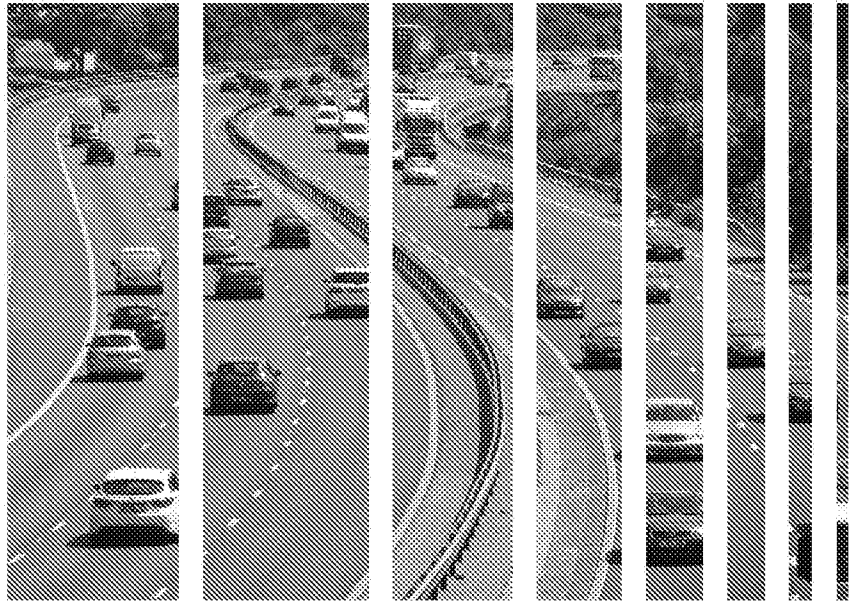




Hook Lane, Westergate

Reserved Matters Transport Assessment

August 2016
David Wilson Homes

pb paulbasham
planning & engineering

DELIVERING SUSTAINABLE, TRANSPORT PLANNING AND ENGINEERING SOLUTIONS

**RESIDENTIAL DEVELOPMENT
HOOK LANE, WESTERGATE**

RESERVED MATTERS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>PB-Associates Document No:</i>		041.0030/RMTA/3	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Jessica Lloyd		May 2016
<i>Checked:</i>	Mark Smith		May 2016
<i>PBA Approved:</i>	Jon Huggett		May 2016

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	14.06.16	JL	Comments from Client	MS	MS
3	30.08.16	JL	Updated Layout	MS	MS



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RESIDENTIAL DEVELOPMENT HOOK LANE, WESTERGATE

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates (PBA) on behalf of David Wilson Homes (DWH) to support a reserved matters planning application for a residential development of 79 dwellings at land off Hook Lane, Westergate. The site location is demonstrated in **Figure 1**, with the site layout attached as **Appendix A**.



Figure 1: Site Location

- 1.2 The site was subject to an outline planning application (reference number: APP/AL/39/13) for 79 dwellings on greenfield land adjacent to Hook Lane, Westergate. The application was initially refused planning consent.
- 1.3 The development proposed generates a need for public infrastructure in the form of financial contributions towards play facilities, open spaces, local highways strategic highway improvement on the A29, libraries, fire service, pool, halls & pitches and public health facilities.
- 1.4 An appeal was made against the decision under Section 78 of the Town and Country Planning Act 1990 with the resulting decision that the appeal was allowed and outline

planning permission was granted for *'the demolition of Oakdene and all other structures within the site and the erection of a residential development of up to 79 dwellings, public open space, children's play areas, landscaping, drainage measures and all other associated works at land west of Westergate Street, east of Hook Lane, Westergate.'*

1.5 This Reserved Matters Application is therefore associated with these 79 dwellings.

1.6 A Transport Assessment was submitted as part of the outline application, completed by Brookbanks Consultancy. As part of the outline application the following principles and parameters were approved and are therefore not further addressed within this RMTA:

- Relevant Planning Policy
- Site Accessibility
- Site Access
- Trip Generation and Trip Distribution
- Junction Capacity Modelling and Highway Network Assessment

1.7 Therefore this RMTA will focus on the implications of the detailed site layout and access onto Hook Lane including:

- Confirmation of the proposed accommodation schedule and associated parking provision relative to West Sussex County Council's (WSCC) Parking Calculator;
- Assess the allocation and distribution of parking through the proposed layout;
- Update and review of Personal Injury Accident (PIA) data;
- Review the internal road alignments and junctions;
- Review refuse servicing requirements including tracking drawings;
- Review Off-Site Highway Works; and
- Identify any pre-application highways conditions/Section 106 requirements that would therefore need to come forward with the development.

2. PROPOSED ACCOMMODATION SCHEDULE AND PARKING STRATEGY

- 2.1 Outline planning consent was granted for up to 79 dwellings and the proposed development would consist of 79 units with a mix of 30% affordable housing and 70% private. A summary of the accommodation schedule is provided within **Table 1**, whilst the proposed development site layout is included as **Appendix A**.

Affordable Housing		Market Sale Housing		Total
Type of dwelling	Affordable	Type of dwelling	Market Sale	
2 Bedroom	10	2 Bedroom	21	31
3 Bedroom	14	3 Bedroom	22	36
4 Bedroom	0	4 Bedroom	8	8
5 Bedroom	0	5 Bedroom	4	4
Total	24	N/A	55	79

Table 1: Accommodation Schedule

Access Arrangement

- 2.2 The site would be served by a new access provided by demolishing the current dwelling at 'Oakdene'. The access point would be of a bellmouth arrangement, 5.5m wide and supported by 6m corner radii. The access road would be 5.5m wide and the access dimensions would allow two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles to safely enter the site. The access and main spine road would be constructed to WSCC adoptable standards. The access road will also be flanked by a 2m wide footway to the northern side. The proposed access arrangement is demonstrated in **Appendix B**.
- 2.3 Visibility requirements were confirmed through the outline application as 2.4m x 47m. Visibility splays of 2.4m x 47m are demonstrated in the visibility splay drawings included as **Appendix B**.
- 2.4 In addition a footway will be implemented along Hook Lane (in accordance with the Planning Inspectorate imposed condition 27) which would improve the pedestrian connectivity and permeability of the site as well as ensuring all parts of the site are easily accessible.

Parking

2.5 The number of parking spaces required to serve the mix of residential dwellings has been informed by WSCC's Parking Calculator with the outputs included in Table 2.

Affordable Housing		Allocated Parking Provision	Market Sale Housing		Allocated Parking Provision	Total Number of Dwellings
Type of dwelling	Affordable		Type of dwelling	Market Sale		
2 Bedroom House	10	2	2 Bedroom House	21	2	31
3 Bedroom House	14	2	3 Bedroom House	20	2	36
			3 Bedroom House	2	3	
4 Bedroom House	0	0	4 Bedroom House	8	3	8
5 Bedroom house	0	0	5 Bedroom House	4	4	4
Sub-Total	24	N/A	N/A	55	N/A	79
Unallocated for residents	6					
Unallocated for visitors	16					
TOTAL	194					

Table 2: WSCC Parking Calculator

2.6 The development intends to provide 176 residential parking spaces with the parking provision summarised below in Table 3.

Type of dwelling	Number of Units	Provision	Number of Spaces
2 Bedroom House	31	2	62
3 Bedroom House	34	2	68
	2	3	6
4 Bedroom House	8	3	24
5 Bedroom house	4	4	16
Sub-Total	9	N/A	176

Table 3: Parking Provision

- 2.7 The site would provide a further 16 marked visitor parking spaces, totalling 192 on-site parking spaces.
- 2.8 Whilst the site is 2 spaces short of the standards, all 2 spaces are related to the unallocated residents parking. There are opportunities for on street parking which would accommodate these additional 2 vehicles. A number of properties may also have more space on their drive to fit an additional visitor. The total of 192 spaces on site is therefore deemed acceptable, with all demand kept sufficiently on site.
- 2.9 The proposed car parking strategy for the site uses a combination of garages, driveways, on street parking and laybys.
- 2.10 All residential parking spaces would be allocated to units with visitor parking bays marked as 'visitor' spaces.

Cycle Parking

- 2.11 Each dwelling would be provided with cycle parking in line with WSCC Guidance on Parking in New Residential Developments (September 2010). Depending on the type of dwelling cycle storage would either be in sheds or garages. WSCC's parking standards' minimum cycle storage requirements are repeated within **Table 4**.

Unit Type	Number of Units	Provision per Unit	Required Provision
<i>Houses (1-2 Bedroom)</i>	31	1	31
<i>Houses (3+ Bedroom)</i>	48	2	96
TOTAL	79	N/A	127

Table 4: WSCC Cycle Parking Standards

- 2.12 Based on the accommodation schedule, the site would need to provide a total of 127 cycle spaces. This will be provided in rear garden sheds for the houses or within the garages for those dwellings with garages.

Personal Injury Accident Data

- 2.13 Personal Injury Accident (PIA) data was assessed at the outline application as part of the Transport Assessment. The PIA data included in the assessment was up until 31st December 2012, with data understood to be obtained from the Sussex Safer Roads Partnership.
- 2.14 The study area covered the A29 between the rail crossing and the junction with Nyton Road.
- 2.15 The PIA data indicated that there were a total of 14 accidents recorded during the study

period of January 2008 to December 2012. Of the 14 accidents, 12 were classified slight in nature, 2 recorded as serious and no fatalities.

- 2.16 In order to provide an updated PIA assessment, April 2011-March 2016 has been assessed using data requested from the Sussex Safer Roads Partnership. The results of this assessment are attached as **Appendix D**.
- 2.17 There have been a total of 12 PIAs during this 5 year period; of which there were 0 fatalities, 2 serious injury accidents and 10 slight injury accidents. The above scope extends further than the previous assessment to ensure a robust assessment is provided.
- 2.18 The first serious accident, 200m from the site on Westergate Street involved 4 vehicles, where vehicle 1 travelling southbound went in to the back of vehicle 2, which went into the back of vehicle 3 and then 4. The causality was in vehicle 1. The causation factor is outlined as 'failed to judge other persons path or speed' and 'failed to look properly'.
- 2.19 The second serious accident occurred on the A29 at night and involved a taxi and a pedestrian. No further information about the accident has been provided. The report is accident report as a whole is attached as **Appendix D**.
- 2.20 Overall, the distribution, frequency and severity of the incidents does not suggest a trend in the PIA's, and none of the incidents appear to attribute the design of highways as a contributing factor to the cause of the accident.

3. INTERNAL ROAD AND LAYOUT

- 3.1 The internal road layout has been informed by the indicative masterplan submitted and approved with the outline planning application.
- 3.2 The internal carriageways have been designed to a minimum width of 4.8m and it is only private drives where road widths are below this. As said the main carriageway geometries would provide sufficient space for a car and larger vehicle (e.g. refuse vehicle) to pass. Where possible, the majority of roads are flanked with a 2m wide footway on at least one side of the carriageway.
- 3.3 A number of internal roads are also proposed as shared surface arrangements with widths of 6.0m in line with Manual for Streets standards.
- 3.4 The internal roads have been designed to accommodate the occasional Heavy Goods Vehicle (HGV's), such as refuse vehicles/emergency service/home food delivery etc and could accommodate the occasional on-street visitor parking.
- 3.5 In accordance with MfS design guidelines, all carriageway bends within the 'home zone' area of the proposed internal site design would achieve the required inter-visibility for vehicles travelling up to 15/20mph within the site, supported by planting maintained below 600mm in height (See **Appendix B**).
- 3.6 An independent Stage 1 Road Safety Audit (RSA) has been undertaken for the onsite roads. The full report including the Designers Response is provided in **Appendix C**. The RSA highlighted potential drainage, visibility and parking problems. These issues have been noted in the Designers Response and drawings have been updated to reflect recommendations of RCP as the engineers designing the Section 38 works (See **Appendix C**).

Extent of Adoption

- 3.7 All internal site roads are to remain private.

Refuse and Servicing

- 3.8 Provision for servicing of the site is provided with adequate on-site turning facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres is attached as **Appendix B**.
- 3.9 In keeping with MfS (paragraph 6.8.9) and Building Regulations guidance, no resident would

be required to carry their bins greater than 30m to a collection point or kerb edge, and the refuse vehicle would be able to get within 25m of each property or collection point. Refuse vehicle tracking is demonstrated within **Appendix B**, with bin collection points identified on the site layout (**Appendix A**).

- 3.10 Fire tender access to all dwellings can be achieved within 45m of the highway and would not require emergency vehicles to reverse more than 20m, in line with Building Regulation requirements (See **Appendix E**).

Off-Site Highway Works

- 3.11 As part of the Outline Application, pedestrian improvement works were required to improve pedestrian connectivity between the site and Westergate village. Currently there is a discontinuous footway along Hook Lane. As part of the proposed application, a footway will be implemented along the western side of Hook Lane, with a pedestrian crossing point, to ensure a fully connected footway is provided from the A29 along Hook Lane to the proposed development (see **Appendix F**).
- 3.12 A Puffin crossing is also proposed across the A29 in close proximity to Aldingbourne Primary School. The current location is not determined and the design will be completed at the detailed S278 design works.
- 3.13 A ghost right turn lane is to be implemented at Hook Lane/Westergate Street along with widening the Hook Lane approach to the Hook Lane/Westergate Street Junction. This will help to keep traffic flowing for vehicles turning left out of Hook Lane and right into Hook Lane from Westergate Street.
- 3.14 The PROW which abuts the northern boundary is also to be upgraded to provide a wider footpath. This will create shorter walking distances to amenities north of the site.
- 3.15 The off-site highway works and designs will be developed further following the Reserved Matters submission and as part of the detailed design of the Section 278.

4. PLANNING CONDITIONS AND SECTION 106 OBLIGATIONS

4.1 As part of the appeal decision the following conditions are related to highway matters:

Condition 17: *'The vehicular access serving the development shall be constructed in accordance with the approved planning drawing 1313/SK14C prior to the commencement of any other part of the development within the site.'*

Condition 18: *'Visibility splays of 2.4 meters by 47 meters are to be provided at the site vehicular access onto Hook Lane in accordance with the approved planning drawings, prior to commencement of any other part of the development within the site. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 meters above adjoining carriageway level or as otherwise agreed'.* Visibility splays are demonstrated in **Appendix B**.

Condition 25: *'Before the development hereby commences a Green Travel Plan describing the means by which residents of the development shall be encouraged to travel to and from the site by means other than the private car, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Green Travel Plan shall be implemented from occupation of the first dwelling within the development and thereafter complied with unless otherwise agreed in writing with the local planning authority.'* A Green Travel Plan has been completed by PBA and will be submitted as part of the Reserved Matters Planning Application

Condition 27: *'Prior to the commencement of development, a scheme of works to improve pedestrian access along Hook Lane between the site access and the A29 shall be submitted to the local planning authority for approval. The approved scheme shall be implemented prior to the first occupation of any dwelling.'* The footway works design is attached as **Appendix F**.

4.2 With respect to Section 106 obligations, the development is required to:

- Schedule 12: Signalised Crossing over the A29 – Prior to commencement of development to submit for approval by WSCC a programme for delivery of a signalised crossing in accordance with plan 2. Not to cause or allow Occupation of any Dwelling Unit until the signalised crossing has been installed. Plan 2 from the outline planning application is attached as **Appendix F**.
- Schedule 13: Highway Works – Prior to commencement of development to submit for approval by WSCC a programme for delivery of the following highway works as

shown on Plan 6. A ghost right hand turn at Hook Lane/Westergate Street and widening of the Hook Lane approach to the Hook Lane/Westergate Street junction. Not to cause or allow occupation of any dwelling unit until the highway works has been completed in accordance with Plan 6. Plan 6, from the outline application is attached as **Appendix F**.

- Schedule 14: Public Footpath Works – To use all reasonable endeavours for a period of not less than three months to obtain the necessary consents to carry out the Footpath Works. To carry out footpath works before occupation of any dwelling Unit. PROVIDED ALWAYS THAT if after the period stated in clause 14.1 above the Owner has used all reasonable endeavours but has not been able to obtain the necessary consents to carry out the Footpath Works or any part thereof the Owner shall pay WSCC a sum calculated by WSCC as being equivalent to the costs of carrying out the Footpath Works or the relevant proportion of the Footpaths Works as the case may be before Occupation of any Dwelling Unit. The plan of these works as part of the outline planning application are attached as **Appendix F**.

5. CONCLUSION

- 5.1 This Reserved Matters Transport Assessment has been prepared by Paul Basham Associates on behalf of David Wilson Homes to support a reserved matters planning application for the residential development at Land West of Westergate, east of Hook Lane, Westergate.
- 5.2 This RMTA reviews those outstanding highways details of development not already approved at the outline application stage, primarily relating to on-site road layout and parking provisions, as well as footway works along Hook Lane.
- 5.3 The proposed road layout has been reviewed with respect to:
- Pedestrian permeability
 - Internal layout
 - Visibility Splays
 - Tracking of service vehicles
 - Highway adoption extent
- 5.4 Proposed car parking and cycle storage provision has been designed with consideration given to West Sussex County Council's Parking Calculator, ensuring appropriate, convenient and secure parking levels and locations are achieved.
- 5.5 A number of off-site highway works are proposed in line with the previous outline application, this includes a footway along Hook Lane, upgrading the Hook Lane/Westergate Street junction, upgrading of the PROW to the north of the site and a puffin crossing located on the A29 in close proximity to the local primary school.
- 5.6 We would therefore encourage WSCC highways to look favourably upon the highway matters of this application.

Appendix A

X:\CURRENT PROJECTS\BARFITT SOUTHAMPTON\160104 WESTERGATE, WEST SUSSEX\SITE LAYOUT\SITE LAYOUT_37



Path (um)

TYPE	NAME	DESCRIPTION	TOTAL NO.	Sq/ft	Tot. Sq/ft
DAVID WILSON					
MAN	MANNING	5 BEDROOM HOUSE	4	1972	7888
LAY	LAYTON	4 BEDROOM HOUSE	3	1611	4833
LAY.1	LAYTON	4 BEDROOM HOUSE	3	1611	4833
HOL	HOLDEN	4 BEDROOM HOUSE	2	1536	3072
HAD	HADLEY	3 BEDROOM HOUSE	7	1001	7007
HAD.1	HADLEY	3 BEDROOM HOUSE	2	1001	2002
HAD.2	HADLEY	3 BEDROOM HOUSE	1	1001	1001
HAD.A	HADLEY	3 BEDROOM HOUSE	5	1001	5005
HAD.B	HADLEY	3 BEDROOM HOUSE	2	1001	2002
ASH	ASHWORTH	3 BEDROOM HOUSE	5	1019	5095
LEI	LEIGHTON	2 BEDROOM HOUSE	12	851	10212
TAM	TAMAR	2 BEDROOM HOUSE	9	842	7578
TOTAL			55		60528
AFFORDABLE					
CHA	CHARNWOOD	3 BEDROOM HOUSE	6	1055	6330
ASH AFF	ASHWORTH	3 BEDROOM HOUSE	8	1019	8152
SHE	SHERWOOD	2 BEDROOM HOUSE	10	842	8420
TOTAL			24		22902
TOTAL			79		83430
SITE AREA (HA)	3.16				
SITE AREA (A)	7.81				
NETT SITE AREA (HA)	2.32				
NETT SITE AREA (A)	5.73				
DENSITY 1 (SQ.FT/A)	14559				
DENSITY 2 (U/HA)	34				

Drawn by :	MJW	Checked by :	
Date:	JAN '15		
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Revisions			
Rev	Date	Drawn	Checked
A	08/01/16	MJW	
REVISED IN LINE WITH CLIENTS COMMENTS			
B	27/01/16	MJW	
REVISED IN LINE WITH CLIENTS COMMENTS			
C	11/03/16	MJW	
REVISED IN LINE WITH CLIENTS COMMENTS			
D	21/03/16	LMB	
PLOTS 1-4 & 67, 78 & 79 MOVED TO AVOID RP2'S.			
E	23/03/16	LMB	
LAYOUT UPDATED IN RESPONSE TO CLIENTS COMMENTS.			
F	24/03/16	LMB	
MIX AMENDED, SCHEDULE UPDATED.			
G	05/04/16	LMB	
UPDATED IN LINE WITH CLIENT/ENGINEERS COMMENTS.			
H	11/04/16	MJW	
UPDATED IN LINE WITH CLIENT/ENGINEERS COMMENTS.			
J	11/04/16	LMB	
TURNING HEAD ADDED TO PLOT 37, PARKING ALTERED AT PLOT 66. PLOTS 33 & 47-50 MOVED UP 100MM. SUB STATION MOVED.			
K	11/04/16	LMB	
ROAD IN FRONT OF PLOT 62/63 PARKING WIDENED.			
L	14/04/16	LMB	
PLOTS 14-19 UNIT, GARDENS & PARKING UPDATED.			
M	18/04/16	LMB	
PLOT 19 ADJUSTED, GARAGE MOVED BACK TO ACCOMMODATE FIRE TENDER.			
N	19/04/16	LMB	
PLOT 40 GARAGE DETACHED, FENCE TO REAR OF PLOTS 63-65 AMENDED.			
P	19/04/16	LMB	
PLOTS 67-79 MOVED EAST, BALANCING POND REDUCED & MOVED EAST, PUMP KIOSK ADDED.			
Q	26/04/16	MJW	
PLOT 66 PARKING ADJUSTED. REAR FENCES ADJUSTED TO EASTERN BOUNDARY. SHEDS SHOWN.			
R	28/04/16	MJW	
REFERENCES ON PLOTS 12, 19, 21, 22, 26, 33, 34, 37, 40, 41, 60, 61, 62, 67, 73, 77 & 78 AMENDED, SCHEDULE UPDATED.			
S	30/08/16	MJW	
TREES REMOVED AT ENTRANCE TO SITE.			

	Application Boundary
	Proposed Tree
	Existing Tree
	Existing Shrub
	Parking Space
	Bin Collection / Storage Point
	Access gate
	1.8m High Brick Wall
	1.2m High Larchlap Fence

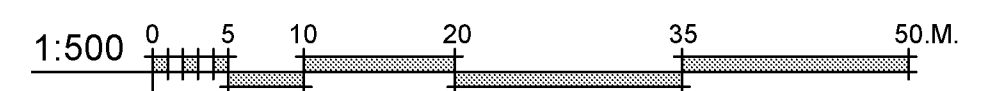
Project:
LAND TO THE EAST OF HOOK LANE
WESTERGATE
WEST SUSSEX

Drawing Title:
SITE LAYOUT

DAVID WILSON HOMES
WHERE QUALITY LIVES

carlton
design partnership

Project: 160104 WESTERGATE, WEST SUSSEX
Drawing Title: SITE LAYOUT
Scale: 1:500
Dwg No: 160104/SL
Rev: S





- NOTES**
1. Site layout shown in this drawing is based on Carlton Design Partnership Site Layout, drawing number 160104/SL Rev R dated 28/04/16.
 2. Topographic Survey as per Siteline Provisional Survey, drawing number 36W2001A dated February 2016.
 3. Layout review is subject to receipt of finalised layout proposal and the final highway layout design will be subject to the outcome of consultation with West Sussex County Council.
 4. Red indicates vehicle moving forward, blue indicates vehicle reversing.
 5. Tree survey and protection refer to ACD drawing BDWS20440-01 dated March 2016.

- CONSIDERATIONS FOR INTERNAL LAYOUTS**
1. Assumed speed limits:
 - Hook Lane = 30mph
 - Roads Within Development = 20mph
 - Speed Control Bends within Shared Surface Areas = 12mph.
 2. Junction visibility requirements:
 - For 30mph road = 2.4m x 47m (In accordance with Condition 18 of Appeal Decision Notice).
 - For 20mph road = 2.4m x 25m (Manual for Streets).
 3. Forward visibility requirements:
 - 25m for 20mph (Manual for Streets).
 - 14m for 12mph (Manual for Streets).



Rev.	Date	Details	By	Chkd	Appd
B	30.08.16	Note revised to clarify tree removal.	KJ	TS	TS
A	20.05.16	Visibility splay at site entrance increased to 2.4 x 47m in accordance with Condition 18 of the Appeal Decision Notice.	AC	KJ	TS
		Junction radii at site entrance added.			

Client:-

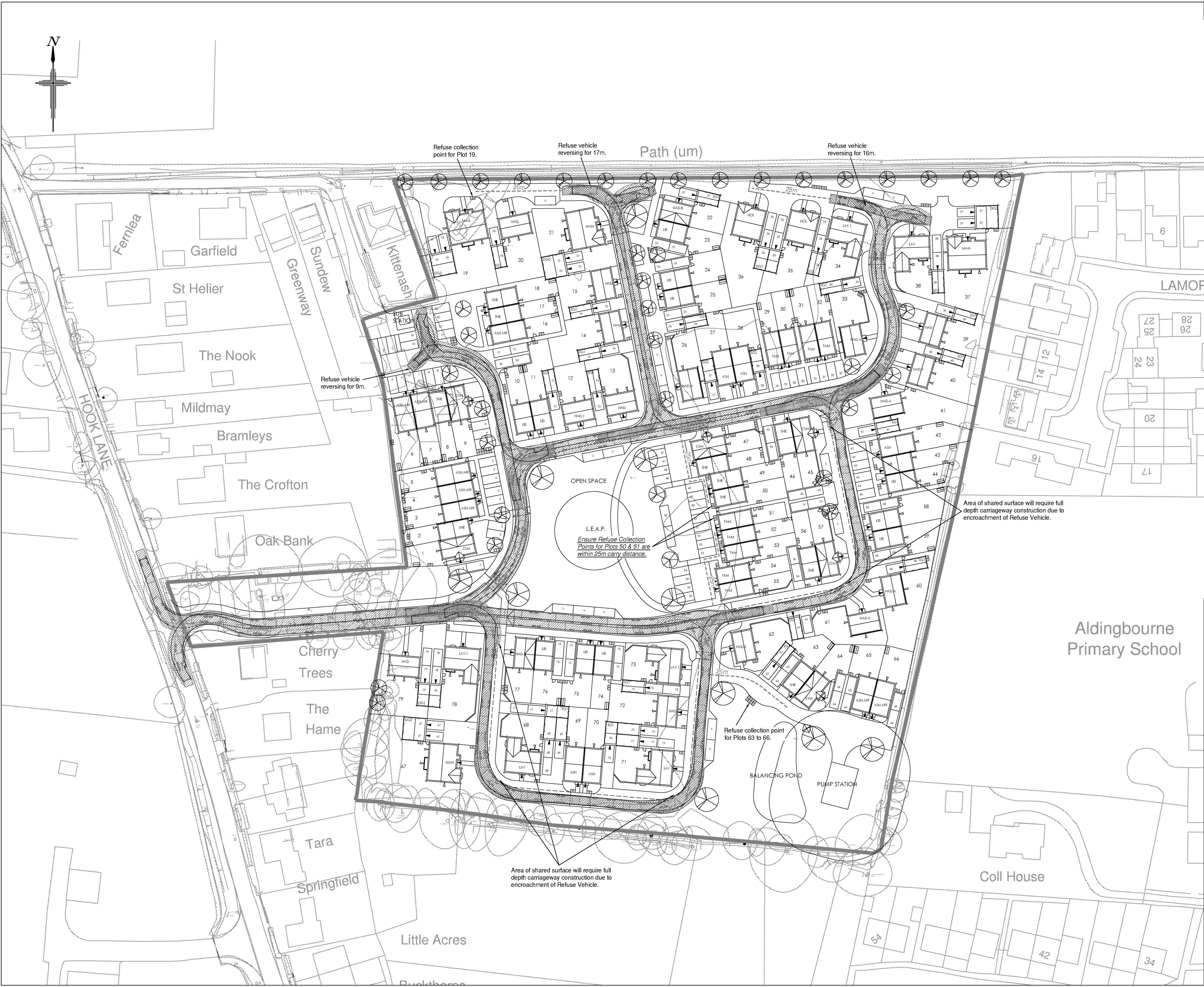
Site:- Hook Lane Westergate West Sussex	Drawing Title:- HIGHWAY LAYOUT REVIEW
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Date:	May 2016	Scales:	1:500 at A1
Drawn:	AC	Checked:	KJ
		Approved:	TS

Drawing No. BSO/E4462/013 B

PRELIMINARY

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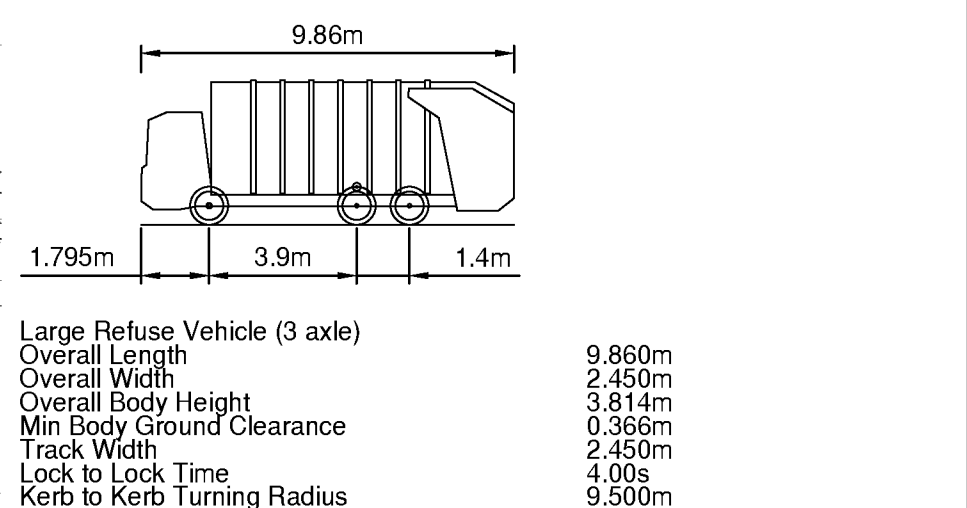


1. Site layout shown in this drawing is based on Carlton Design Partnership Site Layout, drawing number 160104/SL Rev R dated 28/04/16.
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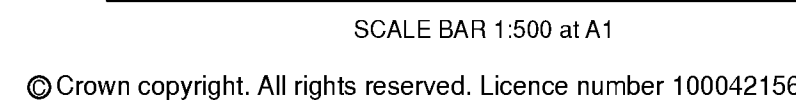
1. Allowable carry distance for bins for residents is 30m.
2. Allowable carry distance for bins for refuse operatives is 25m, 10m for Eurobins.

Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.368m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb turning Radius	9.900m



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

[illegible]

Client:-



Site:- Hook Lane Westergate West Sussex	Drawing Title:- REFUSE VEHICLE SWEEP PATH ANALYSIS
--	---

Date: February 2016		Scales: 1:500 at A1	
Drawn: AC	Checked: TS	Approved: TS	

Drawing No. **BSO/E4462/001 E**

PRELIMINARY
WORK IN PROGRESS

