

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee Highways, WSCC
DATE:	27/11/18
LOCATION:	Land east of, Tye Lane, Walberton
SUBJECT:	WA/95/18/RES Approval of reserved matters following outline consent WA/44/17/OUT for the erection of 175 No. dwellings, car parking including garages, internal access roads, footpaths, parking & circulation areas, hard & soft landscaping, allotments, play areas/equipment & community orchard & other associated infrastructure & engineering works. This application may affect the character & appearance of the Walberton Village Conservation Area.
DATE OF SITE VISIT:	
RECOMMENDATION:	☐ Advice ☒ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The application is for the reserved matters of following outline consent WA/44/17/OUT for the erection of 175 No. dwellings, car parking including garages, internal access roads, footpaths, parking & circulation areas, hard & soft landscaping, allotments, play areas/equipment & community orchard & other associated infrastructure & engineering works.

The site is located to north of Walberton village and the approved vehicular access will be taken from Yapton Lane located 45m south of the existing access to Avisford Park golf course.

A Transport Technical Note has been provided as part of the reserved matters application

Layout

A primary road of 5.5m width carriageway and 2m footways is provide with secondary road of 4.8m shared surface and private drives of 4.1m shared service. The primary road is to be offered for adoption.

Sustainable Transport

The reserved matter application proposes the following links

- The agreed site access with 2m footways on either side;
- Pedestrian/Cycle/Emergency Access onto Tye Lane; details of the link would be required as a condition.
- Pedestrian connection to playing fields – The offsite link is currently secured within a S106 payment and payment on occupation of the first dwelling. As the land required is not directly within WSCC or the applicants control (and it cannot be guaranteed the footpath to be provided by the Dandara development as part of application WA/22/15/OUT will be delivered) It is recommended a phasing plan is developed and/or additional links are provided.

Within the outline application the following were also included.

- Link to FP333, Avisford Park Road benefits from a PROW along its length FP333 which would provide onward connections to the recreation ground, preschool, community facilities and local shops therefore the site would significantly benefit from a pedestrian link to it. It is recommended that the internal network links into this.
- Southern link to Tye Lane, The outline application envisaged a pedestrian/cycle/emergency access onto Tye Lane. Whilst the response to the outline application noted that:

"Tye Lane does not have any pedestrian facilities between the proposed emergency access, pedestrian access and junction with The Street and as such pedestrians are required to walk in the carriageway. Site observations show that vehicle flows and speeds are low."

This was predominantly in reference to the southern end of Tye Lane within the 30mph limit. This application proposes to provide only a singular pedestrian/cycle/emergency access onto Tye Lane at the northern location as such concerns are raised due to vehicle speeds within a derestricted speed and not providing a direct link towards the village. It is noted that the planning statement indicates that potential tree loss and land ownership matters would affect the delivery of this. From my initial investigations the red line boundary abuts the highway boundary and would not give rise to any potential land ownership issues.

To overcome concerns either a speed survey should be undertaken on Tye Lane to confirm speeds and an assessment of speeds on the safety and convenience of the route or a southern link on Tye Lane provided.

Swept Path

The swept path plan provided appear to show an overhang at the northern drives, when comparing this to the public open space landscape proposals it appears to show the overhang area would have timber bollards of 900mm high placed within the area.

Additional close up detail of the tracking should be provided to confirm if this is not the case, or if so the landscaping proposals amended to allow a refuse vehicle to overhang.

Parking

The WSCC parking demand calculator has been utilised to assess the level of parking provision. The applicant's calculations detail that the total demand is 447.

The applicant proposes to provide 507 spaces and identifies that 15 of the 4 dwellings will have 4,5 or 6 on plot spaces but are only counted as 3 in the calculator.

Garages to be provided are a minimum of 6m x 3m.

Cycle Parking is to be provided within Garages or dedicated cycle stores, no details have been provided for houses without garages.

Conclusion

An objection is currently raised as:

The proposal would not achieve safe and convenient access by a choice of means of travel nor encourage and enable and increase in environmentally sustainable means of travel such as walking, cycling and public transport and thereby minimise the impact of car journeys.

Additional Information is also requested on

- Swept Paths of refuse vehicles
- Cycle parking provision for residential dwellings without garages

Stephen Gee
West Sussex County Council – Planning Services