

From: [REDACTED]
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Subject: WA-75-17

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 14/11/2017

FROM: Jamie Brown
TO: Arun District Council
FAO: Anita Gardner

SUBJECT: WA/75/17/PL-9 No. dwellings with associated car parking, bin storage & landscaping & creation of new access road from existing access onto West Walberton Lane. This application is a Departure from the Development Plan.

Land adjacent to Sunny Corner, Copse Lane, Walberton, West Sussex, BN18 0QH

RECOMMENDATION:

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Information	Modification	More
Objection	No Objection	Refusal

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary and Context

The proposals will be accessed from West Walberton Lane a "D" class road which is located to the north of Walberton village centre; the road serves a number of agricultural and residential sites. The Lane is subject to a 30 mph speed limit. The proposals are supported by way of a Transport Statement (TS). This includes data from the Trip Rate Information Computer System (TRICS) and a supporting speed survey.

Access and Visibility

The site proposes a new access onto West Walberton Lane, the access will be 4.8 metres in width with 6 mere kerb radii. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along West Walberton Lane from the existing point are considered acceptable with splays of 85 and 83 me. These are based on speeds recorded were 36 mph northbound and 35.6 mph southbound.

A review of the proposed access onto West Walberton Lane indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

In assessing trip generation and its impact, it is standard practice to do this on an hourly and daily basis in order to establish the day to day impact resulting from a development proposal. In addition to the information submitted by the Applicant, the LHA have used the Trip Rate Information Computer System (TRICS) to assess the likely trip generation of the proposed use. This is industry standard software that is supported as an assessment tool through the WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

A trip analysis has been undertaken on the use type 'residential' in the use class 'houses privately owned'; the assessment has been undertaken in accordance with TRICS 'Best Practice Guidance'. A copy of this report is found within the TS. This establishes that there would be two defined peak hours, one at 0800-0900 and another at 1700-1800. An overall vehicular trip rate of 41 daily movements would be expected. Having assessed this data it is considered that there will be no material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Parking

The proposed parking is considered acceptable. The LHA are not aware of that the previous use resulted in excess parking onto Terminus Road; it is considered unlikely that there would be an increase in on-street parking as a result of this proposal.

Sustainability

The submitted design and access statement does suggest that persons using the site could arrive on foot, cycle, bus, train or by car. Terminus Road does have footway links that lead to the town centre and Chichester train station is within short walking distance of the site. Realistically given the type of use, the majority of visits would be via the car. However as previously stated the proposal is not anticipated to result in a material increase in traffic movements over the permitted and historic uses.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Jamie Brown
Planning Services

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