



The Richard Parker Consultancy

CONSULTING ENGINEERS: TRAFFIC, HIGHWAYS & TRANSPORT

Mrs A Taylor

Land adjoining Little Meadow,
Bilsham Road,
Yapton,
West Sussex
BN18 0JY

**Transport and highway appraisal
of the suitability of this site to accommodate between 100 – 150 dwellings.**

12th April 2017

1. This Statement is submitted on behalf of the landowner in support of a pre-application enquiry to Arun District Council which seeks to identify the acceptability of this site for housing. This report addresses all the relevant transport and highway issues to demonstrate that this site can provide a suitable housing development.
2. There are two main areas of consideration; firstly the highway suitability (safe access; acceptable impact on the adjoining highway and junctions) and secondly its transport suitability (sustainability; access to non-motorised transport; links to pedestrian network etc.). These will be considered in turn.

Site location and description of the adjoining highways

3. The site lies on the east side of Bilsham Road some 500m south of the recent residential development at Taylors Close and behind the property called Little Meadow and nine other residential dwellings. The site extends to some 4.6 hectares and lies mainly on the north side of a minor public highway known as Grevatts Lane West (a cul-de-sac). The land is generally flat and the western part is occupied by some small industrial units, whilst the eastern part is pasture. The access lies off Grevatts Lane West. The location of the site and extent are identified on the plan attached at Figure 1.
4. In the same ownership is a large triangular portion of land on the south side of Grevatts Lane West. This is currently fallow agricultural land. This is also identified on Figure 1.

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5. **Grevatts Lane West** is an unclassified, publicly adopted highway that used to extend for over 1km towards Climping. However when the A259 Littlehampton to Middleton-on-Sea road was upgraded the eastern end of Grevatts Lane was permanently closed and only the westernmost 100m now remains open to traffic. A gate across the highway precludes all but pedestrian and cycle use. Grevatts Lane West is therefore a short cul-de-sac serving 4 dwellings, the access into the small industrial area and a field gate into the agricultural land on the south side.
6. **The B2132 Bilsham Road** runs northwards from the A259 at Comet Corner into Yapton. The road is subject to a 40 mph speed restriction northwards from the A259 until reducing to 30mph restriction where it enters the existing residential area in Yapton adjoining Taylors Close. The road follows a meandering alignment northwards from the A259 until passing through two sharp bends adjoining Little Meadows and Hobbs Farm and then straightens up again into Yapton. The road has a 6m wide carriageway and there is a continuous footway along the eastern side south of Grevatts Lane West all the way to the A259 at Comets Corner. North of Grevatts Lane West there is no footway until the commencement of the 30 mph restriction at Taylors Close.
7. The junction of Bilsham Road with Grevatts Lane West lies on the inside of a gentle bend on Bilsham Road. Visibility out of the side road is therefore restricted in either direction and amounts to some 45m to the south and around 35m to the north. This junction is used by all traffic to 4 dwellings and the small industrial area.
8. Bilsham Road is a bus route served by the Coastliner 700 service which provides a 3 times per hour service between Bognor, Middleton, Yapton and Littlehampton. There are bus stops on either side of Bilsham Road opposite Grevatts Lane West.
9. To the south of the site the **A259** is the main east-west distributor road in the area. The road has been improved and now follows a modern alignment with a 7.3m wide carriageway and either 'ghost-island' or roundabout junctions at all the main node points. The junction of Bilsham Road with the A259 is called **Comet Corner** and is a staggered priority junction with Yapton Road on the south side leading into Middleton-on-Sea. This junction is currently being improved by WSCC with longer deceleration lanes, better drainage, improved visibility and better facilities for pedestrians and cyclists. The work is scheduled to be completed by the end of April 2017.
10. The road safety record for Bilsham Road has been checked for the last 5 calendar years (ie 2012 -2016 inclusive). In 2012 there was a slight injury accident on the bend outside Hobbs Farm and another slight injury accident 150m south of the site where Bilsham Road passes over the Ryebank Rife. Other than a cluster of accidents at Comet Corner, there have been no other reported injury accident near the site in the last 5 years.

Access to facilities

11. North of the site along Bilsham Road there are a range of services including the Bilsham Stores (a convenience shop) less than 1km away. In the centre of Yapton (1.5km from the site) there are numerous shops, hairdresser, fish and chip shop, a Post Office and other services clustered around the village green and Village Hall. The primary school is 2km from the site.

Description of the proposed development

12. The site is considered suitable to accommodate between 100 - 150 dwellings. There would be a single access out onto Bilsham Road, replacing the existing junction of Grevatts Lane West. This access would also serve the 4 existing dwellings. To ensure adequate visibility out of this access and of turning traffic the access would be relocated some 90m further south along Bilsham Road. Figure 2 shows the proposed layout of this new access.
13. For a development of 100 – 150 dwellings, the site would generate approximately 600 -900 vehicle movements per day with around 70 - 100 vehicles movements in each peak hour. As the development would replace the existing small industrial area the incremental amount of new traffic would be slightly lower, say 65 - 95 movements in each peak hour. Because of the greater opportunities served by the A259 to the south compared with the B2233 road through Yapton, it is likely that the majority of traffic, say 2/3rds would travel to and from the south and the remaining 1/3rd would travel to and from the north. Hence in each peak hour the additional traffic on the highway would at worst (ie with 150 dwellings) amount to :
60 vehicle movements per hour along Bilsham Road towards Comet Corner
and 35 vehicle movement per hour along Bilsham Road towards Yapton.
All these movements would be by small vehicles (cars, vans etc.) whilst the existing traffic to the industrial area comprises mix of cars and HGVs.
14. In addition to these vehicle movements there would be additional journeys made by non-car modes using the bus, cycle or walking.

Highway impact of the proposal:

15. The proposed new access meets all the current guidelines on design with good visibility out of the access and good forward stopping sightlines along Bilsham Road; suitable turning radii and links to the existing footway. Because the existing junction with Grevatts Lane West has poor visibility it is proposed that this junction is closed and access to the four existing dwellings in Grevatts Lane West is via the new link, although this can be subject to more detailed discussion with the highway authority.
16. If necessary, there is adequate frontage within the landowners control to provide a ghost-island right-turning lane into the site, although as the traffic flows along Bilsham Road are relatively low, this is not considered necessary for the smaller development of 100 dwellings.

but may be required for a development of around 150 dwellings. Again, this is a matter to be discussed with the highway authority at the appropriate stage.

17. The development will, at worst, add some 60 vehicle movements in each peak hour to the traffic using Comet Corner. This junction was looked at in detail in the 2016 Arun Transportation Study undertaken for Arun DC by Systra¹ and was categorised as *'requiring attention because of safety risk'*. Nevertheless computer-based capacity analysis of this junction was undertaken for various future development options including a '2031 Final Scenario', ie one that includes for 11550 new dwellings within the District. In the 'No mitigation' scenario the rfc² for each arm of the junction in 2031 did not exceed 83% for the eastbound A259 right turn into Middleton (a maximum rfc figure of 95% was set by Systra) and much less if various major mitigation schemes were implemented. Other arms of the junction had lower rfcs. As this junction is currently the subject of a £0.55m improvement to address the safety issue, it appears that both capacity and safety have been considered by the highway authority. Ultimately (post-2031) this junction has been identified as suitable for upgrading to a roundabout.
18. Elsewhere the addition of up to 35 vehicles per hour (or a vehicle every two minutes) northwards along Bilsham Road will not create any operational problems nor add significantly to the delays at the junction in the centre of the village.
19. Overall there is nothing to suggest that 100 -150 new dwellings on this site will create any significant highway issues.

Transport impact of the proposal

20. The site is reasonably well located for sustainable access by modes of transport other than the motor car. There is a frequent bus service (3 per hour each way) past the front of the site giving access into Bognor, Middleton and Littlehampton.
21. The topography of the area is generally flat and so the use of the bicycle as a sustainable mode of transport is both realistic and practical in this location. Bognor and Littlehampton are both some 5km or about a 15m minute cycle away. Even Chichester (10km) is within a relatively convenient cycle distance.
22. There is a discontinuity in the footway along Bilsham Road north of the site, as it stops north of Grevatts Lane West and re-commences at Taylors Close, a gap of some 500m. To ensure full permeability of this site this pedestrian link would need to be completed as part of this

¹ Arun Transport Study 2016, Stage3 published January 2017.

² rfc = ratio of flow to capacity. An indication of how busy a junction is. Systra suggested up to 95% was acceptable



development. From inspection, the verge along the east side of Bilsham Road appears to have adequate width to accommodate a new footway.

Conclusions

23. This report does not purport to be a full Transport Assessment, but offers up sufficient information to demonstrate at a Pre-Application stage that a site adjoining Little Meadow is suitable in highway and transport terms to accommodate new housing.
24. Sufficient land is in the control of the landowner to enable a better access than currently exists off Grevatts Lane West can be provided. Furthermore the likely impact of 100 – 150 dwellings on the adjoining highway network will not be significant and can be accommodated by the existing infrastructure. This includes Comet Corner (A259 / B2132 junction) which is currently undergoing a medium-sized road safety enhancement .
25. In sustainability terms the site is reasonably well located although it will be necessary for the scheme to fund a new footway along a section of Bilsham Road.
26. The National Planning Policy Framework advises at para 32 that:
'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'
It is clear that the highway impact of this modification is slight, a local road safety issue has already been addressed and that the sustainability of the site would be enhanced by introducing a section of footway. Overall therefore, this proposal can meet the required highway and transport requirements.

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FIGURE 1
Site location

