



WALBERTON PARISH COUNCIL
INCLUDING FONTWELL AND BINSTED
Parish Council Office, The Pavilion, The Street,
Walberton, Arundel, West Sussex, BN18 0PJ

www.walberton-pc.gov.uk

19 January 2021

Dear Sirs,

Re: Planning application WA/93/20/PL: Land East of Tye Lane, Walberton.

Walberton Parish Council wishes to register an **objection** to this application. We have the following concerns.

Non-compliance with existing Plans and Policies

- Walberton Neighbourhood Plan policy GA5 (Traffic Management): "Proposals that significantly increase the level of traffic within the villages will be resisted".
- As discussed below, there will be an increase in traffic travelling through the villages of Walberton and Fontwell. The original access was granted as the traffic impact through the villages was not so significant. This increase will also detrimentally impact on Walberton's Conservation Area.
- Arun District Council Local Plan policy T SP1 (Transport and Development): "To ensure that growth in the District... reduces congestion..."
This policy states that support will be given to proposals that are "supported by an effective and deliverable Transport Assessment". As discussed below, we consider the Assessment provided to be fundamentally flawed.

Traffic issues

1. Fontwell roundabout

In their objection to WA/68/20/OUT, Highways England refer to Fontwell West Roundabout being currently over capacity. With their preferred Grey route announcement for the A27 they expressed concerns regarding movement of construction traffic following the closure of Tye Lane to the north. Making Tye Lane a primary access for this development will result in similar issues.

2. Road width change

Tye Lane is significantly narrower than Yapton Lane for vehicle movements. The proposal reduces this width further.

- According to the Traffic Assessment, the Tye Lane carriageway is to be narrowed to between 5.6 and 5m - "still wide enough for an HGV and a car to pass".
 - The Manual for the Streets (UK Government Department of Transport) p74 has an average HGV as 3.0m width.
 - This means that they can technically pass each other with zero clearance on the 5m section of carriageway.
 - The wider section at 5.6m allows a small gap between the vehicles. However, many drivers will find passing 20cm away from an HGV and 20cm away from the kerb challenging.

- An average van width is given as 2.4m, so it is not possible for a van to pass an HGV realistically; two vans will be a challenge as well.
 - During the construction phase there will be insufficient space for two HGVs to pass.
 - The narrow passing space may lead to vehicles inadvertently mounting the footway presenting danger to pedestrians.
- Five of the six houses at The Street end of Tye Lane have land ownership up to the current highway boundary. Two of the houses do not have driveways or garages and cars are legally parked on the road. This further reduces safety if traffic along this road is to be increased.
- The proposed cycle route from Avisford Grange leads down this narrowed route. This will also pose increased risks to cyclists from traffic trying to pass them.

Our conclusion is that the reduced road width to accommodate the new access point poses increased dangers to pedestrians, cyclists and vehicular traffic.

3. Traffic flow diagrams

A number of Traffic Flow Diagrams are provided to illustrate changes in traffic flow patterns. However, they seem to have incorrect data.

- The 2031 base numbers used refer to 50 vehicles going northwards up Tye Lane to a dead end and 30 heading southbound from this dead end. As there is no reason for this degree of traffic to head into a dead end, it appears that this reflects a prediction for travel when the road has not been severed by the A27.
 - These numbers get added to the site traffic proposed flows to generate the reports for increased traffic after developments have been built, where no traffic heads up the dead end. We presume that no traffic is indicated heading North out of the development as the road is impassable.
 - Adding a base number for 2031 for traffic with a fully passable Tye Lane to a numbers post-closure for estate traffic as appears to have been done gives meaningless numbers. The 2031 base numbers for The Street, West Walberton Lane etc. will be incorrect if traffic has been allocated to Tye Lane and the A27 where it cannot go so will falsely reduce the numbers for our local roads. This will give a reduced indication of the real impact of the traffic to the local roads.
- There would appear to be very few vehicle users predicted for 175 (soon to be 205) dwellings. For example, the base traffic and additional from proposed developments indicates 70 movements leaving in the am peak, and 6 returning in the pm peak.
 - Assuming only two residents per dwelling and all movements to be due to the Avisford Grange development suggests only 17% of residents (70 movements out of 410 residents) will travel during peak times to work or school.
 - This is a completely inappropriate assumption based on national data rather than a small village.
 - There is minimal local employment so travel further afield is mandatory.
 - The bus schedule presented is misleading – there are in total only 3 services per day from the 66A route and five on the 85 route, none on a Sunday.

- The 2011 census indicates that this Parish has almost double the West Sussex average for 3 and 4 car households and a third more than the average for 2 car households.

Our conclusion is that more traffic than described in the flow diagrams will be using local roads unsuited for this level of traffic. An increase in traffic will result in increased local air and noise pollution. The application should be refused until correct information can be supplied, and the local impacts assessed.

We note that in their report on WA/68/20/OUT, Arun District Council's officers refer to a lack of information regarding traffic modelling and the Tye Lane closure.

4. PICADY Junction analysis

- The presented origin and destination data assumes that Tye Lane is open to A27 in the first analysis for the Site/Tye Lane junction.
 - There is no mention of HGV traffic for the construction phase in the traffic analysis, just car traffic. The HGV count is explicitly set at zero for the data exercise. The impact on local roads for the construction phase does not appear to have been assessed.
 - Nor is there any mention of the increase of HGV traffic from the Hooe Farm Industrial estate without A27 access to or from Tye Lane.
- The second analysis concerns the Tye Lane/The Street junction.
 - This will be incorrect if based on this same assumption of Tye Lane being open to A27 as there will be less traffic between The Street and the A27 but more traffic between the Site and The Street using this junction.
 - We cannot determine whether Tye Lane has been modelled as complete or incomplete from the information provided.
 - There is again no mention of HGV traffic for the construction phase in the traffic analysis.
- We note that this planning application is stated to be in response to the closure of Tye Lane by the A27 preferred route and so would expect to have data and predictions for this particular situation. This does not appear to be the case.

Our conclusion is that increased traffic on The Street and local roads above that described in this application will result. The application should be refused at the very least until correct information can be supplied, but the increased traffic and resulting noise and air pollution through the Conservation Area should result in refusal regardless.

Yours sincerely,

(sent by email unsigned)

Andy Peppler

Clerk to Walberton Parish Council on behalf of the Planning Committee.