

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	24 May 2021
LOCATION:	Land rear of Paynters Croft, Burndell Road, Yapton, BN18 0HR
SUBJECT:	F/5/21/PL Erection of 23 No. dwellings. This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable as new dwellings.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 23 x dwellings on land rear of Paynters Croft.

The site is accessed via Yapton Road/ Burndell Road (B2333), a 'B' classified district distributor road subject to a 30mph speed restriction in this location. To the north of the site is approved development F/7/15 (45 x dwellings) and to the west of this is approved site Y/19/16 (108 x dwellings).

The application is supported by several technical plans and documents including a Transport Statement (TS). The LHA require further information as set out in the following report.

Access Arrangements

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been some recorded injury accidents along B2333 in the vicinity, including at the nearby junction with Rollaston Park which involved right hand turns. However, from an inspection of accident data it is clear that this was not due to any defect with the junction or nearby road layout.

The existing private driveway will be widened to min. 4.8m with min 1.5m footway and where the access joins with public highway will take the form of a t-junction bellmouth with 8m corner radii. The footway would adjoin southern side of access road and extend to site access with an uncontrolled pedestrian crossing proposed to reach the existing footway network on opposite side of B2333.

Swept path tracking plans show cars passing in the access and refuse collection vehicle manoeuvring the access point. To reduce vehicle speeds along the 190m long access road, 2 x build-outs are proposed to calm traffic speeds. Tracking plans also show vehicle movement negotiating these priority working arrangements along the access road.

A Stage 1 Road Safety Audit (RSA) with accompanying Designers Response (in the format as set out in table F4 and F5 of GG119) should be provided to cover all proposed highways/ access works and modifications.

Visibility

ATC surveys taken during lockdown periods are acceptable for use in calculating 85th percentile speeds and concurrent visibility splay requirements but should not be used for traffic volume counts. The TS has taken a different approach where splays concurrent to the speed limit of 30mph and to a maximum design speed of 60kph (37.3mph) have been demonstrated. As speeds could be varying and above 37.3mph a 7 day speed survey is required to ascertain the up to date 85th percentile speeds in either direction, in vicinity of the access, along with amended vehicle visibility and pedestrian forward visibility splays in accordance with these recorded speeds.

Internal Layout

The internal access road will feature a segregated footway on southern side (extending from public highway) which will switch to northern side along the access road and in to the site (facilitated by uncontrolled pedestrian crossing). Build outs and give way markings/signing will control vehicle speeds. The Block Plan appears to show footway merging with carriageway prior to entering the site. However, the detailed access plans show this continuing past plot 1 and 2 and merging to shared surface within the cul-de-sac and more lightly trafficked areas. The applicant should confirm and ensure all plans are matching.

Uncontrolled pedestrian crossings are also proposed within the site to facilitate pedestrian movement across the estate road in key areas. As per Manual for Streets (MfS) paragraph 7.2.14, the shared surface areas are considered appropriate in light of the short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

Whilst plots 10 and 9 are not linked by a vehicular access, there is a pedestrian link and this is considered appropriate for the scale of the scheme and extent of estate roads. Furthermore, tracking plans have demonstrated that fire tender, refuse vehicle and cars can turn within the site in order to exit in a forward gear.

There may be benefit to providing a pedestrian/cycle link to the adjacent site to north and the applicant should explore whether this is feasible.

Road Network Traffic Capacity Impact

TRICs has been used to estimate the likely vehicular trip generation from the development. This found that 11 x two-way trips in the AM and 10 x two-way trips in the PM peak hours could result with 102 x vehicular movements over the day. Considering the existing anticipated traffic levels on the immediate road network the LHA does not consider that a 'severe' impact in capacity terms would result.

Car and Bicycle Parking

Parking has been assessed on the basis of 1 x 2-bed, 14 x 3-bed and 8 x 4-bed units being provided. Arun Supplementary Planning Document (SPD) outlines the car parking requirements as 2 x allocated spaces per 2 and 3-bed units and 3 x allocated spaces per 4+ bed unit. Where garages of 3m by 6m are provided this shall count as 0.5 space and visitor parking at 20% of total units.

Plots 4, 5, 6, 7 (3-bed) appear to have 1 space allocated each so each is short by 1 space (4 total). Plots 14, 16, 23 (4-bed) appear to have 2.5 space allocated each so each is short by 0.5 space (1.5 total). A total of 52 x allocated spaces are provided. Under the SPD the requirement is 54 and thus parking provision is short by 2 x spaces. The SPD requires 5 x visitor spaces (8 x visitor spaces are shown). The shortfall in allocated spaces is considered negligible and a highway safety concern is not raised in this respect.

Electric charging points have been indicated in some areas. Where garages are provided they should be supplied and provision should meet with Arun SPD, details of which could be secured via condition.

The SPD requires that the 2-bed units are provided with 1 x cycle spaces and the 3+ bed units are provided with 2 x cycle spaces. These could be in garages and/or sheds per plot, details of which can be secured via condition.

Accessibility

The provision of a crossing of B2333 will provide an onward route for pedestrians to local facilities in Yapton such as grocery store (approx. 0.5 mile walk). The footway is street lit and there is a signalised pedestrian crossing in vicinity of co-op.

The B2333 is part of local cycle route. Whilst there are no segregated facility, it does link with NCNR2 to the south which links Littlehampton and Bognor Regis.

Bus stops are reached within walking distance of the site and provide regular services to Chichester and Littlehampton. Ford and Barnham Train Stations are 2.4 and 2.2 mile cycle ride distant respectively and could be reached by confident cyclists.

Considering this development will result in additional trips along with that from nearby development, the applicant is advised to provide a Travel Plan Statement (TPS). This should aim to reduce single occupancy vehicle trips and increase sustainable transport use through a number of measures such as residents travel information packs, vouchers and target setting. The TPS can be agreed and secured via condition. The LPA should look to secure a fee of £1500 for auditing of the TPS via s106 Agreement/ Unilateral Undertaking.

Conclusion

The following is required:

- Stage 1 RSA and Designers Response.
- Seven day ATC Speed Survey to ascertain 85th percentile speeds and demonstration of required vehicular visibility and pedestrian forward visibility splays in accordance with these.
- Exploration of providing a pedestrian/ cycle link from within site to adjacent northern site and ensure extent of internal footway on Block Plan matches with access plans.

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

Katie Kurek
West Sussex County Council – Planning Services