

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	1 October 2021
LOCATION:	Land at Bayards, Level Mare Lane, Eastergate, PO20 3RZ
SUBJECT:	AL/113/21/OUT Outline application with all matters reserved, apart from access, for up to 69 No dwellings with access, parking, landscaping & associated works. This application is a Departure from the Development Plan.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline application (matters of access only sought) for 69 x dwellings and associated works. The site adjoins approved 42 x dwelling scheme BN/50/20 which is accessed from Fontwell Avenue. The additional dwellings would be an extension of this development. Pre-application advice was given in June 2021.

The application is supported by Transport Statement (TS), Travel Plan and draft Construction Management Plan.

Access Arrangements

The majority of the proposed units (63) would be accessed through the permitted site with access to the public highway via the consented bellmouth and right hand turn lane that serves BN/50/20. A second access from Level Mare Lane will serve 6 x dwellings.

Fontwell Avenue is the A29, subject to 40mph speed restriction in this location and links local villages such as Eastergate, Barnham and Yapton with the A27 to the north. Level Mare Lane is unclassified public highway subject to the National Speed Limit although in proximity to the junction with A29 vehicle speeds are anticipated to be lower.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been a few recorded injury accidents on the local road network within 300 metres of the site. However, from an inspection of accident data no incidents were recorded along the site frontage and no incidents were related to any defect with the junction/ road layout.

Access from Fontwell Avenue

Access through BN/50/20 would take the form of a 5m wide bellmouth junction joining the permitted estate road, with kerb radii of 6m and 1.2m wide connecting footway. Visibility splays of 2.4m by 43m are achievable from the new access to the permitted estate road, this can be secured in perpetuity via a suitably worded condition. Vehicle tracking shows a refuse vehicle can manoeuvre in to the site access and pass a car.

The already permitted site access with Fontwell Avenue was previously demonstrated as acceptable in visibility, geometry and capacity terms. Visibility was provided in line with 85th percentile speeds of 41 mph for both north and south-bound (2.4m by 107.5m in either direction). Two departure from standards for the access arrangements were accepted by WSCC and tracking showed the access with Fontwell Avenue works as required.

A Stage 1/2 Road Safety Audit (RSA) brief has been provided. Whilst the principle of access for 42 units was accepted and a s278 currently ongoing, a full RSA and accompanying Designers Response should be carried out for phase 2 to account for increase in movements at permitted access arrangements.

Access on to Level Mare Lane

6 x units will be accessed via vehicle crossover of 4.5m width from Level Mare Lane with the existing gate access being stopped up. Swept path tracking shows a car can manoeuvre the access. Tracking should be provided for two cars passing simultaneously in the access.

Speed surveys revealed 85th percentile speeds of 30.2mph westbound and 26.2mph eastbound. The location of speed counter was close to the junction with Fontwell Avenue and thus isn't considered representative of eastbound vehicle speeds (west splay) that would be observed from a car exiting the crossover. Furthermore, extent of highway boundary mapping in this location indicates that the 2.4m x 120m visibility splays demonstrated may pass through third party land. Ideally a speed survey at suitable location should be commissioned and amended splays provided although the applicant should first obtain highway boundary

mapping from [REDACTED] and overlay this with the topographical splay drawings and red edge of site to ensure splays are achievable without passing through third party land.

Trip Generation and Junction Modelling

TRICs trip rates from the approved development have been used to estimate an additional 37 vehicle movements in AM and 35 in PM peak hours with an additional 329 trips over the 12-hour day. The two phases combined could see 60 trips in the AM and 56 trips in the PM peak hours with 529 trips over the 12-hour day. Considering the strategic nature of Fontwell Avenue, these increases are not anticipated to result in a road network capacity issue. Trip distributions as per previously consented scheme (census data) have been applied with the majority expected to travel northbound (61%).

Considering the level of trips anticipated to travel to/from south (14 in peak hours) and the reduction that may occur if/once the A29 realignment phase 1 is built out, the LHA would not require modelling of the Eastergate Square Roundabout to the south.

Therefore the site access and Fontwell Roundabout to the north have been modelled using previously agreed committed development (WA/22/15, AL/61/13, AL/3/19 and BN/50/20 as outlined in the TS). Historic survey data from September 2018 (BN/50/20) has been used and factored up where required. Turning counts from WA/44/17 (east of Tye Lane) have also been used and factored up where required. Percentage increases from A29 Realignment Transport Business Case have been applied to account for increase in traffic on Fontwell Avenue after delivery of the scheme. TEMpro growth rates have been applied to assess future years (2026 and 2031) traffic levels. The 2023 (date of operation) baseline has been informed by A29 Realignment Transport Assessment growth rates and thus the future years scenarios also account for this increased traffic as a result of new bypass.

Site access has been modelled for 2026 baseline and 2031 baseline both with committed development and committed development + development. The resulting RFC do not indicate a capacity concern at the new right hand turn lane access.

Fontwell Avenue Roundabout will be improved with junction signals and flare length increases to improve capacity. These changes are to be provided as part of local plan and have been included in local plan modelling 2031 and thus included as 2031 baseline both with committed development and committed development + development to assess this developments impact on the modified roundabout. The degree of saturation (percentage of junctions total capacity in use) is nearing and above capacity in all scenarios for the A27 exits/entries. National Highways should provide comment on this as the maintaining authority. Arundel Road and Fontwell Avenue is at 97% capacity in 2031 baseline + committed development but this remains at 97% with this development traffic also accounted for and thus the increase in capacity terms on the WSCC maintained arms of the roundabout are considered negligible.

Sustainable Transport

Walking

Level Mare Lane currently operates as shared surface arrangement without evidence of highway safety concern and the addition of 6 x dwellings being served from the lane is not anticipated to change this. Whilst matters if internal layout would be assessed at reserved matters stage, the indicative site layout does show a linking route for pedestrians from plots 29-34 to the main site access road. The route could be further improved by providing a more direct link from the northern area of the new phase to the northern area of the already approved development.

Fontwell Avenue has footway on eastern side which connects to local facilities in Eastergate and Westergate to south and Arundel Road to north. A dropped kerb tactile paved crossing point for pedestrians will be built as part of approval BN/50/20, providing a route from the site to the onwards footway network. There is a Public Right of Way (PROW) footpath no. 318 approximately 805m east of the site which provides a link to Barnham Road. Other PROW's in the wider area provide alternative off-road walking routes.

The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km. Approximately 855m south of the site (10 minute walk) pedestrians can reach the local post office and convenience store. Other amenities such as local schools and medical centre are also within this walking distance.

Cycling

Cycling within the area could be an attractive option for some. Although no cycle lanes are in place the local village environment could make the area conducive to on-street cycling. Improved cycle links are to be provided as part of the BEW development including improved connection for cyclists to Barnham Station. Pedestrian

connection into Barnham is also anticipated to be improved as part of the scheme with a continuous footway/cycleway to be provided along the new road. The site is located approximately 1km south of Barnham to Walberton cycle path.

Data provided within the National Travel Survey demonstrates that the average distance per journey by cycle is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. Barnham Train Station is 2.7km distant and other amenities such as local schools and medical centre are within a suitable cycling distance. Therefore for local journeys walking or cycling could be a feasible alternative to use of the private car.

The applicant also offers a s106 contribution towards a possible connection from the site to infrastructure improvements that will be provided approximately 150m to the south as part of A29 realignment. This contribution is welcomed and additional comments from LHA on this aspect will be provided in due course.

Public Transport

The nearest bus stops are on Fontwell Avenue (Level Mare Lane stops), north of the site. Whilst pedestrians could utilise the crossing point south of the site access, the northbound bus stop is located on an area of verge with no crossing. Hard standing and crossing point with dropped kerbs and tactile tiles would be welcomed here as an improvement. Provision of edging around the hardstand such as timber or concrete in order to make the maintenance of the area easier should also be explored along with bus cage markings. These works could be secured by minor s278 agreement.

Pedestrians would also have the option of walking approximately 0.4 mile south of the site to utilise the Collins Close bus stops either side of Fontwell Avenue and both served by footway. Services to Bognor Regis and Yapton are provided from these stops at a frequency of 3-4 services per day Monday-Saturday. The route includes an onward link to Barnham Train Station. The Train Station could be reached by commuters via bicycle (as part of multi-modal commuting) and there are services for bicycle storage. Onward routes include to destinations such as Southampton, London Victoria, Brighton, Portsmouth, Bognor Regis and Littlehampton.

Travel Plan Statement (TPS)

The TPS outlines objectives to encourage walking and cycling, promote bus/rail services and minimise single occupant vehicle use. The baseline for single occupancy vehicle trips from census data is 70%, this is proposed to be reduced by 10% (60%) by end of year 5. Similarly the number of residents using public transport, walking and cycling and passenger trips are proposed to increase by 10%. Actual baseline modal shares and targets will be confirmed through a residents travel survey following full occupation.

- travel vouchers of £150 for first occupants of each unit
- promoting national cycling and walking campaigns, seek to secure discounts with local stores and provide information on routes within the welcome pack
- provide bus timetable info
- promote car sharing and electric vehicle use
- TPC and dedicated website

Monitoring would take place by annual residents surveys which would be reported to WSCC with results and reviews of targets and measures.

The LPA should look to secure a fee of £1500 for monitoring and auditing of the Travel Plan Statement via s106 Agreement/ Unilateral Undertaking.

Construction Phase

The draft Construction Management Plan (CMP) outlines that temporary construction access is proposed via Level Mare Lane in approx. location of existing field gate. Deliveries will be made in an "in time" arrangement via a banksman. With maximum 10 x deliveries per day expected queuing and blocking of Level Mare Lane is not considered an issue. Applicant should discuss any traffic management of Level Mare Lane requirements with the Area Office though this would be secured by condition/informative.

HGV traffic will route from A27 from the north before turning right to Level Mare Lane then left in to site and leave via the same route. No travel to west on Level Mare Lane would be permitted. Considering the width restriction a banksman will manage this section of Level Mare Lane and the site access.

The 6.1m width access will accommodate a largest vehicle of 12m long tipper. Swept path tracking for this has been provided. On site turning should be demonstrated under a finalised site set up plan secured as condition. LHA would also expect the site set up plan to show the areas for parking on site, wheel wash, hoarding, plant

and material storage and loading/unloading areas. In addition to the max. 10 HGV delivery per day, an additional 18-22 contractor vehicle movements are expected.

As per comments on Level Mare Lane Access above, the vehicle speeds and achievable splays should be addressed to ensure these are achievable without passing through third party land.

The applicant has also offered to rectify any damage caused to Level Mare Lane as a result of construction traffic. This would be advised as a s59 informative on any planning approval with the details of the condition survey to be agreed with WSCC Highways Area Office.

Conclusion

Please ask the applicant for the following information then re-consult:

Full RSA and Designers Response.

Suitable visibility demonstration at Level Mare Lane access.

Dropped kerb/tactile and hardstanding at Level Mare Lane bus stop.

Katie Kurek
West Sussex County Council – Planning Services