

TECHNICAL NOTE

Project No: ITB13052
Project Title: Land at New Barn Lane, North Bersted
Title: Revised Reserved Matters Transport Statement
Ref: MS/GT/ITB13052-003A TN
Date: 21 June 2018

SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Linden Homes South has appointed i-Transport to provide transport and highways advice with regard to a 'reserved matters' planning application for 90 new homes at New Barn Lane, North Bersted. The site already benefits from the following permissions:

- Outline planning permission (*ref: BE/142/15/OUT*) for 90 new homes granted in February 2016. Condition 3 of the outline planning permission requires the site access to be built out in accordance with approved drawings;
- A permitted variation to condition 3 of the outline permission, providing access in a more northerly position on to New Barn Lane was granted in May 2017 (*ref: BE/18/17/PL*); and
- Reserved Matters application (*ref: BE/113/17/RES*), referred to as the 'original' reserved matters application, for 90 new homes granted in December 2017 based on the permitted variation to the site access (*ref: BE/18/17/PL*). The original reserved matters application was supported by a Transport Statement (TS) (*ref: ITB13052-001 TN*).

1.2 Revised Reserved Matters Application

1.2.1 This TS supports a revised reserved matters application with an updated schedule of accommodation. The proposed site layout is illustrated in **Appendix A**.

1.2.2 The main difference between the revised reserved matters planning application and the original application are:

- An updated schedule of accommodation with a higher proportion of smaller units and reduced number of larger units; and
- The northern corner of the original reserved matters site has been excluded from the revised application site, i.e. no homes are now proposed under this application in the northern corner and the 90 homes will be provided across the remainder of the site.

1.2.3 Aside from the above, the transport and highways aspects of the planning application remain unchanged, i.e.:

- Access will continue to be provided via the priority junction on New Barn Lane (ref: ITB13052-GA-001 at **Appendix B**);
- Pedestrian access will continue to be provided to footpath 134 in the south eastern and south-western corners of the site;
- The internal streets will be identical to the original reserved matters application, a proposed site layout of which is provided at **Appendix A**;
- The internal layout will thus continue to be accessible to a refuse collection vehicle and fire tender, as shown in swept path analysis of the original reserved matters application, at **Appendix C**;
- The layout complies with Building Regulations in terms of enabling bins to be collected from points that are within 30m of households and 25m of the refuse collection vehicles; and
- The layout continues to provide cycle parking in accordance with West Sussex County Council's (WSCC) 'Guidance for Parking in Residential Development' by providing:
 - Sheds in accessible gardens at the houses;
 - Cycle stores close to the apartments; and
- A Travel Plan Statement (TPS) will be provided which will be consistent with a TPS previously submitted in respect of the original reserved matters application. The TPS has been updated as appropriate and is submitted as a separate planning application document.

1.3 Key Transport Tests

1.3.1 There are three key transport tests for new development (*ref: paragraph 32 of the NPPF*):

- Have the opportunities for sustainable travel have been appropriately taken up?
- Will safe and suitable access be provided?
- Will the residual cumulative impact be acceptable, noting that development should only be prevented from coming forward for transport reasons if there will be a 'severe' impact?

1.3.2 Taking each 'test' in turn:

- The Transport Assessment (TA) that supported the outline application demonstrated that the site is in a location that enables the 'take up' of sustainable modes;
- The TS related to the original outline application demonstrated that safe and suitable access both into and within the site was achievable; and
- The TA that supported the outline planning application set out the traffic impact of development and found the traffic impact to fall short of the 'severe' level.

1.3.3 WSCC subsequently scrutinised the work and found the development proposal acceptable subject to appropriate conditions and obligations – WSCC raised no objections to the outline or original reserved matters application subject to appropriate conditions and obligations.

1.3.4 Therefore, it has already been demonstrated that:

- The site is in a suitable location in transport accessibility terms;
- The permitted access arrangements will be safe and suitable; and
- The traffic impact of 90 homes will be acceptable, and certainly not severe.

1.4 Issues

1.4.1 The only proposed amendment to the revised reserved matters application is the development mix. On this basis, the only transport matter which inherently changes, is the appropriate level of car parking.

1.4.2 Therefore:

- Section 2 provides an updated schedule of accommodation;
- Section 3 considers car parking provision; and
- Section 4 provides a summary and conclusion.

SECTION 2 SCHEDULE OF ACCOMMODATION

- 2.1 The proposed site layout plan for the revised reserved matters application is included in **Appendix A**. Table 2.1 provides a comparison between the original reserved matters application and the revised reserved matters application.

Table 2.1: Accommodation Schedule Comparison

Unit Type	Number of Units - Original Reserved Matters Application	Number of Units - Revised Reserved Matters Application
Private		
2 bed flat	5	6
2 bed house	7	15
3 bed house	37	33
4 bed house	14	9
Affordable		
1 bed flat	6	6
2 bed flat	5	6
2 bed house	10	8
3 bed house	6	7
Total	90	90

Source: Urban Pulse Design

SECTION 3 CAR PARKING

3.1 Introduction

3.1.1 This section of the TS demonstrates that the revised reserved matters application continues to meet relevant parking standards.

3.2 Car Parking

3.2.1 Car parking for the development proposal will be provided in accordance with the following:

- WSCC's Car Parking Demand Calculator¹; and
- The Bersted Neighbourhood Plan 2014-2019.

3.2.2 The WSCC Car Parking Demand Calculator derives the appropriate number of car parking spaces using local car ownership data derived from the Census and allows for *inter-alia*: the size of the dwelling; the type of the dwelling; the number of bedrooms; and the number of allocated spaces. The accommodation schedule in **Table 2.1** has been applied to the calculator as set out in **Appendix D**. This identifies a requirement for 195 parking spaces – 169 allocated and 26 unallocated/visitor spaces.

3.2.3 Policy HDQ8 of the Neighbourhood Plan states:

“Proposals for new development will have adequate onsite parking to meet current and future needs at a minimum rate of two spaces per dwelling unless alternative and accessible car parking arrangements can be made which do not add to on-street congestion. Developments which remove off road parking spaces will not be supported unless alternative provision is made which increases or maintains the number of parking spaces.”

3.2.4 The proposed provision of allocated car parking – as shown on the site layout plan in **Appendix A** – is as follows:

- Private flats: 1 space per unit;
- Two bed private houses: 2 spaces per unit;

¹ Ref: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>

- Three bed private houses: 2 to 4 spaces per unit;
- Four bed private houses: 3 to 4 spaces per unit;
- One to two bed affordable flats: 1 space per unit;
- Two to three bed affordable houses: 1 to 2 spaces per unit.

3.2.5 On this basis, 169 allocated parking spaces and 29 unallocated/visitor spaces will be provided which is slightly in excess of the WSCC parking calculator and in excess of the two spaces per dwelling set out in Policy HDQ8 of the Neighbourhood Plan.

3.2.6 The overall level of car parking equates to 2.2 spaces per dwelling. In addition, the internal streets have been designed to be sufficiently wide² to accommodate additional occasional ad-hoc parking without obstructing access for refuse, emergency or fire vehicles (see later in this section). The proposed parking provision therefore:

- Accords with WSCC's car parking standards;
- Exceeds the Neighbourhood Plan standards; and
- On this basis, provides more-than-adequate car parking.

3.3 **Summary**

3.3.1 The revised application will provide 169 allocated car parking spaces along with 29 unallocated/visitor spaces, which is in slightly in excess of WSCC parking standards and also adheres to Policy HDQ8 of the Bersted Local Plan.

² 5m in line with paragraph 6.8.7 of the Manual for Streets.

SECTION 4 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Linden Homes South has appointed i-Transport to provide transport and highways advice with regard to a revised reserved matters planning application for 90 new homes at New Barn Lane, North Bersted. The site already benefits from the following permissions:

- Outline planning permission (*ref: BE/142/15/OUT*) for 90 new homes granted in February 2016. Condition 3 of the outline planning permission requires the site access to be built out in accordance with approved drawings;
- A permitted variation to condition 3 of the outline permission, providing access in a more northerly position on to New Barn Lane was granted in May 2017 (*ref: BE/18/17/PL*); and
- Reserved Matters application (*ref: BE/113/17/RES*) for 90 new homes granted in *December* 2017 based on the permitted variation to the site access.

4.1.2 The schedule of accommodation of the revised reserved matters application differs from the original reserved matters application. However, the revised reserved matters application is identical to the original application in terms of:

- Vehicle access arrangements;
- Pedestrian access arrangements;
- Internal street layout;
- Refuse collection arrangements;
- Cycle parking; and
- Overall quantum of development and on this basis, traffic generation.

4.1.3 WSCC independently scrutinised the previous planning applications and found them to be acceptable subject to appropriate conditions and obligations.

4.1.4 Therefore, having regard to the three 'tests' of the NPPF (*ref: paragraph 32*) it has already been established that:

- The site is in a suitable location in transport accessibility terms;
- The permitted access arrangements will be safe and suitable; and
- The traffic impact of the permitted 90 homes will be acceptable, and certainly not severe.

4.1.5 The only change to the application in transport terms is the appropriate level of car parking resulting from changes to the schedule of accommodation.

4.1.6 It is proposed to provide 169 allocated and 29 unallocated spaces (198 spaces in total), equivalent to 2.2 spaces per dwelling. The proposed parking provision:

- Exceeds WSCC's car parking standards;
- Exceeds the Neighbourhood Plan standards; and
- On this basis, provides more-than-adequate car parking.

4.2 **Conclusion**

4.2.1 On this basis, the revised reserved matters application is acceptable in transport and highways terms.

APPENDIX A

Proposed Site Layout



APPENDIX B

Permitted Site Access Arrangement

APPENDIX C

Swept Path Analysis

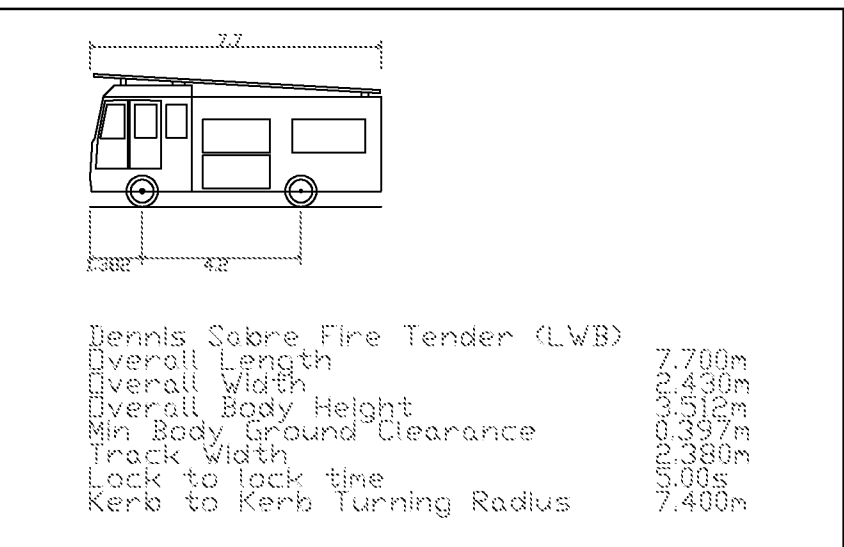


rd Caravan Park

GREYSTONE AVENUE

BRAZNUCK AVENUE

El Sub Sta



30m Fire hose location and length

PRELIMINARY

REV. No.	DATE	DESCRIPTION	INITIALS
Client	MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 623228		
Project	New Barn lane North Bersted		
Title	Fire appliance vehicle tracking layout	Scale 1:250 @ A0 Checked	Date June'17 Drawn KTG
Grawing No.	5529:P91	Rev	D

APPENDIX D

WSCC Car Parking Calculator

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1

Bersted

District

Arun

Ward 2

District

Ward 3

District

Ward Tempo Factor 2009-2026

1.070576

District Tempo Factor 2009-2026

1.067644



west

sussex

county

council

Ward Finder

Postcode

PO21 5DL

Ward

#N/A

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may differ in some cases.

Houses

1 bed = 3 rooms

2 bed = 4 rooms

3 bed = 5 rooms

4 bed = 6 rooms

5 bed = 7 rooms

Flats

Studio = 1 room

1 bed = 2 rooms

2 bed = 3 rooms

3 bed = 4 rooms

4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases car ownership values have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Flats	Private	3	6	1	6	0	0	0	1	7
B	Houses	Private	4	15	2	30	0	1	0	3	34
C	Houses	Private	5	30	2	60	0	5	0	6	71
D	Houses	Private	5	2	3+	6	0	0	0	0	6
E	Houses	Private	5	1	3+	3	0	0	0	0	3
F	Houses	Private	6	8	3+	24	0	0	0	2	26
G	Houses	Private	6	1	3+	3	0	0	0	0	3
H	Flats	Council/Housing Association (not including shared ownership)	2	6	1	6	0	0	0	1	7
I	Flats	Council/Housing Association (not including shared ownership)	3	6	1	6	0	0	0	1	7
J	Houses	Council/Housing Association (not including shared ownership)	4	3	2	6	0	0	0	1	7
K	Houses	Council/Housing Association (not including shared ownership)	4	5	1	5	0	1	0	1	7
L	Houses	Council/Housing Association (not including shared ownership)	5	7	2	14	0	0	0	1	15
M											
N											
O											
P											
Q											
R											
S											
Total				90		169		7.74		18.00	195

Applying the schedule of acommodation to the parking standards, the 185 spaces, yields a requirement for a further 25 spaces

One property has four allocated spaces - so the total allocated parking provision is 186 spaces

Had 17 unallocated Spaces and need 25 (8 required). 11 allocated spaces changed to unallocated spaces (surplus of 2 unallocated spaces)

PROJECT

CENTRE

PEOPLE | PASSION | PLACES

ARUN DISTRICT COUNCIL BE/78/18/RES