

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	17 June 2021
LOCATION:	Land At Little Meadow And East Of Bilsham Road, Yapton, BN18 0JY
SUBJECT:	Y/71/21/OUT Outline application with access for up to 73 No. new dwellings (but retaining Oak Trees & Little Meadow dwellings), 405 sqm of new light industrial buildings as part of an enlarged employment site & Public Open Space. The existing junction of Grevatts Lane West & Bilsham Road will be closed & Grevatts Lane West diverted to a new access point to the South. This application may affect the setting of Grade II Listed Buildings & is a Departure from the Development Plan.
RECOMMENDATION:	More Information

Site Context

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for up to 73 x dwellings, 405sqm light industrial (3 x buildings) and associated works (existing junction of Grevatts Lane West (GLW) & Bilsham Road will be closed & GLW diverted to a new access point to the South). Matters of access only are sought.

The LHA previously commented under Y/70/20 for 83 x dwellings with extension to light industrial building and new village hall. More information was requested, and the application was refused for several reasons, including lack of supporting highways information.

The site currently comprises industrial estate to north, grassland to south and residential dwellings to west. Little Meadow dwelling is accessed via private driveway from Bilsham Road (B classified and subject to 40mph speed restriction in this location). The industrial estate appears to have access from this driveway although the main access is from GLW to the south. A new bellmouth access is proposed to the south GLW/Bilsham Road junction which will provide access to the allotments, cross GLW northwards and provide a route to the residential development and industrial estate. The plans show that the existing GLW junction with Bilsham Road is retained for access only but gated as per existing arrangements, approx. 100m east from Bilsham Road.

The crematorium permitted east of site (Y/103/18), maintains this gating off to prevent a through route and vehicles turning right from the crematorium. A new improved access to A259 was approved under Appeal to provide a route to the crematorium.

Bilsham Road provides a connection from the A259 to the south with Burndell/ Yapton to the north (B2233). Bilsham Road junction with A259 forms a ghost island right turn lane. The A259 links Bognor in the west to Littlehampton in the east.

Proposed Access Arrangements and Highway Alterations

A new bellmouth junction to Bilsham Road is proposed to the south of GLW/Bilsham Road junction. Swept path tracking shows that a refuse collection vehicle and car can pass within the access. There also appears to be a proposed tactile dropped kerb paving point either side of the new junction. The applicant should also explore localised widening of the footway on Bilsham Road.

The existing GLW junction affords substandard visibility yet is shown as retained for access only to the existing 4 x dwellings only. Considering the substandard visibility, the applicant should consider closing off this access with the new junction and access road

providing a route to the existing dwellings. The turning area shown opposite Bilsham Cottage should also be demonstrated as workable.

GLW will be stopped up from east of Bilsham Cottage to the permitted crematorium site to prevent through traffic. The highway rights would need to be formally removed by way of a Stopping Up Order. This is controlled by Section 247 of Town and Country Planning Act and would be subject to a separate process administered by the Department for Transport's National Casework Team. The Highway Authority along with other statutory undertakers and interested parties would be consultees in this process. There is also no guarantee that this process would be successful. The comments made here would not constitute the Highway Authority's formal position regarding any future Stopping Up. A pedestrian/cycle route should be retained, and the applicant should explore the option of dedicating this as a new bridleway (considering the benefit to cyclists linking to the cycle path on A259).

Please clarify the existing Little Meadow access arrangements and whether this route will be permitted for the industrial estate. If so, then suitable visibility splays at the existing access will need to be demonstrated.

Visibility

The TS states that the ATC Speed Survey revealed 85th percentile speeds of 32.3mph for south bound vehicles and 35.2mph for north bound vehicles and has demonstrated splays to these speeds. The LHA have reviewed the raw speed survey data for 85th percentile speeds over the 11-day survey and found the speeds to be 40.3mph southbound and 39.9mph northbound. This would require splays of 105m north and 103m south calculated using MfS2 parameters for SSD for vehicle speeds above 60kph. Location of speed counter should be provided to ensure this was taken from a location representative of anticipated speeds and the required splays should be demonstrated (ideally on topographical survey with highway boundary underlaid). To achieve the northern splay, landscaping and land within the red edge may be required. It is not clear whether the existing trees will need to be removed to facilitate access and splays, this should also be clarified.

Stage 1 Road Safety Audit (RSA)

Considering Trip Generation comments below, the auditor should be informed that anticipated trips may be higher and have not been confirmed.

3.2.1 – Vertical Difference between development and Bilsham Road – the auditor recommends that vertical alignment details are provided at Stage 2 RSA.

3.3.1 – Visibility at Proposed Junction – the auditor recommends that existing hedge and bank are accounted for in visibility splay assessments. As the LHA require correct splays to be demonstrated it should be shown that these are not impacted by bank or third-party land. The bank does not appear publicly maintained so will only be able to be regraded where it is within the applicant red edge.

3.4.1 – Lack of Pedestrian Facilities – the auditor recommends a pedestrian crossing point with drop kerbs and tactile paving are provided across the new junction.

The Designers Response states that a widened footway and crossing is shown on drawing NJC-001. The extent of footway widening, and pedestrian crossing should be made clearer when the visibility splays are redrawn.

Allotments

Whilst it is acknowledged that parking and internal layout would be decided at reserved matters stage, the applicant should clarify how the allotments will be accessed and where parking for these is to be located.

Trip Generation & Road Network Capacity

TRICs has been used to show the existing trip generation for the industrial units (500sqm) against the anticipated trip generation from the proposed residential development. The trip assessment does not appear to include the additional proposed 405sqm light industrial and thus the LHA have included this. The raw TRICs data for the residential assessment has not been included in the TS and should be provided.

	AM PEAK HR	PM PEAK HR	DAY
Industrial			
Existing 500sqm	5	3	40
Proposed 405sqm	4	2	32
TOTAL	9	5	72
Residential			
Proposed	42	40	338
GRAND TOTAL (NOT INC. ALLOTMENTS)	51	45	410

Furthermore, informal estimation of trips from the allotment should be provided. In line with WSCC guidance, junction modelling should be carried out where new and existing junctions have a predicted increase in total entry flows of 30 or more vehicles in any hour - or if the junction already experiences peak period congestion an increase of 10 or more vehicles - as a result of the development proposals.

Para. 6.8 presumes a 75% split of vehicles travelling south to A259, 25% north but no justification for this has been provided – it is advised that census data for travel to work is used to estimate trip distribution. If 75% travelling south this would be an additional 38 x trips in AM and 34 in PM peak hours at the A259 junction and thus this should be modelled for capacity along with the proposed site access junction and Bilsham Road/Burndell Road junction to north.

Accessibility

The shared use A259 cycle route ends just inside the junction of A259 with Bilsham Road (although Bilsham Road is also a local cycle route with aspirations to create a cycle path as a feeder link between NCN2 and Yapton, as set out in West Sussex Walking and Cycling Strategy 2016-2026).

As per comments above it would be a benefit to retain a pedestrian/cycle link from the site to GLW crematorium approved site, to link in with the A259. Please provide details of such a proposal.

Yapton is 1.1-mile cycle distance to the north with several local amenities such as grocery, takeaway and health centre. Barnham Train Station is a 2.6 cycle distance and features car and bicycle parking. Services to London, Brighton, Bognor and other destinations are available. Alternatively, Bognor Train Station is 4.4 miles distant via National Cycle Route 2.

Bilsham Road is un-lit with pedestrian footway and verge to eastern side of carriageway however this terminates north of GLW before starting again north of Taylors Close (Yapton). There would be a benefit to widening the footway adjacent and in vicinity of the proposed site access and providing a crossing of Bilsham Road to access bus stop on the western side. Walking may not be a suitable option to some as Yapton is 1.1 mile distant along unlit footway without a continuous footway link.

The nearest bus stop is on Bilsham Road in short vicinity of the proposed access point with services to Littlehampton, Bognor, Chichester.

Whilst the LHA is mindful that internal layout would form part of reserved matters, a clearer plan should be provided showing extent of shared surface and pedestrian/cycle links within site as this forms part of principle of access for the application.

Conclusion

In summary there are several matters for clarification and further demonstration as detailed above and summarised below:

- Demonstrate required visibility splays to 85th percentile speeds, ensuring these do not pass through third party land (ensure bank and trees do not impact splays). Also provide detailed location of speed counter.
- Demonstrate clearer access and site plan, show proposed localised footway widening, footway tie in to site and existing and dropped kerb tactile paving

pedestrian crossing point of the new junction and of Bilsham Road to the west side bus stop.

- Explore option of closing off/stopping up GLW junction and demonstrate turning area for the existing dwellings is workable from the new access road direction.
- Clarify Little Meadow access arrangements, whether the industrial estate/ new development can be accessed this way – if so, demonstrate suitable visibility at the existing access point to Bilsham Road.
- Explore potential pedestrian/cycle link across proposed stopped up section of GLW, to link the site to crematorium and onward to A259.
- Confirmation of trip generation, provide raw TRICs data for residential development and include allotment trips and provide full junction modelling of site access, A259/Bilsham Road and Bilsham Road/Burndell Road junction.
- Also advised that accurate trip generation figures and updated plans, once provided, are supplied to the auditor for amended comments and Designers Response should consequently be amended.
- Clear plan showing extent of shared surface and pedestrian/cycle links within site.

Please ask the applicant for the additional information and re-consult.

Katie Kurek

West Sussex County Council – Planning Services