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Sent: 21 February 2020 16:00

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Response To Application Number Y/18/20/PL at Land east of North End Road & West of Church Lane Nursery Yapton

Please could the attached response be distributed to the relevant case officer.

Regards

Katie Kurek

If you wish to reply to this email, please contact the officer directly.

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	21 February 2020
LOCATION:	Land east of North End Road & West of Church Lane Nursery Yapton
SUBJECT:	Y/18/20/PL 6 No. residential dwellings & associated infrastructure. This application is a Departure from the Development Plan.
RECOMMENDATION:	No Objection

Summary

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 6 x dwellings (5 x 3-bedroom and 1 x 4-bedroom). The site is located to the east side of North End Road accessed via existing shared access point with Orchard Business Park. The application is supported by detailed plans, Planning Design and Access Statement, Transport Statement (TS) and Stage 1 Road Safety Audit (RSA). The LHA does not wish to raise transport grounds to resist the application, subject to comments and conditions advised in the following report.

Access Arrangements

From inspection of local and WSCC mapping there appears to be no visibility issue at the existing point of access onto North End Road (B classified and subject to 30mph speed restriction in this location). I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents related to the existing access point within the past 5 years. There is no evidence to suggest that the access has been operating unsafely or that the proposals would detrimentally alter this.

A row of planting will further delineate the access route and separate it out from Orchard Business Park access. Visibility will not be hindered by this planting, which is within private land and suitable width to allow two vehicles to pass will be retained.

The proposed plan and TS sets out that the southern side of the existing access will be modified to provide 6m radii kerb with footpath and verge extended to new kerb edge. A Stage 1 RSA was carried out in May 2018 on the proposed access alterations which raised no issues. The alterations will require a minor works licence and the applicant should contact WSCC Implementation team for technical approval.

In 2018 a traffic survey was undertaken to ascertain existing traffic situation and 85th percentile speeds. This found that North End Road accommodates a modest level of traffic with AM and PM peaks suggesting that majority of trips travel to/from A27 to the north. Vehicular visibility splays of 2.4m by 52.9m to the north and 57.3m to the south have been demonstrated as achievable entirely within the publicly maintained highway. This is inline with the 85th percentile recorded speeds of 34.7ph southbound (northern splay) and 36.6mph northbound (southern splay).

It has also been demonstrated that refuse collection vehicles and emergency vehicles can access and turn on site, in order to exit to the public highway in a forward gear. The

internal estate road will offer a shared surface arrangement. As per Manual for Streets (MfS) paragraph 7.2.14, shared surface streets are likely to work well in short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

Trip Generation

The TRICs (Trip Rate Information Computer Systems) database has been interrogated to establish the number of vehicular trips that the development could create. Using suitable parameters, it is estimated that the development could generate around 3 x trips in the AM and PM peak respectively with 26 x trips over the day. There is an existing dwelling due to be demolished on site which also could have generated a number of daily movements. The additional trips are not considered to result in a capacity issue to the nearby road network.

Car Parking

Arun District Council Supplementary Planning Guidance (SPD) states that for this area, 2 x car parking spaces per 3-bedroom and 3 x car parking spaces per 4-bedroom dwelling should be provided. On the basis that garages are to count as 0.5 of an allocated space, sufficient allocated parking has not been demonstrated for the 3-bedroom dwellings. Garages should also be provided with electric vehicle charging point, details of which can be secured via condition.

Visitor parking at a ratio of 20% of the total number of residential units should be provided. Considering that 3 x visitor parking spaces have been provided the LHA consider that a suitable level of visitor car parking has been provided. The Local Planning Authority should consider whether they would require further allocated spaces for plot 2 and 3. The LHA does not raise a highway safety or capacity concern with respect to the proposed car parking arrangements.

Accessibility

Street lit footway runs across the site and leads southwards toward Yapton and Burndell village. Bus stops are available on North End Road within walking distance of the site and further services are available along B2233 and at Bilsham Road (including coastliner service between Brighton and Wick). Barnham Train Station is approximately 2 miles cycle ride distant and provides facilities for bicycle storage. Secure and covered cycle storage details for each plot should be secured in line with the SPD, details of which can be secured via condition,

A range of local services and amenities are available within walking distance of the site such as primary school, GP surgery, post office and local grocery store (Co-op), reachable via signalised crossing across B2233.

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

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 approved plan.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

E.V Provision

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies

INFORMATIVE

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 Implementation 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.

Katie Kurek
West Sussex County Council – Planning Services