

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	29 April 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
<u>S106</u> CONTRIBUTION TOTAL:	TBC

The previous WSCC response dated 05/01/21 requested the following additional information:

- Further Consideration of footway width on Tye Lane;
- Stage 1 RSA for the site access and footway;
- Vehicle tracking for the emergency access;
- Provision of further mitigation upon the A27/A29 Fontwell West Junction; and
- The application consider its impact on the A27/A29 Fontwell West with regard to the distribution caused by the proposed Arundel Bypass.

The applicant has submitted information that seeks to address WSCC concerns in the form of:

- Revised Access Drawings;
- Designers Response;
- Mitigation scheme at A27/A29 Fontwell West Junction; and
- Arcady / LinSig Modelling of A27/A29 Fontwell West Junction

Tye Lane Footway

The minimum footway width along Tye Lane has been increased to a minimum of 1.2m for approximately 25m by reducing the running carriageway to a minimum of 4.8m; given alternative pedestrian access is available and the planning permission would only be implemented should the preferred route announcement be confirmed and implemented and as such Tye Lane would be closed to the North then no concern is raised.

Stage 1 RSA

A stage 1 RSA for the site access and footway proposals has been provided 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 link within the development.

A27/A29 Fontwell West

A mitigation scheme of widening the effective flares of the Arundel Road and A29 approach has been proposed and modelling provided to assess its impact.

WSCC raise concerns that the baseline data utilised does not accurately reflect the current Arundel Bypass Preferred Route Announcement scheme as the flows utilised in the modelling come from the Arun Local Plan Arundel Bypass model run which does not include the closure of Tye Lane and Yapton Lane therefore the wider rerouting (especially on Arundel Road) would not be included.

As the planning application would only be implemented should the Arundel Bypass be approved then this should form the baseline assessment which it currently does not.

Conclusion

Further Information is 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.

Stephen Gee
West Sussex County Council – Planning Services