

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 31st July 2017

**FROM: Stephen Gee TO: Arun District Council
FAO: Claire Potts**

SUBJECT: WA/44/17/OUT - Outline application with some matters reserved for up to 175 dwellings, new vehicular access, together with associated car parking, landscaping & community facilities to include allotments, play space & community orchard. This application is a Departure from the Development Plan & may affect the character & appearance of the Walberton Village Conservation Area.

Land East of, Tye Lane, Walberton, West Sussex

DATE OF SITE VISIT: 21st July 2017

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

S106 contribution total (see below for breakdown): £

The application is for up to 175 dwellings at Land East of Tye Lane Walberton
Pre application discussion took place with the applicants transport consultant in March 2017.

Access

The site access is to be a simple priority junction to Yapton Lane located 45m south of the existing access to Avisford Park golf course, visibility is provided in accordance with manual for streets and a gateway feature incorporating a relocation of the speed limit north of the site access is proposed. Swept paths and a stage 1 road safety audit have also been provided.

An emergency access is proposed of Tye Lane to the North West corner of the site, it will also provide pedestrian and cycle access.

Walking and cycling links are proposed onto Tye Lane, Avisford Park Road and Yapton Lane. Additional links to the school, recreation ground, golf club and to The Street via the lane between Park End and South Lodge are also to be investigated.

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. Measures should be introduced to improve the village gateway features and to enhance pedestrian conspicuity such as pedestrian in road warning signs and removal of the centre line.

The masterplan drawing ref 2507-A-1005-A highlights a potential link to the school (at the schools south eastern boundary) it is recommended that a short section of path is provided to link this potential provision to that of the path that leads past the Nursery and Village Hall.

Sustainable Transport

Offsite walking and cycling links

An audit of walking and cycling routes has highlighted the following areas of improvement:

Provision of dropped kerbs at key points along The Street

- The Street opposite William Brooker Yard
- The Street outside the Baptist Church; and
- The Street at Dairy Lane.

Links to bus services

Highway works consisting of improved crossing facilities and waiting area are proposed to improve access to the eastern bus stop on Yapton Lane.

Junction Modelling

Highways England Junctions

Modelling has been undertaken using Junctions 9 and LinSig. The assessment utilises a future year of 2031 and assess traffic conditions derived from the ADC Local plan transport model.

A27 Arundel Road / A29 Fontwell Avenue

The modelling highlights that mitigation is required over and above the local plan scheme (associated with the Fontwell meadows development) and as such an additional improvement is proposed to include additional entry lane on the A27 east approach to the junction and enable left and ahead traffic to utilise the nearside lane.

Whilst delays of 58 seconds in the am peak and in excess of 2 minutes are predicted on the Arundel Road approach and 78 seconds in the AM peak on A29 Fontwell Avenue the impacts of the development following the mitigation proposed would result in a negligible impact from the development.

The A27/A29 Farmille Bottom Roundabout

The ADC Local plan identifies an improvement to the junction which includes flare lengthening on the A29 (E) arm and the signalisation of the junction.

The modelling highlights that with the local plan mitigation all arms operate within capacity.

A27 / Yapton Lane

Modelling and Queue surveys have been undertaken upon the right hand turn into Yapton Lane from the A27. Following discussions with Highways England the applicant is to extend the right hand turn lane by 80m.

The improvements to the A27 junctions will be subject to S278 agreement with Highways England.

WSSC network

Modelling of the vehicular impacts of the development has been undertaken using Junctions 9. Assessments have included an opening year of 2020 and 2031 horizon.

The modelling provided has shown the following junctions will continue to operate within capacity:

- Avisford Park / Yapton Lane
- Yapton Lane / Site Access
- Yapton Lane / The Street. On street parking along The Street often reduces the effective width of the road, requiring vehicles to give way to oncoming traffic. The development is anticipated to increase flows along The Street by 5 vehicles in the AM peak and 6 vehicles in the PM peak and would not give rise to any safety concerns.

An assessment of the impacts of the development on the Yapton level crossing has also been undertaken, the results of which conclude the development will not have a material impact on the operation of the crossing.

An assessment of the impact on the Oyster Catcher and Comet corner junctions was also undertaken which highlight the addition of 1-2 vehicles during the peak hour.

Accident Data

Accident data has been analysed with no underlying safety issues identified apart from the A27/A29 Fontwell Avenue junction which is to be improved (see A27 Arundel Road/Fontwell Avenue above.)

Rights of Ways

A site visit has been undertaken between a WSCC Rights of Way officer and the applicants transport consultant, the applicant is agreeable to making a contribution to upgrade FP350 to bridleway. Works to improve the route include surfacing and improvements to an existing bridge.

Parking

Car and cycle parking are to be provided in accordance with guidance.

Travel Plan

The draft Framework TP largely aligns with our Development Travel Plans Policy, however the following points should be addressed before the Travel Plan can be approved:

1. The main target should be to achieve a 12-hour vehicle trip rate that is 10% lower than has been predicted in the accompanying Transport Assessment (i.e. compared to the 'no Travel Plan' scenario). The predicted trip rate, the target trip rate, and the associated number of vehicle trips in each case should be included in section 4.
2. Similarly, section 4 should be amended to acknowledge that the target trip rate reduction refers to all vehicles and not only single occupancy vehicles (albeit that a reduction in SOV will help to achieve the overall target). The census mode split data should be shown as trip numbers as well as percentages, and should be used to demonstrate the modal shift that will be required in order to achieve the vehicle trip reduction target.
3. Section 8.4 should include a commitment to offering a second round of £150 travel vouchers to all units if the 5-year target is not achieved. If required this would be a final attempt by the developer to meet the Travel Plan target.
4. The applicant should consider funding the provision of a car club vehicle at this location using a provider such as Co-Wheels. The availability of pay-as-you-go car hire would enable and encourage residents (and the wider community) to make local trips on foot, by cycle, and by bus (e.g. to Barnham station) and only use a car when absolutely necessary. In this way provision of a car club vehicle would also help to reduce (or prevent the need for) second car ownership in the area.
5. It is noted that a £150 travel voucher will be offered to all first occupants, and this initiative is welcomed. We would also like to see adult cycle training added to the menu of sustainable travel incentives that can be obtained using the vouchers. Should a car club vehicle be provided then we would also like to see membership and/or driver miles included in the menu of incentives available via the vouchers.

Conclusion

No objection is raised to the proposed development, subject to the following conditions/obligations

Conditions

Access (details approved, access provided prior to commencement)

No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

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.

S106 Obligations

1. Highway works to deliver dropped kerb crossing improvements at:
 - The Street opposite William Brooker Yard
 - The Street outside the Baptist Church; and
 - The Street at Dairy Lane.
2. Highway works to improve crossing facilities at Blacksmiths Corner.
3. Highway works to improve the eastern bus stop on Yapton Lane, to include enhanced crossing facilities and waiting area.
4. Highway works to deliver improvements to gateway features on Yapton Lane and Tye Lane
5. Contribution towards the delivery of footway enhancements between the development site (across the recreational ground)
6. Contribution to improvements to public footpath 350.
7. A contribution of £7,500 for the funding of the traffic regulation order to amend the speed limit on Yapton Lane.

Informatives

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with 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.

Traffic Regulation Order

The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed speed limit changes. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

Stephen Gee
Planning Services