

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	22 July 2021
LOCATION:	Land East of Tye Lane Walberton BN18 0LU
SUBJECT:	WA/63/21/PL Proposed alternative vehicular accesses off Tye Lane and emergency access off Avisford Park Road, along with minor highway works following WA/95/18/RES (resubmission following WA/93/20/PL). This site is CIL Zone 2 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice / More Information
S106 CONTRIBUTION TOTAL:	n/a

Background

The application is for the provision of an alternative access and emergency access for the consented site east of Tye Lane, Walberton, which is to provide a total of 175 dwellings.

The application has been submitted due to Highways England indicating their preferred route for the Arundel Bypass impacting the existing site access onto Yapton Lane. At present the Arundel Bypass has not submitted a Development Consent Order and as such would not have any formal planning status.

The application is a resubmission of WA/93/20/PL which was withdrawn by the applicant. At the time of withdrawal, further information was requested to determine the developments impact on the A27/A29 Fontwell West Junction with the Arundel Bypass Flows that accurately reflect the preferred route announcement scheme.

This current application for an alternative vehicular access off Tye Lane and emergency access off Avisford Park Road, with the closure of the existing site access onto Yapton Lane. The application considers the impacts in a non Arundel bypass scenario.

Access

A simple priority junction is to be provided onto Tye Lane as shown on Drawing number 183248-002/003 with a 5.5m wide carriageway and 7m kerb radii. Visibility splays of 2.4m x 54m southbound and 2.4m x 60m northbound are achievable in line with Manual for Streets requirements.

A new 1.5m footway is proposed along the eastern side of Tye Lane where there is currently none. The footway reduces to 1.2m for approximately 25m. Given the anticipated vehicle

flows, alternative pedestrian accesses to the site and land constraints the width proposed is acceptable.

In order to accommodate the footway the carriageway width is to be narrowed to between 5.6m and 5.0m. A 5m (over 4.8m) road width would allow a HGV and car to pass.

A stage 1 Road Safety Audit has been undertaken on the site access and footway proposals and designers response agreed.

Emergency Access

Vehicle tracking has been provided for the emergency access which shows a Fire Tender can utilise the access and internal links within the development. (Although noting it is highly unlikely a fire tender would ever approach western end of Avisford Park Road). A removable bollard would be provided to allow ped / cycle movements as within the existing approved application and restrict public motor vehicles.

Development Impact

Tye Lane / The Street

The revised assignment would result in an additional 45 two way trips in the AM peak and 69 two way trips in the PM peak. Junction modelling has been provided that indicates the junction would operate within capacity in a 2031 scenario.

A27/Yapton Lane

The proposed access scenario would result in a reduction in trips at the junction from the development.

The Street

The application provides a worst case scenario (for the assessment of the Tye Lane/ The Street junction as vehicles turning right into the Tye Lane would have more of an impact than left turns in, which would face fewer conflicting movements) for where by trips from the A27 Fontwell West are assigned to the route of the A27 Eastbound, Yapton Lane, The Street and Tye Lane. In this scenario a total of 40 AM and 63 PM additional peak trips would route along the Street east of the Tye Lane junction.

The level of trips would not result in a capacity or safety impact.

The application highlights that alternative routes such as A29 southbound, Eastergate Lane, The Street and Tye Lane or Arundel Road, West Walberton Lane, The Street and Tye Lane would mean the numbers would be dissipated across several routes

A27/Tye Lane

An additional 52 and 33 two way movements in the AM and PM peaks would utilise the A27/Tye Lane junction and as such an improvement scheme is set out on drawing ref ACE Drawing 183248-005 compromising improvements to the junction to conform to design parameters included with CD123.

Additionally the Transport Assessment Addendum states that a restriction on U-turn movements at the junction of the A27/Yapton Lane could also be provided.

It is understood a stage 1 road safety audit is to be undertaken on the A27/Tye Lane proposals. Additional comments maybe provided on sight of the audit if any of the issues identified are on the WSCC highway. Further details on the proposed A27/Yapton Lane U turn restrictions are also requested.

Planning statement

It is noted that the planning statement details in section 4.2

It should be stressed that it is the applicants intention to not only seek certainty but also for there to be minimum disruption. Therefore, if consented the Tye Lane alternative would not automatically be implemented. The consent would enure for 5 years and it is hoped that the A27 Grey Bypass route details would be resolved by then without the need to upgrade the approved Tye Lane emergency access as the main point of access to the site.

The above information indicates that any permission would only be implemented if the A27 Grey Bypass route were to proceed. Based on this element of the planning statement Arun District Council should consider how this application differs from that of WA/93/20/PL in which an assessment of the impacts of the A27 Fontwell West junction which includes the bypass was still required by WSCC Highways.

Should the Arundel Bypass DCO be submitted based on the preferred route option it would make the mitigation proposed within the application redundant.

Conclusion

Further information is requested upon:

From the applicant:

The mitigation at A27/Tye Lane and A27/Yapton Lane.

From the LPA:

Arun District Councils consideration of section 4.2 in the planning statement and the developer's proposals not to implement any potential permission until such a time further details on the A27 Arundel Bypass are available.

Stephen Gee
West Sussex County Council – Planning Services