

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Juan Baeza
FROM:	Alison Meeus, Highways, WSCC
DATE:	15/05/2018
LOCATION:	Spindlewood, Yapton Lane, BN18 0AS
SUBJECT:	<u>WA-33-18</u> Outline application with some matters reserved for the demolition of existing dwelling and erection of 5no. dwellings. This application is a departure from the development plan.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

WSCC require further information regarding the outline application for 5 dwellings on the site known as 'Spindlewood', Yapton Lane, Walberton. Yapton Lane is a 40mph rural lane, providing a direct route to the A27 to the north and the A259 to the south. The lane has a mixture of residential development and plant nursery's on the left hand side of the road, and farm land with open fields to the right.

Existing Access

The site is currently accessible from a small driveway located at the north eastern edge. The proposal to re-locate this access will provide a more central position, as per drawing DPA 02 Rev A. Details on the plan are limited but show the access will be 6m in width and a turning head created so a vehicle can exit in forward gear.

Visibility Splays

No visibility splays are shown the site plan and the access should be able to provide good visibility in both directions. Yapton Lane has a straight alignment and visibility splays should be provided in line with DMRB of 2.4m x 120m in both directions. Should there be a departure from these standards due to the nature of the road this can be mitigated by undertaking a speed survey to understand what the design speed of the access could be. Considering there will an increase in the number of dwellings, from to 1 to 5 the access will need to be an improvement on what is already in place and at the very least provide the visibility splays for the speed of the road.

Speed Survey

A speed survey should also be undertaken to show the 85%ile wet weather speeds to ensure the design of the access meets the speeds of the road. The applicant should review the access to ensure the best possible visibility is achieved from the site. The survey should be undertaken for a week, using ATC counters and not within a school holiday period.

Layout and Footways

More detail is required including a topographic survey. The plan does not include footways and appears to be laid out as a shared use space. This would tie in to the

existing layout of Yapton Road which does not have any footway connections. Given it is a small development a shared use layout would be acceptable. Mfs 7.2.14 state subject to making suitable providing for disabled people, shared surface streets are likely to work well in short length where they form cul-de-sacs. Consideration to service margins and the telegraph pole will need to be included in further plans.

Swept Paths and Turning head

How will the site be serviced? It is assumed the site will be serviced internally. If this is to be the case please can a swept path diagram be provided to show a refuse vehicle and/or fire appliance using the site. These need to show how they will use the proposed access turning in and out; and also the turning circle (or dimensions to show this is large enough for the size of refuse vehicle.

Parking

WSCC car parking standards in residential developments are based on an allocated or non-allocated basis. Given this is a small development with 3 and 4 bed homes parking can be allocated to each plot. A 4 bed home would normally command 3 + spaces and a 3 bed home 2 spaces. Therefore we would expect to see parking for at least 12 cars plus 2 visitor spaces, as per the attached WSCC car parking calculator.

The parking plan needs to show where these spaces will be located and if this affects the road layout, especially if visitor spaces are included in the proposal.

Cycle Storage has been considered within the garages of the properties and is in line with NPPF guidance on promoting sustainable transport. If the garages are counted as one space these will need to be 3m x 6m to allow for larger sized cars and storage.

Road Safety Audit

No audit is required as this is under 10 dwellings.

Road Traffic Casualties and Collisions

There has been one report in the last three years of a collision to the south of the site. This involved two cars both on journeys to work travelling southbound. The collision occurred due to sudden braking due to a dog being in the road, and the driver behind not seeing this in time. The injuries incurred were slight and not related to any highway defect.

Sustainability

The site is not within the neighbourhood development plan however; it does already serve as a dwelling and therefore is used for residential purposes. The site is in a rural location and as such doesn't have good footway links. The reliance on the car for journeys outside of the development would be high; although the site is located within 4km of the train station at Barnham and the nearest bus stop is in Walberton Village there are no safe walking routes to either of these

WSCC would not consider this location to be sustainable; however as the site is already being used for residential use and there are other uses like this along Yapton Lane, we would not raise an objection on sustainability grounds as Cycling is a realistic option from the site and provision for the storage of bicycles has been included in the application.

Trip Impact

WSCC do not consider the site to be large enough to cause any significant trip impacts. The site may create an additional 30 trips a day, which equates to 3 trips in the am and pm peak hours.

To summarise more information is required as followed:-

1. Speed Survey

2. Updated drawing to show visibility splays from new access location/existing access to compare the changes
3. Car parking strategy
4. Layout issues addressed

Alison Meeus

West Sussex County Council – Planning Services

