

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	16 November 2020
LOCATION:	Land west of Tye Lane Walberton
SUBJECT:	WA/68/20/OUT Outline application with all matters reserved, other than means of access, for the construction of up to 155 No. dwellings (30% affordable homes) & amendment to boundary of garden land to serve adjoining property. This application affects the character & appearance of the Walberton Village Conservation Area, may affect the setting of listed buildings & is a Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The application is for upto 155 dwellings with all matters reserved except for access at Land West of Tye Lane, Walberton.

A27 Arundel Bypass

It is noted that Highways England have announced a preferred route for the A27 Arundel Bypass. Whilst the preferred grey route has the potential to impact traffic assignment from the site it is not at present a committed scheme. I do however note that Highways England have accessed for a sensitivity assessment to include this.

Access

It is proposed to provide a simple priority junction 6m in width and with a 6m corner radii. A stage 1 RSA has been undertaken which highlighted X issues all of which are agreed by the designer. A word copy of the Designers Response should be provided to allow highway authority commentary on the responses. Visibility splays of 4.5m x 120m can be provided in line with DMRB requirements.

The site benefits from an existing field gate access which would be closed off as part of the application.

A speed survey undertaken in the vicinity of the site access indicates 85th% vehicle speeds of 40mph Northbound and 41mph Southbound. The ATC recorded daily flows of 776 two-way vehicle movements.

Sustainable Transport

The concept masterplan details an internal ped/cycle route that links to the ped/cycle access of WA/44/17.

Whilst the report indicates that WA/44/17 provides a ped/cycle connection onto Tye Lane and as such pedestrians utilising Tye Lane as a shared surface, the level of pedestrian activity generated by the two sites onto Tye Lane is not felt to be comparable.

Land East of Tye Lane has a number of pedestrian connections with local facilities to the south of the development. Whereas the accessibility map shows the majority of local facilities such as the school being to the south east of the site and as such has the potential to increase pedestrian trips along Tye Lane. Additionally, this application would increase vehicle trips along this section of Tye Lane.

As such further details of future AADT and pedestrian flows and the identification of any pedestrian improvements should be provided.

A 2nd ped access is provided to the south west of the site via Field. The applicant should confirm sufficient access rights exist to provide this link.

Tye Lane / The Street

A stage 1 RSA has been undertaken and modifications to the give way line proposed.

Trip Generation

Trip rates have been utilised from WA/44/17 and are acceptable. The development would generate 84 AM peak two-way trips and 89 PM peak two-way trips.

Trip distribution

Trips have been distributed according to census journey to work information and is acceptable.

Junction Modelling

Junction modelling has been provided for the following junctions and indicates that they would continue to work within capacity:

- Site Access
- Tye Lane / The Street
- The Street / Yapton Lane
- A27 / Tye Lane

Although requested at pre application stage modelling has not been provided at the following junctions:

A27 / Yapton Lane – limited peak hour vehicle movements (5AM, 12PM) and a highways scheme of improvement has been secured from a number of other development sites.

Yapton Lane/Lake Lane - limited peak hour vehicle movements (10AM AND 10PM)

A27/ Arundel Road – the development would not add to any turning movements at the junction with vehicles staying on the A27.

A27 / A29 Fontwell West - The application would generate 40 AM and 40 PM peak two-way trips through the junction. Junction improvements and contributions are secured via WA//22/15/OUT and WA/44/17 relies on the modelling provided by the WA/44/17 application. The TA states

As the proposed development is anticipated to have a less than 1% impact on this junction, it is proposed that a proportionate contribution is provided towards the cost of the additional junction improvement works required as identified within the land east of Tye Lane application.

A27/A29 Fontwell East – The application relies on the modelling provided by the WA/44/17 application. The TA states

“With the proposed development anticipated to have a 1% impact on the junction, no further mitigation

or capacity works have been undertaken and rather a proportionate contribution would be provided

towards the implementation of the improvement scheme.”

The applicant should provide junction modelling of the A27 Fontwell junctions, without the modelling it is not possible to establish a scheme or proportional contribution

suggested that would accommodate both the local plan and consented developments and that of this application.

Layout

Whilst an issue for a future reserve matters application, the internal network would benefit from the creation of an internal loop to reduce the potential of a point of blockage within the development.

Parking

Whilst a reserve matter the TA indicates car parking will be provided in line with WSCC standards, however they should be in line with Arun DC standards.

Travel Plan

The following comments have been provided by the county travel plan officer:
The Travel Plan does not currently align with our Development Travel Plans Policy. My comments are as follows:

1. The target should be to reduce the 12-hour weekday vehicle trip rate from the baseline (i.e. the predicted trip rate contained within the Transport Assessment) by 10% . This should be shown in section 5 and, for the avoidance of doubt, should be expressed as numbers of trips as well as a percentage reduction.
2. Section 8 should specify that surveys will be conducted in accordance with the TRICS UK Standard Assessment methodology (TRICS SAM) and that the developer/TPC will commission the TRICS organisation to conduct the surveys.
3. We require more detail about the financial incentive referred to in section 7.7. We would expect to see some sort of travel voucher offering to the initial occupants of the residential units, and this should be promoted in the RTP. Vouchers should be worth at least £150 per dwelling and could be exchanged for one or more of the following:
 - a. a season ticket for the local bus service
 - b. a rail season ticket or network card
 - c. a contribution towards the purchase of a new bicycle and/or equipment
 - d. cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycling)
4. A section on enforcement should be added before the summary and conclusions and should detail remedial actions that will be taken in the event that the 5-year target is missed. As a minimum, and there should be a commitment to offering a second £150 sustainable travel voucher to each household if vehicle trip reduction target is not achieved by and maintained to Year 5.

CIL

It is understood the site would be liable for CIL contributions.

Conclusion

Further Information is requested:

Provision of GG119 Stage 1 RSA designers response (in word format)

Anticipated AADT along Tye Lane / Further consideration of where (even if limited ped improvements could be made)

Provide details of ped access adjacent to that of WA/44/17.

Junction Modelling of the A27 Fontwell junctions to assess the impacts of the development and develop appropriate mitigation.

Stephen Gee
West Sussex County Council – Planning Services