

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	1 March 2022
LOCATION:	Land West of Bilsham Road Yapton
SUBJECT:	Y/3/22/OUT Hybrid Application comprising of: Outline planning application for further phases of up to 110 No dwellings and associated infrastructure (with all matters reserved) and Full application for Phase 1 for 30 No residential dwellings, new access from Bilsham Road, public open space, landscaping, sustainable urban drainage and associated works. This application is a Departure from the Development Plan and is in CIL Zone and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above application for highway safety, capacity and sustainability considerations at the above site. The site will utilise a new access point onto Bilsham Road. At this point the highway is a 30 mph limit and is classified as the B2132. A short distance to the south of the proposed point of access Bilsham Road is subject to a 40 mph speed limit.

It is noted that the LHA provided written pre-application advice to the applicants Transport Consultant in September 2021. In this note the principles of what a future Transport Assessment were discussed, including access detail, capacity testing and accessibility measures. For this application the transport aspects are supported by way of a Transport Assessment (TA).

The application proposes 140 residential dwellings with 30 initially in Phase 1 and then 110 in Phase 2. The proposals will result in a new access point onto Bilsham Lane. The application is not within the adopted Local Plan but it is within Arun District Councils Interim Housing Statement.

Access and Visibility

The proposals will utilise a new 6 metre bellmouth access onto Bilsham Road. The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access easily. A separate 2m wide footway will be provided into the site providing safe access for pedestrians, assessment of this element is provided in the section below.

The offsite highway works for the access would be subject to a Section 278 Agreement with the LHA's Highway Agreements Team.

Given the nearby change in limit the LHA's pre-application response advised that a speed survey was undertaken to ascertain the 85th percentile road speeds along Bilsham Road.

The TA states that visibility splays of 2.4 metres x 73 metres can be achieved in both directions, these would be in line with the recorded 85th percentile road speeds of 38 mph in both directions. Having assessed the methodology provided within the TA we would accept that the recorded speeds are in line with Manual for Streets 2 (MfS2) parameters for this road and the local context. From inspection of the TA, there does not appear to be a drawing which provides the details showing the 73 metre splays as outlined in Section 4.7 of the TA, this should be provided for clarity.

The existing field gate access would be utilised for initial construction of the primary access and the applicant suggests its retention as an emergency access. However as outlined within the TA there would be a benefit in utilising the link for pedestrians and cyclists at a latter date.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area will be provided to allow access and egress the site in a forward gear.

Accessibility and Proposed Footway

Pedestrian routes to the north have been assessed within the Y/91/17 and Y/92/17 applications and relevant improvements and connections secured. The applicant has also identified a community benefit of providing a footway to the north and south. The footway to the north would link to the existing bus stop and ultimately tie in with the two 2017 applications outlined above should they come forward. To the south from Taylors Close to provide access to the allotments and PROW 144. The footway is provided with widths of 2.0 metres and tactile paving to the south linking pedestrians to Taylors Close. It is also proposed to add tactile paving on Taylors Close linking to the new link to PROW 144 to the south.

For cyclists NCN2 is located to the south of the site and runs along the A259. The WSCC walking and cycling strategy includes a link along Bilsham Road that would connect Yapton to the route as a future route. As discussed at the meeting no further progress has been made with developing a link to Barnham station as no s106 contributions have been received as yet and additional funding is likely to be required. The F/4/20 Ford Application currently under consideration includes within its package of mitigation on road cycle routes along Bilsham Road and Main Road. In terms of bus services the site is located in close proximity to the 700 bus service providing future residents access to regular services to Littlehampton, Bognor Regis and Chichester.

Stage 1/2 Road Safety Audit

As this application is a hybrid application the applicant has provided a Stage 1/2 RSA. In accordance with the adopted WSCC 'Road Safety Audit Policy', a Stage 1/2 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. The RSA includes an assessment of the proposed access point and pedestrian footway along Bilsham Road.

A Design Team response to the RSA has also been prepared for the 9 points raised. All matters raised in the RSA have been addressed in accordance with the Auditor recommendations and there are no outstanding matters raised through the audit process.

We would request a copy of the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation and formally sign off.

Junction Capacity

The use of the same Trip Rate Information Computer System (TRICS) information as that of Y/91/17 is accepted by the LHA at the pre-application stage as it was considered it provided a robust scenario.

A bespoke trip generation analysis for the maximum number of proposed usage at the site has been undertaken using the industry standard TRICS software. On the assessment undertaken the development proposals are predicted to generate under 15 movements in the AM and PM peak hours respectively for the first phase of the scheme and 71 and 67 trips in the peaks for the Phase 2 of the development.

Three junctions are anticipated to experience an increase of 30 or more trips in the peak period namely:

- B2132 Bilsham Road / B2233 Yapton Road mini roundabout
- B2233 Main Road / North End Road mini roundabout A259 Comet Corner

However, having assessed the TA the the future year scenario should be the end of Local Plan period (2031) which was requested at the pre-application stage. This would need to be re-calculated and provided for the LHA to assess.

Comet Corner- The Arun Local Plan Transport Study (ALTPS) includes a scheme to address safety concerns <https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n16907.pdf&ver=17505> within Section 6.24 of the TA suggests that the applicant is willing to provide a contribution towards improvements as outlined in the ALPTS, the LHA would seek clarity from the applicant on the amount of contribution the applicant is willing to make to the development.

Parking and Layout

The on-site car parking provision is designed in accordance with Arun District Council's 'Supplementary Planning Guidance' (SPD) which has been formally adopted. Covered and secure cycle parking will be provided within sheds (dimension of shed 6' x 4') in the garden area of each dwelling.

For Phase 1 of the development the proposals include a total of 63 allocated parking spaces (and an additional 6 spaces for visitors) and 6 garage spaces. In terms of garages the LHA requirements do allow garages to be provided at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5.

For Phase 2 of the development the TA confirms that the principles for Phase 1 would be followed, and the standards would be met.

No concerns would be offered to the outline of the layout. We would seek the internals are design in accordance with Manual for Streets parameters. One observation we would make is ensuring each access point from the main estate roads are of crossover construct encouraging pedestrian and cycle movements throughout the site.

In terms of layout the TA provides swept path diagrams tracking a 11.9m-long refuse vehicle. This has been conducted to demonstrate that vehicles can undertake necessary movements at the site access and within the site internally and is shown on the access plan at Appendix A.

Conclusion

In summary the LHA would require some further information from the applicant this would include:

- Visibility splay plan showing achievable 2.4 by 73 metre splays
- RSAAR for the LHA to sign off
- Revised junction modelling as outlined in the Capacity Section of this report
- Confirmation of the likely contribution that the applicant is willing to consider for the Comet Corner improvements.

Jamie Brown

West Sussex County Council – Planning Services