Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

[redacted]

Planning Application Y/57/25/PL
Retention Of Fence At West Of Site On North End Road, Hardstanding And Access Track And The Creation Of A Residential Caravan Site With 3 No Plots With Associated Parking, Landscaping And Facilities.
Sunnymead, North End Road, Yapton BN18 0DL

Introduction

This Highway Technical Note has been commissioned by Mr and Mrs Brazil in support of the above planning application which has been made to Arun District Council as Local Planning Authority (LPA). The application site is shown below.

The site is located on the eastern side of North End Road which is a classified public highway with the identification number B2132. To the south the road passes through Yapton and forms a priority junction with the B2233 whilst to the north the road passes along the eastern site of Walberton before forming a priority junction with the A27 Arundel Road.

The site is served by an existing access onto North End Road, which has recently been improved to provide a fenced boundary together with a wide, surfaced access with gates set back to allow vehicles to stand clear of the public highway whilst the gates are being opened and closed.

This section of North End Road also benefits from a pedestrian footway on both the eastern and western sides of the carriageway and whilst no street lighting is present, the road is subject to a 30mph speed limit.

A review of the accident history for this area has revealed that within the last 5 years there has been just one recorded incident that has resulted in injury.

This occurred just to the north the level railway crossing where a vehicle held another up, which caused the second vehicle to impact, resulting in a slight casualty.

Other than this isolated incident, the highway network appears to be functioning in a safe and efficient manner. Details of the incident are included as Appendix 1 to this Note.

The LPA have consulted West Sussex County Council who are the Local Highway Authority (LHA) for the area, and in commenting, the LHA have said:

No objectiosn are raised to the principle of the development; however, the vehicles access proposals are not clear within the information provided to support this application.

Can the applicant please provide the following:

- *Plans showing the existing and proposed access point to include vehicle and pedestrian visibility splays*
- *Details of any applications which include access permissions*

Photographs available on publicly accessible mapping information show a wide access point which is surrounded by a fence. It is not clear if this is a design previously permitted.

An access suitable for a development of this type would be 4.5m wide with visibility splays appropriate to 85%ile road speeds along North End Road.

Please confirm access arrangements and reconsult.

This Technical Note therefore addresses the highway implications and concludes that the development is acceptable from a highway point of view.

Planning History

The site does benefit from previous history, and this is acknowledged by the LHA who have previously commented on two planning applications, these being:

Y/33/20 – This sought the demolition of the existing dwelling & outbuildings and the erection of 7 No. dwellings comprising 3 No. 4 bed houses, 1 No. 3 bed house & 3 No 2 bed houses.

The LHA were consulted and in considering the highway implications said:

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.'

Whilst the application was subsequently refused consent, in summarising the highway implications of the development, the LPA concluded that the proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore it was not contrary to the NPPF and that there were no transport grounds to resist the proposal.

Y/57/21 - This application was for the demolition of the existing dwelling and outbuildings and for the erection of 5 dwellings comprising 2 No 4 bed houses & 3 No 3 bed house, a resubmission of Y/33/20/PL.

Again, the application was refused consent, however in considering the highway implications of the development, WSCC Highways concluded that the proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore it was not contrary to the NPPF and there were no transport grounds to resist the proposal. It was concluded that the proposal complied with the relevant development plan policies.

Proposed Development

Three chalets are proposed, each with a private garden with secure cycle storage, parking for two vehicles is proposed for each plot located to the west of the chalets, to comply with the SPD 3 - Parking Standards, with the addition of a visitor parking space. There is a communal bin store proposed, with bins being moved to the highway [North End Road] on collection day, distances to comply with Policy WM DM1 Waste Management. Separate storage for refuse and recycling will be provided for each chalet.

Access and Visibility

The site benefits from an existing vehicular access located to the south west corner of the site from North End Road. This has recently been upgraded by widening the access to allow two vehicles to pass one another simultaneously. There are existing gates which are set back from the highway allowing for a car to pull off the road whilst the gates are opened.

With regards to visibility, this has previously been considered by the LHA when dealing with two previous planning applications. Speed survey data submitted with application Y/33/20 resulted in the requirement of visibility splays of 46m (towards Yapton) and 43.5m (towards Walberton).

Nothing has materially changed since the last applications were considered acceptable by the LHA; therefore, it is deemed appropriate to utilise the same agreed visibility splays in this instance.

Drawing numbered NJC-001 is included as Appendix 2 to this Note which shows the improved access together with the visibility splays previous agreed by y the LHA. The drawing also shows a 2.0m by 2.0m pedestrian intervisibility splay.

A suitably worded condition can be imposed on any planning consent granted that requires the splays to be kept clear of any obstructions 1.05m above carriageway level.

Summary and Conclusion

This Highway Technical Note supports an application for three chalets and an existing bungalow to be served by an improved access at Sunnymead, North End Road, Yapton.

The access has been constructed to a width that allows two cars to pass one another simultaneously and a gate has been fitted at a distance that allows a car to stand clear of the public highway whilst the gate is being opened or closed.

Visibility splays are provided at the access junction with North End Road which have previously been agreed with the Local Highway Authority for a residential development for 7 dwellings.

It is considered that the proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore it was not contrary to the National Planning Policy Framework.

It is respectfully requested that the Highway Authority can support this proposal.

Nick Culhane October 2025

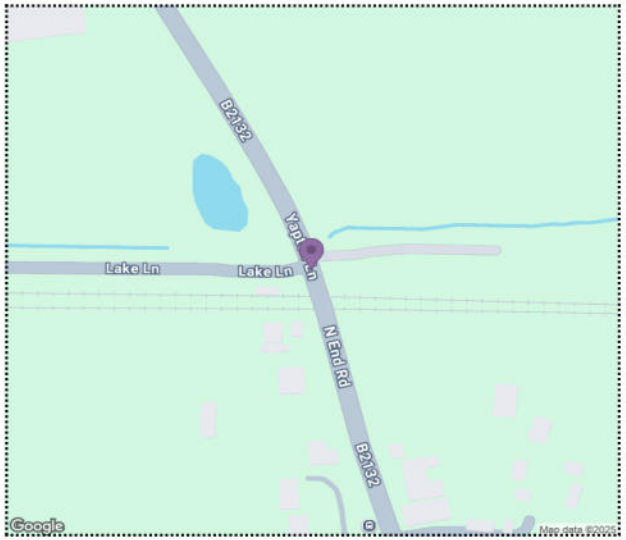
Appendix 1

Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Saturday, November 23, 2019	**Time of Crash:**	16:25:00	**Crash Reference:**	2019470901818
Highest Injury Severity:	Slight	**Road Number:**	B2132	**Casualties:**	1
Highway Authority:	West Sussex			**Vehicles:**	2
Local Authority:	Arun			**OS Grid Reference:**	498093 104408
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Saturday, November 23, 2019 **Time of Crash:** 16:25:00 **Crash Reference:** 2019470901818

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not (2011 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 2

Access and Visibility

ACCESS AND VISIBILITY SPLAYS
SCALE 1:200

PEDESTRIAN VISIBILITY SPLAYS
SCALE 1:100

Client

Nick Culhane
Highway Consultant

Project

PROPOSED CHALETS AY SUNNYMEAD

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date	Scale	Size
OCT 2025	AS SHOWN	A1

Drawing No.	Rev
NJC-001	-