

Design & Access Statement

Proposed Highway Access,

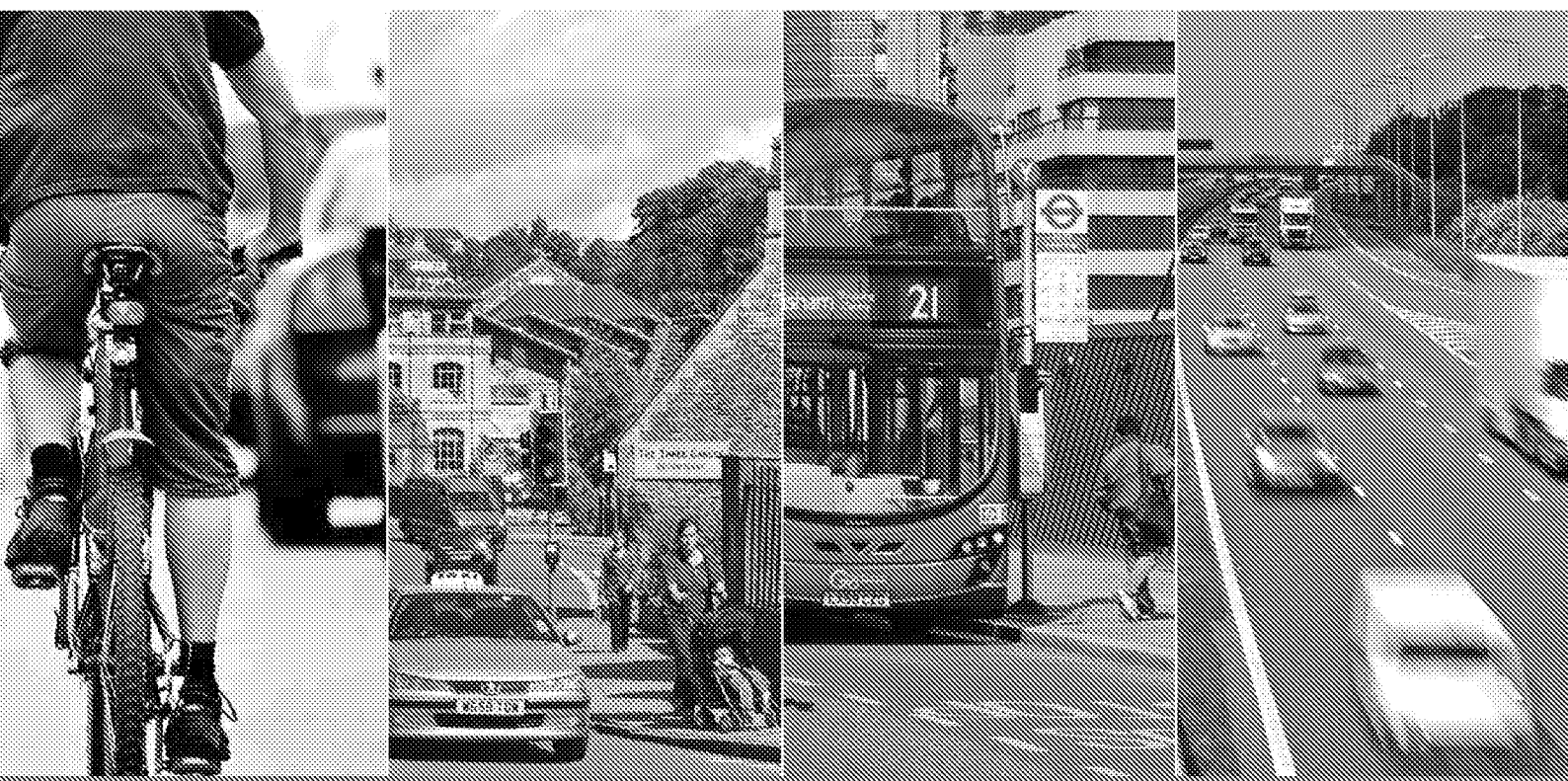
Broomhurst Farm,

Lyminster Road,

Lyminster,

West Sussex,

BN17 7QQ



Client: David Hamort

Ref: 7395

Date: July 2019

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Executive Summary

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- B Proposed Junction Layout

Issue	Issue date	Compiled	Checked	Authorised
Draft	17 th July 2019	RF	ART	LNS
Planning	6 th April 2020	Folkes Architects		

1 Policy

- 1.1 The proposed access priority junction has been designed to be compliant with DMRB standards for visibility in order to ensure the design is safe and built to national standards.

West Sussex Transport Plan (2011-2026)

- 1.2 WSCC Transport Plan includes four strategies that guide our approach to maintaining, managing and investing in transport. The key points of each strategy show how we will seek to achieve our main objective throughout the lifetime of the Plan.

Promoting Economic Growth

- ⌞ Maintain or improve the reliability of journey times on key routes
- ⌞ Improve connectivity and access to local labour markets and key centres
- ⌞ Deliver transport improvements to support and facilitate sustainable growth
- ⌞ Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change

Tackling Climate Change

- ⌞ Adapt transport infrastructure to increase its resilience to the effects of climate change
- ⌞ Support new low emission fuels, infrastructure and technologies
- ⌞ Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport
- ⌞ Reduce the need to travel at all by encouraging provision of local services
- ⌞ Reduce the carbon footprint of the County Council's own operations
- ⌞ Maximise reuse and recycling of materials in construction and maintenance

Providing Access to Services, Employment & Housing

- ⌞ Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate;
- ⌞ Work in partnership with service providers and stakeholders to set priorities
- ⌞ Ensure that accessibility is a central consideration when planning local services
- ⌞ Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development
- ⌞ Enable disadvantaged people to access employment opportunities, key services, social networks and goods
- ⌞ Encourage local delivery of services so that people have to travel less

Improving Safety, Security & Health

- ⌘ Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users
- ⌘ Reduce crime, fear of crime and antisocial behaviour on the transport network
- ⌘ Reduce the negative impacts of transport on public health
- ⌘ To encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education
- ⌘ Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users

Arun Transport Study Stage 3 (2016)

- 1.3 Section 5 relates to junction mitigation and results and begins by outlining the importance of safety mitigations and sustainability at proposed junctions. The plan summarises good practises for proposed junctions with the Arun district that meet the criteria derived from the NPPF.

2 Location and Purpose

- 2.1 The proposal is for a new priority junction to be constructed in place of an existing priority junction approximately 40m to the north. At present, the existing access is substandard due to the poor visibility to the south. This is especially difficult for the type of vehicles using this access, mainly large farm vehicles and deliveries. The site is a busy farmstead, with access being used by the 3 residential dwellings and associated farm traffic. The proposal will provide a safer access onto the A284 for all vehicles accessing Broomhurst Farm by providing an access with standard visibility in both directions on Lyminster Road. The existing junction location is shown in Appendix A.
- 2.2 It is proposed that the existing priority junction serving Broomhurst Farm will be retained to serve the residential dwelling of Brooklawn as a right of access, primarily for deliveries. This means all traffic besides the deliveries to Brooklawn will be mitigated through the proposed access onto Broomhurst Farm. Brooklawn has a private entrance located approximately 120m south of the existing access. This will be safer than the current situation as the residential dwelling has a low number of trips and it will only generally be used by cars with very infrequent larger vehicles requiring access. The existing access is shown below in Figure 1.1.

Figure 1.1 Existing Junction at Lyminster Road



- 2.3 There is no associated development with the priority junction, the purpose is solely to improve visibility to the south and there is not anticipated to be any increase in traffic as a result of the development.

- 3.5 The advantages of the proposed priority junction over the existing arrangement of the southern priority junction are:
- ¿ Greater visibility at the access in both directions compared to existing junction
 - ¿ Allows access for large service and delivery vehicles
 - ¿ Reduced risk of collisions for traffic turning onto the A284 at the proposed development
 - ¿ Increase pedestrian safety from existing cyclists utilising the footway
 - ¿ Meet objectives within the Policies of the West Sussex Transport Plan and Arun Transport Study Stage 3
- 3.6 Swept path analysis has been used in order to ensure that HGVs can pass through the proposed access.
- 3.7 A full-sized diagram of the proposed junction layout, visibility and vehicle tracking is shown in Appendix B.

4 Scale

- 4.1 The proposed priority junction has been designed to fit into the area of the existing highway network.
- 4.2 It should also be noted that the approved A284 Lyminster Bypass extension has been granted permission and will entail increased quantities and sizes of vehicles passing the existing access. The proposed priority junction will be larger than the existing access with increased visibility to reduce the risk of collisions that the existing access poses.

5 Landscaping

- 5.1 All existing grass verges and trees will be maintained where possible. A pedestrian crossway will be installed over the priority junction to continue the local footway network. This will result in the loss of some landscaping as the junction is proposed to the field to the north, approximately 50m of the existing junction. There are no other proposed changes to the existing highway within the vicinity of the proposed access.

6 Appearance

- 6.1 Kerbing and road surfacing will be completed to match the existing Lyminster Road with matching kerb types. Proposed 'Buff' coloured tactile paving will be installed and dropped kerbing and droppers to be installed along the front of the tactile paving.
- 6.2 Sussex flint and brick walls up to a height of 2.5-2.7m, adjusted to suit slightly sloping ground levels, will be provided alongside the proposed access of a matching style to that of neighbouring properties to the South. Further away from Lyminster Road, the walls will instead be close boarded timber fencing punctuated with brick piers and characterised with a 0.5m high brick plinth.
- 6.3 Two 2.5x1.2m signs will be set into the forward-most section of flint wall, denoting the new entrance to Broomhurst Farm, and will be lit by small external signage lights, angled down.

7 Access

- 7.1 The proposed access will lie approximately 40m north of the existing access on Lyminster Road. The existing access will remain and be used to serve deliveries at Brooklawn. Brooklawn maintains a private access approximately 120m south of the existing access. The proposed access will mitigate all existing traffic serving Broomhurst Farm with only deliveries to Brooklawn utilising the existing access. Due to the nature of the vehicles utilising the proposed access, this will provide greater visibility and create a safer access for vehicles using Lyminster Road.

8 Construction

- 8.1 The proposed priority junction will be constructed using kerbing and surfacing in character with the existing carriageway.
- 8.2 The proposed priority junction will require landscaping and resurfacing, as well as the required drainage.
- 8.3 A contractor's yard will be provided on site, and all loading and unloading will take place off the highway within the farmstead.
- 8.4 Minimal traffic control will be required for the construction period. This will be managed by operatives on site in order to ensure the minimum impact to the traffic.
- 8.5 Appropriate materials will be used for the construction to keep Lyminster Road to maintain the roads character. All materials removed from the site will be disposed of properly by an approved party.

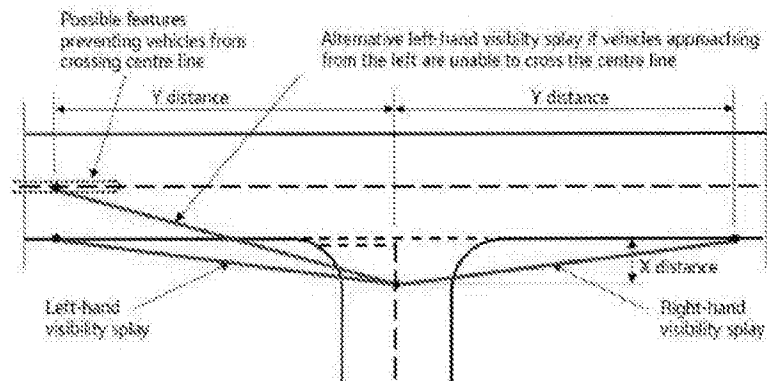
9 Context and Planning

- 9.1 The proposed junctions are being developed in order to increase visibility at the priority junction into Broomhurst Farm, increase the width of the access and mitigate the farmstead traffic through the existing access.
- 9.2 The priority junction will not change the character of Lyminster Road but will create a safer turning head for HGV's accessing Broomhurst Farm. The proposed priority junction will also provide greater visibility, for not only those turning onto Lyminster Road, but those driving on Lyminster Road.
- 9.3 In regard to the WSCC Local design guide, the priority junction is in line with the below in Section 4 and Section 5:

Section 4: Visibility

- 2 In terms of junctions and accesses, the level of visibility is assessed by measuring 'X' and 'Y' distances which together provide the visibility splays. The X distance is the distance measured back down an access or junction arm, taken either from the kerb line of an access or the stop line of a junction. The Y distance is the level of forward visibility that that can be achieved and should be at least equal to the minimum stopping site distance adjusted for bonnet length (SSD) as indicated in Table 1 below.

- 2 Pedestrian visibility is beneficial where a footway is likely to run along the frontage of a development that proposes a new driveway or access, particularly where there is expected to be high levels of pedestrian movement. Ideally therefore, pedestrian visibility splays shall be incorporated by ensuring adjacent site boundaries remain free of obstructions in excess of 0.6 metres in height.



Source: Manual for Streets 2007, fig 7.18a

Speed (mph)	20	25	30	37	43*	53	60
SSD adjusted for bonnet length	25	33	43	59	120	160	215
Source of National Guidance	Manual for Streets				Design Manual for Roads and Bridges		

*Greater than 37mph less than 43mph

Table 1. Typical visibility requirements for a highway priority junction.

Section 5: Street Visibility & Width

- 2 Where appropriate, proposals should demonstrate whether the design of street widths are adequate for the type and flow of traffic they would be expected to accommodate. In order for the Highway Authority to consider the acceptability of such proposals, both preliminary and detailed designs must include vehicle tracking assessments that provide an analysis of the swept paths. Where proposals include layouts that might result in the overrunning of vehicles onto footways, the footway shall be constructed to a full carriageway specification throughout the effected extent.

- End of Report -

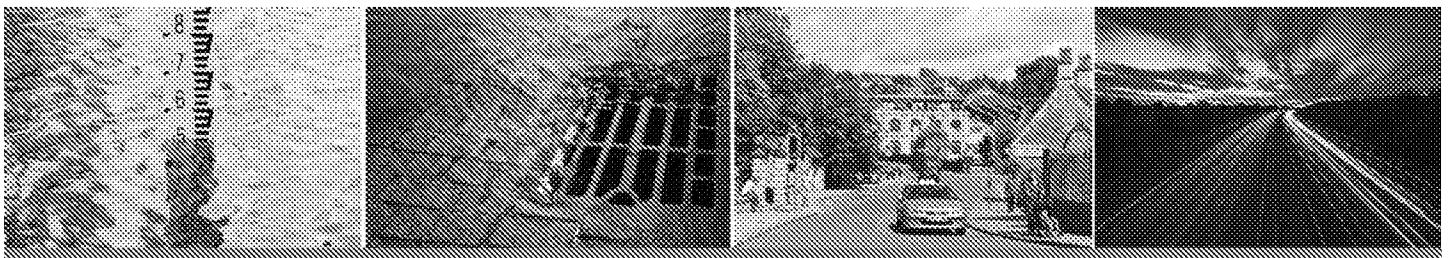
Appendix A

Existing Site Location



Appendix B

Proposed Junction Layout



Drainage - Flood Risk - Highways - Transport

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