

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                 | Arun District Council - FAO: Amber Willard                                                                                                                                                                                                                                                                                                              |
| <b>FROM:</b>               | WSCC – Highways Authority                                                                                                                                                                                                                                                                                                                               |
| <b>DATE:</b>               | 24 July 2026                                                                                                                                                                                                                                                                                                                                            |
| <b>LOCATION:</b>           | Paynters Croft Burndell Road Arundel YAPTON BN18 0HR                                                                                                                                                                                                                                                                                                    |
| <b>SUBJECT:</b>            | F/36/26/OUT<br>Outline planning application with some matters reserved (except for access and layout) for the erection of 40 No dwellings with vehicular access from Burndell Road, provision of associated open space, alongside landscaping, drainage infrastructure and associated works. This application is a Departure from the Development Plan. |
| <b>DATE OF SITE VISIT:</b> | Area known to officer                                                                                                                                                                                                                                                                                                                                   |
| <b>RECOMMENDATION:</b>     | More Information                                                                                                                                                                                                                                                                                                                                        |

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline application (access and layout) for 40 x dwellings on land at Paynters Croft. The application is supported by Transport Statement (TS) and Stage 1 Road Safety Audit (RSA). There is existing 2 x dwellings on site which will be demolished and thus net proposed increase of 38 x dwellings.

### **Site Context**

Under planning history F/5/21 for 23 x dwellings at the site was refused by the Local Planning Authority (LPA) for reason of adequate visibility not being demonstrated. As part of that application the LHA requested further information to demonstrate highway safety in the form of an RSA, visibility splays and pedestrian/cycle link to adjacent site (Abbotts Field).

F/4/20 (The Landings) for 1500 dwellings, care home, employment and local centre (inc. primary school) has been permitted on eastern side of Burndell Road and has secured several improvements to nearby pedestrian infrastructure including tactile paving to side road crossings and on-carriageway cycle lane markings.

Current application F/19/25 for 400 x dwellings, associated works including secondary school on land south Ford Lane also proposes improvements and contributions to sustainable transport infrastructure. Whilst the application is not yet determined, the LHA has raised no objection.

Burndell Road is 'B' classified, subject to 30mph and links Yapton, Barnham, Fontwell and A27 to the north with A259 to the south. A259 provides a link between Littlehampton and Bognor Regis. Burndell Road features footway on north-east side opposite the site. Burndell Road transitions to 40mph approx. 200m south of site.

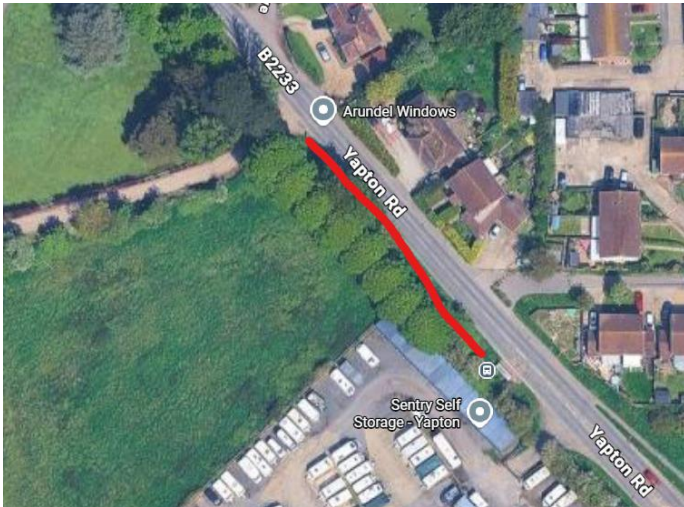
The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been several recorded injury incidents on B2233 with 2 x incidents recorded in vicinity of the existing site access. However, from an inspection of incident data it is clear that this was not due to any defect with the access or road layout.

### **Accessibility by non-vehicular modes**

Yapton village centre with park, pharmacy and local retail (Coop) is approx. 800m (10 minute) walk from the site access. The primary school is approx. 22 min walk, and a Travel Plan Statement should include exploration of linking with any Travel Plan the school may have in place.

The footway network provides access to nearest bus stops (Rollaston Park south of site and Fordwater Gardens north of site). These stops feature service between Chichester and Littlehampton. The stops at Rollaston Park north and southbound feature shelters and have recently been installed with RTPI (Realtime information boards). Under F/4/20 an uncontrolled (dropped kerb/tactile paved) crossing of Burndell Road has been secured to reach the northbound stop. It is noted that this development proposes an uncontrolled crossing south of the proposed access. Pedestrians wishing to reach Rollaston Park northbound stop could use this to cross Burndell Road but then would be required to cross back to

the western side of carriageway. To minimise requirement of crossing road twice and provide a continuous link on the pedestrian desire line, a linking footway (approx. 65m) could be provided extending from site access southward to the northbound Rollaston Park bus stop. It is not clear whether this application proposes this currently as some of the plans do appear to show a section of footway.



Footways are street lit, and some side road crossings feature uncontrolled crossing points. Other side road crossings have secured tactile paving improvements as part of F/4/20, including Drake Grove and Fordwater Gardens. There is then an existing uncontrolled crossing of Burndell Road approx. 50m north of Goodhew Close which facilitates pedestrian movement onward to Yapton village centre with existing dropped kerb/tactile paved crossing of side roads and mini roundabout along this route.

Under F/19/25 the LHA have advised that a contribution to RTPI at Fordwater Gardens bus stops is secured. As that application is not yet determined, the LHA advise this contribution is also secured under this application to ensure provision of access to high quality public transport as per para. 117 of National Planning Policy Framework (NPPF), regardless of the determination status of F/19/25.

### **Cycling**

National Cycle Route 2 runs along A259 south of the site. Proposed enhancements at Oystercatcher junction (currently under planning submission) would improve link from Yapton Road to A259 via 4-arm roundabout with toucan crossings and cycleway tie into NCN2. LTN1/20 states 5 miles is an achievable cycling distance for most which includes surrounding areas of Littlehampton and Bognor Regis. Barnham Train Station is also 2.1 mile/10-minute cycle to the north and features cycle parking.

It is considered that the site location lends itself to travel by non-vehicular modes for some and that securements under F/5/21 and F/19/25 (if approved) will further improve accessibility by foot and cycle. However, as a Transport Statement has been provided, the LHA advise a Travel Plan Statement (TPS) is also secured along with monitoring fee of £1765 via s106 agreement. Furthermore, a footway on western side of Burndell Road linking the site access to Rollaston Park northbound bus stop would improve direct access for those wishing to travel by bus and a contribution to RTPI at Fordwater Gardens stops would further improve public transport provision for residents.

### **Access Arrangements**

85<sup>th</sup> percentile speeds recorded under the previous application have been provided as 37.9mph northbound and 38.5mph. The Stopping Sight Distance (SSD) has been calculated using Manual for Streets 2 (MfS2) co-efficients rather than Design Manual for Roads & Bridges (DMRB). This is considered appropriate as per table 1.1 MfS whereby speeds of 40mph local context will be considered as to whether MfS principles should apply. Speeds are below 40mph, street lit footway, residential precedent and built up area and thus the LHA accept this method of calculating SSD which results in a splay requirement of 2.4m x 60m south and 62m north. The plans show splays of 60m north and 58m south and appears to be based on lower 85<sup>th</sup> percentile speeds (37.05mph northbound and 37.69mph southbound). Please amend the splays accordingly.

A pedestrian crossing point (dropped kerb/tactile paved) of Burndell Road is proposed south of proposed access and pedestrian visibility splays of 1.5m x 58m south and 60m north have been shown. The splays should be amended to accord with recorded 85<sup>th</sup> percentile speeds (60m south and 62m north). The TS states a 1.5m wide connecting footway is proposed to Rollaston Park bus stops to south

but this is not shown on the plans. Full extent of proposed linking footway should be shown on western side of Burndell Road linking from site access to Rollaston Park northbound bus stop as per comments in Accessibility by Non-vehicular modes section.

Swept path tracking plans show the proposed kerbed radii bellmouth access can accommodate two cars passing and can accommodate a refuse collection vehicle and fire appliance. Whilst the refuse collection vehicle crosses opposing carriageway, the frequency of manoeuvre and potential impact is considered negligible.

### **RSA**

3.1 – branches near footway at bus stop may obstruct pedestrian movement. Auditor recommends removal of low tree. No designer response has been provided. Pending clarification on proposed linking footway LHA also require that the Designer Responds to this issue using the table format in appendix F (F4/5) of GG119 (DMRB) so LHA can respond as Overseeing Organisation. Tree appears to be in highway boundary and thus can be cleared/cut back as part of s278 off-site highway works.

### **Trip Generation**

TRICs estimates that 23 two-way vehicle trips in the AM and 22 in PM peak hours could result from the development. As the vehicle movements at their peak are not anticipated to be over 30 in any one hour, the LHA would not require additional junction capacity testing. The vehicular movements are not anticipated to result in a 'severe' impact to the operational capacity of the nearby road network.

### **Internal Layout**

Swept path tracking shows two cars can pass within the site and turn to exit in a forward gear. Servicing vehicles (emergency servicing and refuse collection) can also undertake these manoeuvres. The tracking plan 'Refuse Vehicle Access' appears to show a light van in the key though actually tracking does appear to be for refuse collection vehicle.

Segregated footway is shown extending from site access along straight of internal access road and terminating at the first house plot/substation. No details of how this will transition to shared surface has been provided. Shared surface is considered appropriate in line with MfS para. 7.2.14 as this is a cul-de-sac and vehicle volumes are below 100 vehicles per hour. Nevertheless, as the application seeks approval for layout, details on the transition from segregated footway areas to shared surface should be provided, including detail of treatment where footways cross driveways (dropped kerbs?).

The shape of the land parcel means one main estate spine road will be provided with limited opportunity for looping interconnectivity. However, as per previous comments, applicant should explore providing pedestrian/cyclist link to the adjacent development to the north (Abbotts Field).

### **Parking**

Parking requirements have been assessed using Arun SPD based on 4 x 1-bed, 15 x 2-bed, 17 x 3-bed, 4 x 4-bed units. As the site is in PBZ1 this would require 2 x car parking space per 1, 2 and 3 bedroom unit (72) and 3 x spaces per 4 bed unit (12). In addition, 0.2 x visitor space per unit (8). Thus, total requirement for 92 x car parking spaces. It is stated that these are provided in a combination of driveways and garages. Floor plans have not been provided to assess where these may reduce total parking provision (as garages count as 0.5 space). Nevertheless, garages appear to be for 4-bed units where driveway lengths would be sufficient to provide additional parking if required.

8 x visitor bays are provided parallel to access road – could some be provided with additional access aisle hatching/lining in accordance with DfT Inclusive Mobility (5% total spaces should be accessible).

Cycle parking required at 1 space per 1 and 2 bed, 2 spaces per 3+ bed thus total requirement for 61 x spaces. TS states this will either be in garages or dedicated cycle stores. Detail of cycle parking/storage can be secured by condition.

### **Conclusion**

Further information is required as summarised below:

- Travel Plan Statement (or detail can be secured along with monitoring fee of £1765 via s106 agreement).
- Clarification/ plan of linking footway from site access to south Rollaston Park northbound bus stop (western side Burndell Road).
- Amended vehicular and pedestrian visibility splays (2.4m x 60m south and 62m north/ 1.5m x 60m south and 62m north)

- Commitment to s106 contribution to RTPI at Fordwater Gardens bus stops (£8,500 each).
- Designers Response to RSA.
- Explore cycle/pedestrian link from within site to adjacent site (Abbotts Field)
- Internal shared surface footway transitions details
- Some visitor bays to be marked up as accessible bays (DfT Inclusive Mobility compliant).

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

**Katie Kurek**

**West Sussex County Council – Planning Services**

PL- Consultation- WSCC Highways response



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**Cc:** [REDACTED]  
**Subject:** Response To Application Number F/36/26/OUT at Paynters Croft Burndell RoadArundelBN18 OHR

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Please could the attached response be distributed to the relevant case officer.

Regards

Katie Kurek

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