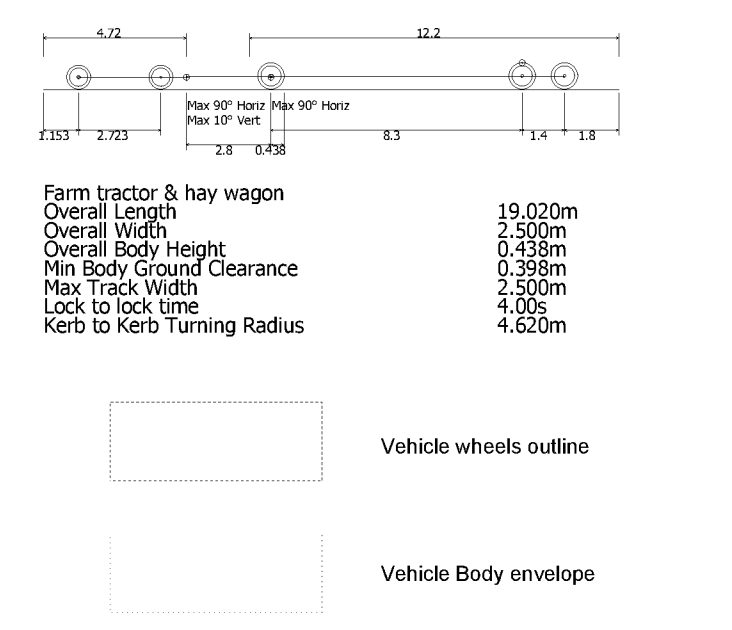


Appendix B

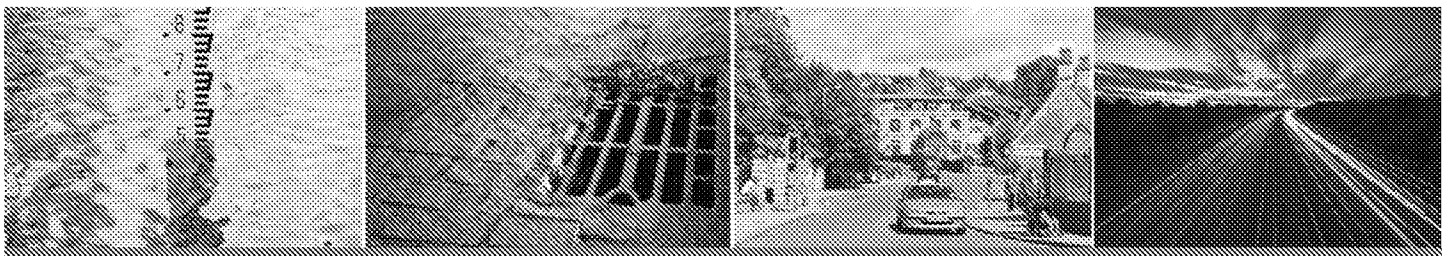
Proposed Site Access Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
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FOR PLANNING					
Client					
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Architect					
Project					
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Title					
ACCESS PLAN					
Date		Scale @ A1		As Shown	
JUNE 2019					
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Civil Engineering - Transport Planning - Flood Risk