

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	2 February 2022
LOCATION:	Land West Of Yapton Lane Walberton
SUBJECT:	WA/2/22/OUT Outline planning application with all matters reserved, other than means of access, for the construction of up to 48 dwellings (30% affordable homes) and dental/doctors' surgery (Use Class E (e)). This application may affect the setting of a listed building & may affect the Walberton Village Conservation Area.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The application seeks outline planning permission with only matters of access to be approved in detail at this stage.

Reference is made within the Design and Access Statement to pre application discussions with WSCC Highways. WSCC have no record of any formal pre application advice having been given. Whilst informal advice may have been provided, there is no record of what this may have been in respects of.

Access

Vehicular access is proposed from Yapton Lane. Whilst the access is described in the Transport Statement, all of the appendices containing details including the associated visibility splays are not available. All appendices should be made available for viewing. Once available, further comments will be provided.

As is WSCC Highways Policy, a Stage One Road Safety Audit is also required. A Stage One RSA must be provided. The RSA submission must include a Designers Response as per the requirements of GG 119 (the over arching guidance for Road Safety Audits). Given the Designers Response requires WSCC to complete sections of this, it is recommended that the Designers Response is agreed directly between the applicant and WSCC, and then submitted as part of the planning application.

At present, there is insufficient information to comment further or accept the proposed access arrangement.

Traffic and Capacity Impact

Vehicular trip generation is based on the use of TRICS. TRICS is a large database of traffic surveys of other completed developments. The database can

be refined so as to use those sites reflective of the proposed development. In order for WSCC Highways to verify the trip rate, details of the site selection parameters should be provided. The appendix within the TS containing this information is however missing. This would need to be provided.

Notwithstanding the above, the TS details that the site is estimated to result in 26 two way movements in both the AM and PM network peak periods, these times being the most sensitive to change. It's apparent that given the potential trip generation and distribution, traffic associated with the development would disperse quickly across the network.

As a further comment, traffic surveys are quoted in 3.7 of the TS. The surveys are noted as having been undertaken in March 2021. Traffic levels at this time may still have been restrained by Covid 19 related measures. Ordinarily, WSCC would expect a developer to compare data collected during Covid 19 to pre-Covid 19 data. This would then demonstrate if the Covid surveys were representative of 'normal' conditions, or whether the surveyed data would need to be suitably factored up so as then to be comparable to 'normal' traffic levels. In this instance, the data is viewed with caution but a comparison would not be necessary. This is due to the surveyed traffic flows not being used for any specific purpose (i.e. traffic modelling) where the accuracy of the flow data itself is critical. The surveyed traffic data has in this instance been used only for the recorded speeds.

Accessibility by Sustainable Modes

Similar to other parts of the TS, the appendices that identify services within reasonable walking and cycling distance are missing. This information would need to be provided. Evidently from what is available in the TS and from using available mapping, Walberton village and it's associated services is within reasonable walking distance (which in this instance is considered as 1.6 km or 1 mile). There are few other day to day services within walking distance. It is recognised that in terms of walking routes to Walberton that there is a section of footway missing along The Street from Yapton Lane, and that as such pedestrian would have to walk in the carriageway. This is not ideal but it's an existing situation with there being no available highway land to deliver this missing section.

For the purposes of accessing Walberton, the existing permissive footpath P23 is to be upgraded. This footpath currently runs through a wooded area. Whilst there's no in principle issue with the footpath being upgraded, given the relative importance of this route in providing access to Walberton there should be clarity at this stage as to what is intended in terms of upgrading works and that these works are then deliverable. It's vital that any works provide for a footpath that is usable all year round.

In light of the location, more services can be reached by cycling. There is very little dedicated cycling infrastructure in the immediate vicinity, other than the mini-roundabout cycle by-pass to the north. To the south of the site, Yapton Lane is unlikely to appeal to less experienced cyclists due to the volume of traffic and speed limit. To the west of Walberton is the Barnham link an off-carriageway route that runs between Walberton and Barnham. The use of

the link would provide access to services in Barnham as well as the train station. In order to reach the link, cyclists would need to share the carriageway with other traffic along The Street, which is subject to a 30mph speed limit although traffic speeds are limited by the carriageway width, parked vehicles, and restricted forward visibility.

In order for cyclists to join The Street, it would be highly desirable to also upgrade the permissive footpath, or at least the section north of the proposed vehicular access, to accommodate cyclists. Such an arrangement would still require cyclists to use a short section of Yapton Lane when travelling north. The applicant should demonstrate in principle that such works are achievable although the exact details can still be secured via condition.

Access by passenger transport is limited although there are bus stops on Yapton Lane in very short walking distance. The bus services that use these are infrequent and unlikely to be used by any number of residents. Barnham train station is relatively nearby although residents would need to cycle or drive to first reach the station.

Further information is needed to address the above points.

Layout

No comments are offered in respects of the layout at this stage. The plan submitted is very much indicative in nature with very limited information.

Other Matters

The layout plan indicates a potential doctors/dentist surgery. There is no consideration of this within the TS nor is it referenced within the application description. This is understood to fall outside of the current application. No assessment has been given to the potential transport impacts that may result from this.

Conclusion

Prior to WSCC making any formal recommendations, further information would be required to address the above points.

Ian Gledhill
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