

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: A Gardner
FROM:	WSCC - Highways Authority
DATE:	24 September 2021
LOCATION:	Land East of Yapton Lane, Walberton, BN18 0LJ
SUBJECT:	WA/80/21/OUT Outline application with all matters reserved (except access) for up to 75 No. dwellings. This application affects the setting of a listed building, affects the character & appearance of the Walberton Village Conservation Area & 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 with matters of access only sought for 75 x dwellings served from a single point of access to Yapton Lane. Matters of internal layout including car and bicycle parking will be assessed at reserved matters stage.

The LHA provided pre-application advice on a number of matters including access, scope of junction modelling and sustainable transport. The application is supported by a Transport Assessment (TA) and Travel Plan Statement (TPS).

Access Arrangements

Yapton Road (B2132) is subject to 30mph speed restriction in this location, increasing to 40mph 10m north of most north-western point of site boundary. Nearby development land east Tye Lane (WA/44/17) includes commitment to extend the 30mph speed limit 60m further north. Yapton Road meets with A27 to the north via left only priority junction and links Walberton to Yapton to the south.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been a number of incidents on the B2132 however the locations, frequency and collision information does not indicate a reason related to the nearby road layout.

The proposed site access will be located 120m north of Yapton Lane/The Street mini-roundabout and sited to avoid potential route of A27 bypass upgrade which skirts north boundary of site. At present National Highways has not submitted a Development Consent Order for the Arundel Bypass and as such would not have any formal planning status. Should the site gain planning permission it would then be National Highways responsibility to assess the redistributed impacts of the development on a number of WSCC junctions.

The bellmouth will be 5.5m wide with 6m kerb radii. Swept path tracking plans show that a refuse vehicle and fire tender can manoeuvre the site access. Footway either side of the access point will link to a new dropped kerb tactile paved crossing of Yapton Road to the north and upgraded bus stop to the south (new flag, post, shelter, raised kerb and road markings). The bus stop further south on the west side of Yapton Road will also be upgraded with raised kerb and road markings. There will also be a dropped kerb tactile paving crossing point to the north (near Avisford Park Road). Plans show an internal footway joining in vicinity to the Manser Road bus stop also which already features a dropped kerb tactile paving crossing of Yapton Road.

A seven day speed survey revealed 85th percentile speeds of 37.7mph northbound and 39.8mph southbound. Visibility splays of 2.4m by 120m have been demonstrated entirely within the extent of publicly maintained highway. As per Design Manual for Roads & Bridges this is suitable for 40mph. Pedestrian visibility splays of 2m x 80m have also been demonstrated from new pedestrian crossing points to Yapton Road.

The Stage 1 Road Safety Audit (RSA) to cover access and pedestrian crossing points and accompanying Designers Response should be provided.

Trip Generation & Junction Modelling

TRICs has been used to estimate the anticipated vehicle trip generation from the development. This found that 38 trips in the AM and 38 in the PM peak hours could result. Using census data it is estimated that 72% of traffic would travel to/from north and 28% would travel to/from south.

Traffic count data in June 2021 has been used to identify the baseline flows. The applicant should demonstrate that these figures are similar to pre-Covid levels. Baseline figures may require a growth factor using nearby historical traffic counts.

As agreed at pre-app stage, the site access and Yapton Lane/ A27 junction have been modelled for capacity at year of full occupation (2026) and end of local plan (2031). National Highways will comment on Yapton Lane/A27 junction modelling. The applicant should confirm whether WA/44/17 Tye Lane traffic counts have been included as committed development for modelling of the site access.

Sustainable Transport

Walking

The proposed footway either side of access will provide link to bus stop to south and provide crossing point to west side of Yapton Road for onward journeys. There are also several off-road pedestrian links within the site and a crossing opposite Avisford Park Road to tie in to Public Right of Way (PROW) 333. As per pre-app comments this PROW provides a link to Walberton Primary School and local retail facilities, consideration should be provided on the appropriateness of the route and possible upgrades.

Public Transport

Bus Stops are provided along Yapton Lane, Services 85 and 85a provide services between Chichester and Arundel with 5 services in each direction per day. Upgrades to bus stops south of the site access are proposed including shelter on the eastern side. WSCC as LHA do not maintain these and the applicant should consult with the Parish Council on whether they would be willing to maintain this.

Cycling

Cyclists will access via the main vehicle access. A route exists between the western edge of Walberton and Barnham with some sections off-road, this provides a route to Barnham train station 2.2 miles distant. Barnham Train Station provides bicycle parking. The development cycle parking will be required to meet Arun standards but will be assessed at reserved matters stage.

Travel Plan Statement (TPS)

The submitted TPS provides the aims of reducing single occupancy car travel and increasing sustainable transport mode uptake by reducing single occupancy car trips of 10% over the 12-hour day for the 5-year life of the plan is proposed.

The travel plan coordinator will be responsible for implementation of the TPS including providing information to residents and conducting travel audit within 3 months of occupation. The £150 travel voucher should be confirmed and could be used for bus, rail, toward new bike/equipment, bikeability training or 12 month membership to Car Club.

The travel information pack for each new resident will include details such as local walking and cycling routes and benefits of sustainable travel and car sharing. Bus timetable information should also be referred to and websites provided (the document on Arun planning register has been redacted in places).

The updated TPS an monitoring fee for this (£1500) should be secured via s106/ Unilateral Undertaking legal agreement.

Conclusion

Please ask the applicant to provide the following information:

- Stage 1 RSA and Designers Response
- Demonstrate that baseline figures (June 2021 traffic counts) are similar to pre-Covid levels through comparison with historical traffic counts (modelling may require updating).
- Consult with Parish Council on their willingness to maintain/ views of bus shelter.
- Consideration to appropriateness of PROW 333 route and possible upgrades.
- Minor updates to TPS (or this can be provided through the legal agreement).

Katie Kurek
West Sussex County Council – Planning Services