

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	26 April 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. Amendment received on 13th April 2022.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

In making these additional comments, it has been noted that the application has been determined by the Local Planning Authority.

WSCC Highways have previously issued comments on this proposal. These comments are dated 2nd February 2022. A number of matters were raised in respects of the access, requirement for a Stage One Road Safety Audit, traffic impact, and the provision of an improved foot/cycle connection to Walberton to the north. In response to the previous WSCC Highways comments, the applicant has submitted an Addendum Transport Note, dated 25th March 2022.

Taking the matters raised by WSCC Highways previously, the following further comments would be offered.

Access

A plan has now been submitted showing the access location and associated visibility splays. It should be noted that the provision of the visibility splays would appear to require a section of the flint wall immediately adjacent to the access to be setback. As an observation although the Addendum TN refers to the visibility splays being based on Manual for Streets, it's apparent that these are actually based on the Design Manual for Roads and Bridges. DMRB standards would be appropriate in light of the recorded 85th percentile speeds

being above 40mph. No concerns would be raised regarding the proposed access.

As required by current WSCC policy, a Stage One Road Safety Audit has been completed for the proposed access arrangement. The RSA identifies a number of problems. Solutions to all the problems have been agreed directly between the applicant and WSCC Highways. The RSA response form that contains all the agreed responses however has not been submitted; this is understandable given the RSA responses were agreed after the additional information was submitted to the LPA. The applicant should though provide the agreed RSA response for the planning file.

Based on the information available, the proposed vehicular access complies with the appropriate current guidance. The access is considered acceptable.

Traffic Generation

The issue here related to there being no information to support the TRICS trip rate quoted. Although the TRICS outputs have not been provided, a summary is included covering the selection parameter applied. This is considered acceptable. It still remains the case that trips resulting from the development would disperse quickly across the local highway network.

A separate trip rate has also been included for the proposed doctors surgery. Again this is based on TRICS. Full outputs are included. There are no immediately apparent issues with the means by which the doctors surgery trip rate has been derived or the trip rate itself. The surgery is expected to result in relatively few movements in the network peak hours (13 two way movements in the AM network peak and 11 in the PM peak). It's recognised that the surgery would provide an alternate destination for trips that may otherwise be travelling to a different surgery in the local area. The actual impact arising from the doctors surgery would be minimal.

Based on the available information, the development is not expected to result in any notable impacts on the local highway network.

Access by Sustainable Modes

The only matter raised within this section was in respects of the ability to upgrade permissive right of way P23. This link is quite fundamental as without it, there is no means of pedestrians accessing Walberton village to the north other than to walk in the carriageway along Yapton Lane. Walking in the carriageway on Yapton Lane in this location would not be considered appropriate.

In terms of the potential improvements, no further information has been included and as such it still is not apparent what is achievable or whether this

could facilitate cycling as previously recommended. It is accepted that the permissive route lies land forming part of this application, and as such no 3rd party consents would be required to deliver works to provide an improved route to the north. It's therefore recommended that a scheme of improvements is secured by condition (rather than a contribution to allow WSCC to undertake works as suggested within the Addendum TS). This scheme should seek to provide a route with improved width and surfacing to ensure this is usable all year round.

Summary

Based on the information now available, WSCC Highways are satisfied that this development would not result in any unacceptable highway safety impacts or any impacts that may otherwise be considered severe. No highway objection would consequently be raised.

Whilst acknowledged that this application has been determined, the following conditions would have been recommended.

Conditions

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Land to the West of Yapton Lane' and numbered 5478/002 Revision F.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 120 metres to the north and 125 metres to the south have been provided at the proposed site vehicular access onto Yapton Lane in accordance with the details shown on the drawing titled 'Land to the West of Yapton Lane' and numbered 5478/002 Revision F. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Surfacing of the Public Right of Way

No part of the development shall be first occupied until improvements have been undertaken to Permissive Right of Way P23 in accordance with plans and details, which shall include a construction specification for the proposed surfacing works have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that suitable materials are used for the surfacing works and to safeguard users.

Informative

Works within the Highway – Highways Agreement Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highways Agreement Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Ian Gledhill

West Sussex County Council – Planning Services