

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	<u>Arun District Council</u> <u>FAO:Ms Myer</u>
FROM:	WSCC - Highways Authority
DATE:	3 April 2020
LOCATION:	Sunny Mead Farm North End Road <u>Arundel</u> <u>BN18 0DL</u>
SUBJECT:	<u>Y/33/20/PL</u> Demolition of existing dwelling & outbuildings & erection of 7 No. dwellings comprising 3 No. 4 bed houses, 1 No. 3 bed house & 3 No 2 bed houses. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	27th March 2020
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	

West Sussex County Council (WSCC) as the Local Highway Authority (LHA) has been consulted with regards to any highway safety or capacity concerns. The application has been reviewed based on the following supplied documents;

- Proposed Site Plan (drawing no:P120 Rev P1)
- Design & Access Statement
- Visibility Splays & Swept Path Analysis (drawing no:2018-4297-001 Rev A)
- Vehicle Swept Path Analysis (drawing no: 2018-4297-002)

Site Context/Proposal

The proposal is to use and update an existing access from North End Road in Yapton. North End Road is a B class road subject to a 30mph speed restriction. The existing site access that currently serves one dwelling is located approximately 49m south of the railway crossing. The Local Planning Authority (LPA) should consult Network Rail if they have not already done so. The site is fronted by a footway that is a continuous footway link into Yapton and the local amenities.

It is proposed to demolish the existing dwelling and build 7 new dwellings on the site as listed above in the proposal description.

Access

It is proposed to upgrade the existing access in the same location to a formalised T junction, with dropped kerbs and tactile paving to facilitate pedestrian crossing.

To assess appropriate visibility splays an Automatic Traffic Count (ATC) was undertaken. The results of which gave 85th percentile speeds of 31.5mph for vehicles travelling out of

Yapton and towards Walberton and 30.3 mph for vehicles travelling from Walberton towards Yapton. In line with the recorded speeds and Manual for Streets parameters, visibility splays of 46m (towards Yapton) and 43.5m (towards Walberton) have been demonstrated. These splays appear to be achievable on the ground. The splay towards the railway line is slightly obstructed towards the end of splay envelope by the guard railing on the footway. However, the obstacle does not have a major impact on the overall envelope of visibility, in line with guidance in Manual for Streets (MfS) section 7.8.6

'The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.'

There is also some on street parking which takes place that could affect the splay towards Yapton; however, given the nature and context on North End Road and the 30mph speed limit it is not unusual for parked vehicles to be in a visibility splay in line with guidance in MfS 7.8.5

'Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.'

Vehicle swept path analysis has been demonstrated, showing that a service vehicle can enter and turn on site to leave the site in forward gear.

Trip generation

No trip generation information has been submitted. Given the size of the development when this is run through the TRICS database we would expect to see around 3 two-way vehicle trips in the peak hours. This level of trips added to the network in peak hours would not have a significant impact.

Parking

19 parking spaces are proposed. The LHA would raise no concern to this amount. It appears that there is adequate space for all spaces to be accessed.

Active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in the future.

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. The following conditions and informative note should be applied to any grant of planning consent.

Conditions:

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.

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.

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.

Informative:

Works within the Highway – Implementation 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 Implementation Team Leader [REDACTED] 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.

Emma Avis

West Sussex County Council – Planning Services