WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Daun Johnson
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	5 January 2021
LOCATION:	Tye Lane Walburton BN18 0LU
SUBJECT:	WA/93/20/PL Alternative access & emergency access along with minor highway works following WA/95/18/RES. This site is in CIL Zone 2 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information / Modification
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

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. It is also noted that an application is currently undecided to increase this total by 30 dwellings (to 205)

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 following comments are based upon the A27 Arundel Bypass being constructed and Tye Lane being closed at the A27,

Pre application discussions were undertaken in November/December 2020.

Access
The proposal is to provide a vehicular access onto Tye Lane, a simple priority junction would be provided that incorporates a 5.5m wide carriageway and 7m kerb radii as shown on drawing ref 183248-002. A new footway would be provided along the eastern side of Tye Lane to connect with The Street. In order to provide the footway, the running carriageway has been reduced to between 5.6m and 5m.

Visibility splays are provided in line with Manual for streets requirements of 2.4m x 54m southbound (for speeds of 36.4mph) and 2.4m x 60m northbound (for speeds of 38.9mph). and vehicle tracking has been provided.
No stage 1 RSA has been provided with the application.

This would replace the current sites emergency/ped/cycle access.

Emergency Access
An emergency access would be provided onto Avisford Park Road of 3.7m wide and incorporate a removal bollard. The access would also be utilised by peds/cyclists as per the existing consented access arrangements. Vehicle tracking and information concerning the internal layout of the site should also be provided.

It is noted that Avisford Park Road is a private road with a PROW running along it.

NMUs along Tye Lane

A footway is proposed alongside the eastern side of Tye Lane which ranges between 1m and 1.5m. At its minimum width a footway is also provided on the western side of the carriageway. It is recommended that further design work is undertaken either by reducing carriageway width or by incorporating the existing footway is undertaken to reduce the distance of the minimum footway width of 1m.

Trip Assignment
Trip assignment has been agreed with the applicant as part of the pre application discussion.

Junction Impact
Junction Modelling has been provided for a 2031 scenario and compares a base local plan scenario, the existing developments impact and the revised access impact. It is noted that the none of the scenarios include any assessment of general traffic rerouting that would be caused by the proposed Arundel Bypass or current live applications.

Site Access
The modelling shows the site access would operate well within capacity.

Tye Lane / The Street
The modelling shows the site access would operate well within capacity.

A27/A29 Fontwell West
The applicant has utilised Linsig to model the impact of the reassigned trips on the junction utilising.
The headline impacts show an increase in delay and queues in the PM peak on the A27 W Ahead (1/3) and the Arundel Road approach from 16 vehicles to 21.2 vehicles and delays increasing from 149 seconds to 202.5 seconds when comparing the existing consent to this application.
On the WSCC network the additional queuing for the roundabout would begin to impact the Arundel Road/ London Road roundabout as well as extend pass the service station priority junction. Given this additional delay and additional junction is impacted by the redistribution of just one development and no consideration of wider rerouting of vehicles currently on the network then concern is raised and additional mitigation should be explored.
It is recommended that the applicant works with Highways England to consider wider reassignment to consider the impacts of the revised access/Arundel bypass.

Conclusion
Further Information is requested:

Further consideration of footway width on Tye Lane;
Stage 1 RSA for site access and footway on Tye Lane;
Vehicle Tracking for Emergency Access and details on internal layout;
Provision of further mitigation upon the A27/A29 Fontwell West junction to mitigate the impacts of the development, WSCC concerns are based upon the impact on Arundel Road; and
The application considers the sites redistributed vehicle effects on the local network but not the wider redistribution that would be caused by the proposed Arundel bypass. In conjunction with Highways England this should be detailed.

Stephen Gee
West Sussex County Council – Planning Services