

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Easton
FROM:	Stephen Gee Highways, WSCC
DATE:	17/05/2018
LOCATION:	Land at, Bilsham Road, Yapton
SUBJECT:	Y/91/17/OUT Outline application for the development of up to 250 residential dwellings (Class C3), vehicular access, public open space, ancillary works and associated infrastructure. Departure from the Development Plan. More information.
DATE OF SITE VISIT:	1 st September 2017, 20 th April 2018
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☒ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

The application is for 250 homes at land east of Land at, Bilsham Road, Yapton. The site is located to the south west of Yapton.

A joint transport assessment has been provided for 300 homes at Land East of Drove Lane (Y/92/17/OUT) and Land at Bilsham Road for 250 homes (Y/91/17/OUT). The site is allocated for at least 400 dwellings within the emerging Arun Local Plan under policy SD7.

Additional Information has been provided by the applicant in the form of:

- Technical Note: Response to WSCC Highways Comments
- Email dated 03/04/2018 containing Pedestrian accessibility figures, queue length surveys and proposed pedestrian improvements.

Trip Rates

Following my own further amendments to remove unsuitable sites either recorded as Edge of Town Centre or located within Scotland that resulted in trip rates very similar to those originally used within the TA. I can confirm the trip rates are accepted.

Trip Distribution and Assignment

Traffic flow assignment plots have been provided and are accepted.

Junction Modelling

It is noted that additional sensitivity testing has been provided that includes a robust level of committed development/TEMPro background growth.

Burndell Road - Bilsham Road Mini Roundabout.

Queue data has now been provided for the junction that enables the Arm Capacity Adjustments that have been applied to Bilsham Road and Main Road to be supported; as such the junction modelling is accepted.

The junction has been identified as approaching capacity within 2031 sensitivity tests in which a through road is not provided yet the developments are fully occupied and robust committed development assumptions have been used. It is recommended that a suitably worded condition is developed to ensure a link road is open before the two application sites are fully occupied.

Comet Corner and Oyster Catcher

A design audit has not been undertaken on the proposals nor any departures proposed. From an initial look a number of issues are highlighted including:

- Left turns onto minor roads must have a nearside auxiliary lane or a nearside diverging taper;
- Acceleration Lanes;
- Proposing a 40mph speed limit; and
- Lane widths and central reservation widths.

It should also be noted there are lots of stats in the area which have the potential to be affected by the scheme.

Due to these issues a full modelling review has not been undertaken.

It should be noted that the preferred solution for the junctions as highlighted in the Arun Transport Strategy Stage 3 report is a roundabout at Oyster Catcher and junction Improvement at Comet Corner is suggested that an appropriate contribution is agreed with the applicant to deliver an improvement to both Oyster Catcher and Comet Corner.

At present an amount has not been agreed and as such a recommendation for refusal is advised due to a failure to mitigate the likely transport impact of the development and contribute towards the strategic transport infrastructure. I am confident however that this issue could be addressed following further discussions with the applicant and them agreeing to an appropriate level of contribution.

Review of Existing Walking and Cycle Links

Additional information has been provided on the anticipated walking and cycling routes. The applicant is proposing to enhance existing facilities with the provision of:

- An uncontrolled crossing with dropped kerb and tactile paving at B2233 main Road in the vicinity of the North End Road roundabout; and
- Improvement to the existing dropped kerb crossing to link over Tack Lee Rod to the Old Canal Bridge PROW.

Following consideration of the applicants pedestrian accessibility map it is also considered that an uncontrolled crossing to include dropped kerbs and tactile paving is included in the vicinity of the Bilsham Stores and Meadowcroft Surgery.

It is considered that the improvements would benefit both this and the adjoining application site and as such the development to be occupied first should deliver.

Cycle Link between Yapton and Barnham

Additional information regarding possible cycle links has been provided within the Y/92/17/OUT application.

4 options have been identified by the applicant and are contained with the TN

The preferred options are

- Option 4 – follows Drove Lane southwards to the Solar Farm, where a new link would need to be provided to connect with the existing permitted cycle route along PRoW 146, leading directly to Church Lane. Whilst it is the least direct of the proposals can be delivered at a very early stage of development as the land is within the control of the adjoining applicants.
- Option 2 – Follows the existing PRoW 200-1 from Drove Lane along the route of the old canal. This can then either continue to Church Lane to the south of Barnham or divert north to the B2233 Yapton Road.

As no land is within the control of the applicant it suggested that a contribution is taken towards the implementation of a route between Yapton and Barnham.

Conclusion

An objection is raised to the proposals due to a failure to mitigate the likely transport impact of the development and contribute towards the strategic transport infrastructure. I am confident however that this issue could be addressed following further discussions with the applicant and them agreeing to an appropriate level of contribution.

Stephen Gee
West Sussex County Council – Planning Services