

TECHNICAL NOTE

STAKERS FARM, NORTH END ROAD, YAPTON

Proposed Residential Development

Date: November 2019

Ref: ECEP/19/4992/TN01

1 INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by RGP on behalf of Mr P. Bucknell to support a proposed residential development at Stakers Farm, North End Road, Yapton. The proposals involve the conversion of 3 existing barns to provide 3 residential dwellings with associated car and cycle parking provision.

Planning Context

- 1.2 The site has previously been subject to a number of planning applications. A summary of the applications relevant to these proposals is provided below:
- i) **Y/17/11** - Erection of 2 no. detached dwellings & double garage & provision of 4 additional street parking spaces. The application was withdrawn in June 2012. WSCC highways withdrew previous highway objection from an earlier scheme.
 - ii) **Y/77/13/PD** - Prior Notification for change of use of agricultural building to Use Class B1 (Business). The application was approved in December 2013.
 - iii) **Y/77/14/PD** - Prior notification under Class MB for change of use from agricultural to 2 No. dwelling houses. The application was refused in November 2014. The reason for refusal was unrelated to highways.
 - iv) **Y/58/17/PL** - Conversion of barn to form to 2 No. dwellings; detached garage & conversion of part link single storey building to garaging. The application was Withdrawn in January 2018 although WSCC highways did not raise any objection to the scheme in its Consultation response.



2 BASELINE CONDITIONS

Site Location and Description

- 2.1 The application site is located on the western side of North End Road, c.250m to the north-west of Yapton village centre. Yapton village offers a range of local services and amenities within a desirable walking distance of the site, accessible from the site via a continuous network of footways.
- 2.2 The site currently accommodates 3 historic barns, alongwith a storage shed and surrounding areas of undeveloped land. There is also an existing residential property within the eastern part of the site (Stakers Farmhouse), which would be retained as existing.

Local Highway Network

- 2.3 Stakers Farm fronts onto the B2132 North End Road, which runs north-south between the B2233 (Yapton Road) and the A27. North End Road operates as a Local Distributor Road and carries modest traffic volumes.
- 2.4 North End Road is a single carriageway road with a carriageway width of approximately 6m in the vicinity of the site. It is subject to a speed limit of 30mph. The road is flanked by a c.1.5m footway on the western side of the carriageway. Footways on the eastern side of the road commence c.30m to the north and south of the site respectively.
- 2.5 North End Road serves a number of residential dwellings, including Stakers Farmhouse and a number of other properties fronting North End Road and adjoining culs-de-sac, such as The Lychgates. There are also a number of non-residential uses on North End Road, such as a doctor's surgery and nursing home, served from individual or shared accesses adjoining North End Road.

Site Access

- 2.6 The site is accessed by way of a c.7.2m wide vehicle crossover from the western side of North End Road. Access is taken between 2 flint walls/brick pillars, set back c.1.6m from the edge of the carriageway. A gate is situated c.10m from the edge of the road allowing vehicles to wait clear of the public highway.
- 2.7 The width of the access allows for concurrent 2-way vehicular movement at the access. The access also benefits from a solid white line 'H bar' marking on the major road carriageway (North End Road), primarily to deter vehicles from parking in a way which would obstruct access.

- 2.8 The access serves Stakers Farm as well as the residential property of Stakers Farmhouse. It also serves a number of stable blocks. In addition, the access also serves the active farm areas and associated buildings. Given the uses on site, it is clear that the access is currently well used by a range of vehicles throughout the day.

Accident Data

- 2.9 In order to determine whether there are any underlying road safety issues in the vicinity of the site, a 3-year study of Personal Injury Accidents (PIAs) up to the end of 2018 has been undertaken using the online 'Crash Map' tool. A plan showing the recorded incidents in the vicinity of the site is provided as **Figure 2.1**.

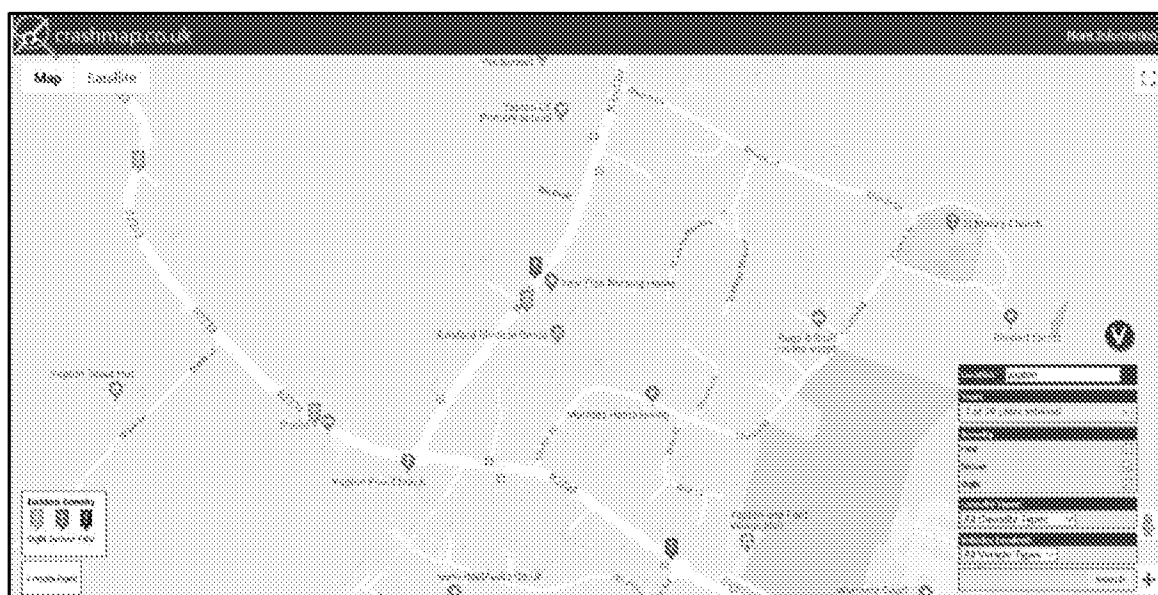


Figure 2.1: Recorded PIAs in Vicinity of Site

- 2.10 It is apparent that there have been 2 recorded PIAs on North End Road in the vicinity of the site over the last 3 years, one of which was classified as 'slight' and one of which was classified as 'serious'. Detailed information pertaining to these PIAs is included at **Appendix A**.
- 2.11 The accident classified as serious occurred in June 2018 and appears to have involved a cyclist colliding with a car parked in the carriageway. No other vehicles / road users were involved. It is noteworthy that the accident did not occur on a bend and occurred in daylight. As such it is considered likely that this accident was caused by rider error. With reference to this accident, it is also significant that the subject proposals incorporate suitable car parking provision on-site, including for the existing farmhouse, thereby ensuring that no displaced parking occurs onto the local road network.

- 2.12 The accident classified as slight occurred in November 2017 and was a rear-end shunt involving a vehicle waiting to turn right into a private access. The accident occurred in daylight. Whilst it is acknowledged that this accident occurred close to the site, it is significant that no further accidents of this type occurred across the 3-year study period, thereby indicating no 'cluster' of accidents that may otherwise indicate an underlying road safety issue in this location.
- 2.13 On the basis of the above, whilst all accidents are indeed regrettable, it is considered that there are no underlying road safety issues in the local area that may be exacerbated by the proposals, particularly given the negligible level of traffic associated with the scheme. The proposals should not therefore be resisted on this basis.

3 PROPOSED DEVELOPMENT

- 3.1 The proposal would involve the conversion of 3 barns into 3 residential dwellings. An existing storage shed would also be demolished to facilitate access through to the northern part of the site. The existing access would be retained and would serve the proposed development as well as the existing agricultural and residential uses.

Access

- 3.2 The proposed development would be served from the existing vehicle crossover. The access geometries allow 2 cars to concurrently pass each other at the access, as demonstrated in **Drawing 2019/4992/002**.
- 3.3 Visibility requirements have been based on the 30mph speed limit on North End Road. Using the calculation coefficients set out in the Manual for Streets guidance, a stopping site distance (adjusted for bonnet length) of 43m would be required in both directions. Given the private nature of the access and the low flows through the access, a 2.0m setback distance is considered appropriate in accordance with Manual for Streets guidance section 7.7.7. Visibility from the access accordingly achieves the necessary sight lines in both the primary (looking south) and secondary (looking north) directions, as demonstrated in **Drawing 2019/4992/002**.

Servicing/ Emergency Access

- 3.4 Servicing activity would be undertaken on-site as part of the proposals. Swept path analysis at **Drawing 2019/4992/001** demonstrates that a refuse vehicle – a Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) - would be able to access, turn, and egress the site without issue. The size of this vehicle exceeds that of a fire tender and the majority of delivery vehicles so these vehicles would also be able to access without issue. The scheme includes a dedicated turning area on-site to facilitate the turning manoeuvre.
- 3.5 Various bin stores and refuse collection points would be provided on-site, the locations of which are in accordance with the maximum recommended walking thresholds as set out in Manual for Streets (25m for refuse operatives and 30m for residents).

Car Parking

- 3.6 A total of 12 car parking spaces would be provided on-site for the proposed 3 dwellings. Plot 1 and Plot 2 would each be provided with 4 allocated spaces while Plot 3 would be provided with 3 allocated spaces. One unallocated space would be provided for visitors. In addition to these 12 spaces, a further 4 parking spaces would be provided for the existing dwelling on the site.

- 3.7 The parking spaces would include a mix of external spaces and covered spaces within barns. The proposed internal driveway leading to the parking spaces for Plot 1 and Plot 2 (and for the proposed spaces associated with existing dwelling) would have a width of 4.5 metres, suitable to allow for two-way vehicle flow at low speed.
- 3.8 The proposed quantum and allocation of spaces is in-line with West Sussex County Council's (WSCC's) document entitled 'Guidance on Parking at New Developments' (August 2019). An extract of Table 2 from this document is provided below and sets out the projected parking demands for residential developments, based on the number of bedrooms / habitable rooms, as well the 'Parking Behaviour Zone' (PBZ). The relevant PBZ for a given area is based on the plan at Appendix A of the parking standards document. The subject site is located within PBZ 1.

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone				
		1	2	3	4	5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Figure 3.1 -- Residential Car Parking Standards (Table 2 of WSCC's 'Guidance on Parking at New Developments' -- August 2019)

- 3.9 The application of the above standards (based on PBZ 1) to each plot is set out below.
- i) Plot 1 - 4-bedroom House: 2.7 spaces;
 - ii) Plot 2 - 4-bedroom House: 2.7 spaces; and,
 - iii) Plot 3 -- 3 bedroom House: 2.2 spaces.
- 3.10 The proposed parking provision for each respective plot exceeds the above projected demands / standards and will therefore ensure that no displaced parking associated with residents' cars will occur away from the designated areas.
- 3.11 Given that the parking would be allocated, the WSCC parking standards also require visitor parking to be provided at a ratio of 0.2 spaces per dwelling; equating to 1 additional parking space in this instance. In accordance with the standards, the proposals include 1 visitor space on site.

- 3.12 The standards also require (paragraph 4.7) that: "Active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future."
- 3.13 To this end, two of the parking spaces will be provided with electric vehicle charging points (i.e. 'active' provision), while the remaining spaces would be provided with the infrastructure installed (i.e. underground ducting) to allow for charging points to be installed at a later date (i.e. 'passive' provision).
- 3.14 The above parking strategy also accords with both the existing (October 2010) and the draft (July 2019) Arun District Council parking standards documents.

Cycle Parking

- 3.15 WSCC's cycle parking requirements are also detailed within its 'Guidance on Parking at New Developments' (August 2019) document. Table 1 of this document requires that houses with 3 or more bedrooms be provided with a minimum of 2 cycle parking spaces per unit.
- 3.16 To this end, each plot would be provided with allocated cycle parking provision in the form of secure, covered spaces within allocated cycle stores. Each cycle store would have capacity for at least 2 cycles.

4 TRIP GENERATION

4.1 The industry-standard TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- i) Land Use – Residential (Houses Privately Owned)
- ii) Regions – Wales and England (excluding Greater London)
- iii) Scale of Development – 6 - 10 dwellings
- iv) Date Range – 01/01/09 - 16/09/15
- v) Count Type – Manual and Automated Traffic Count
- vi) Selected Days – Weekdays
- vii) Selected Locations – Edge of Town

4.2 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix B**.

TRICS Trip Rate (per Dwelling)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.150	0.300	0.450
PM Peak Hour	0.550	0.300	0.850
Daily Traffic	2.700	2.700	5.400
TRICS Vehicle Trip Generation (3 Dwellings)			
AM Peak Hour	0	1	1
PM Peak Hour	2	1	3
Daily Traffic	8	8	16

Figure 4.1: Anticipated Traffic Generation (3 Dwellings)

4.3 On the basis of above TRICS assessment, it is anticipated that the proposed development would generate a daily total of 16 two-way vehicle movements, of which between 1 and 3 two-way movements would occur within the AM and PM peak hours. It is therefore considered that the development proposals would have a negligible impact on the local road network.

4.4 As previously identified, the site serves Stakers Farm, which comprises a number of distinct uses including a residential dwelling, stable blocks and active farm buildings. Whilst the approval has now expired, the Highway Authority's consultation response for the previously consented B1 proposal at the site (planning ref: Y/77/13/PD) identifies that vehicle trip generation is not a concern. The subject application for 3 residential dwellings would generate significantly fewer trips than this previous B1 proposal. The subsequent Consultation response from WSCC relating to the previous B1 application is attached at **Appendix C**.

4.5 It is also noteworthy that WSCC did not raise an objection in respect to the most recent (Withdrawn) residential planning application at the site for 2 dwellings (planning ref: Y/58/17/PL). The Consultation response in respect to that scheme is also included at **Appendix C**. The subject proposals represent one additional dwelling when compared to that earlier scheme (Y/58/17/PL), which would represent a negligible increase in traffic generation.

5 SUMMARY AND CONCLUSIONS

5.1 This TN has been prepared by RGP on behalf of Mr P. Bucknell to support the proposed residential development at Stakers Farm, Yapton. The proposals involve the conversion of the existing barns to form 3 residential dwellings. The conclusions from this report are as follows:

- i) The site is located to the north-west of Yapton village centre and currently comprises 3 agricultural barns.
- ii) A study of PIA data has found no pattern in terms of the frequency, location, or severity of accidents locally and as such it is apparent that there are no underlying road safety issues in the vicinity of the site.
- iii) The proposed development would be served from the existing access adjoining North End Road. The access geometries allow for concurrent car movements.
- iv) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions along North End Road, in accordance with Manual for Streets requirements for 30mph roads.
- v) All delivery and servicing activity for the proposed scheme would be accommodated on-site.
- vi) The proposed car and cycle parking provision for the scheme exceeds WSCC's latest parking standards document (August 2019) and will ensure that no displaced parking takes place.
- vii) The proposals would not generate a material level of traffic, particularly when considered against previous applications at the site which did not raise any objection from WSCC.

5.2 On the basis of the above assessments, it is considered that there are no impediments on highway or transportation grounds that should prevent planning consent for the subject proposals from being granted.

DRAWINGS



NOTES

11.2

1.67

4.815

1.385

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11.200m

2.530m

3.751m

0.304m

2.500m

4.00s

9.500m

RESIDUAL HAZARDS

In addition to the hazard/risk normally associated with the type of work detailed on this drawing, please note the following residual hazard(s):

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

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Drawn By

Mr P Bucknell

Project

Stakers Farm Barns, Yapton

Drawing Title

Swept Path Analysis - Refuse Collection Vehicle

Scale

1:500

Drawn By

DLH

Checked By

JCS

Approved By

NDR

Date

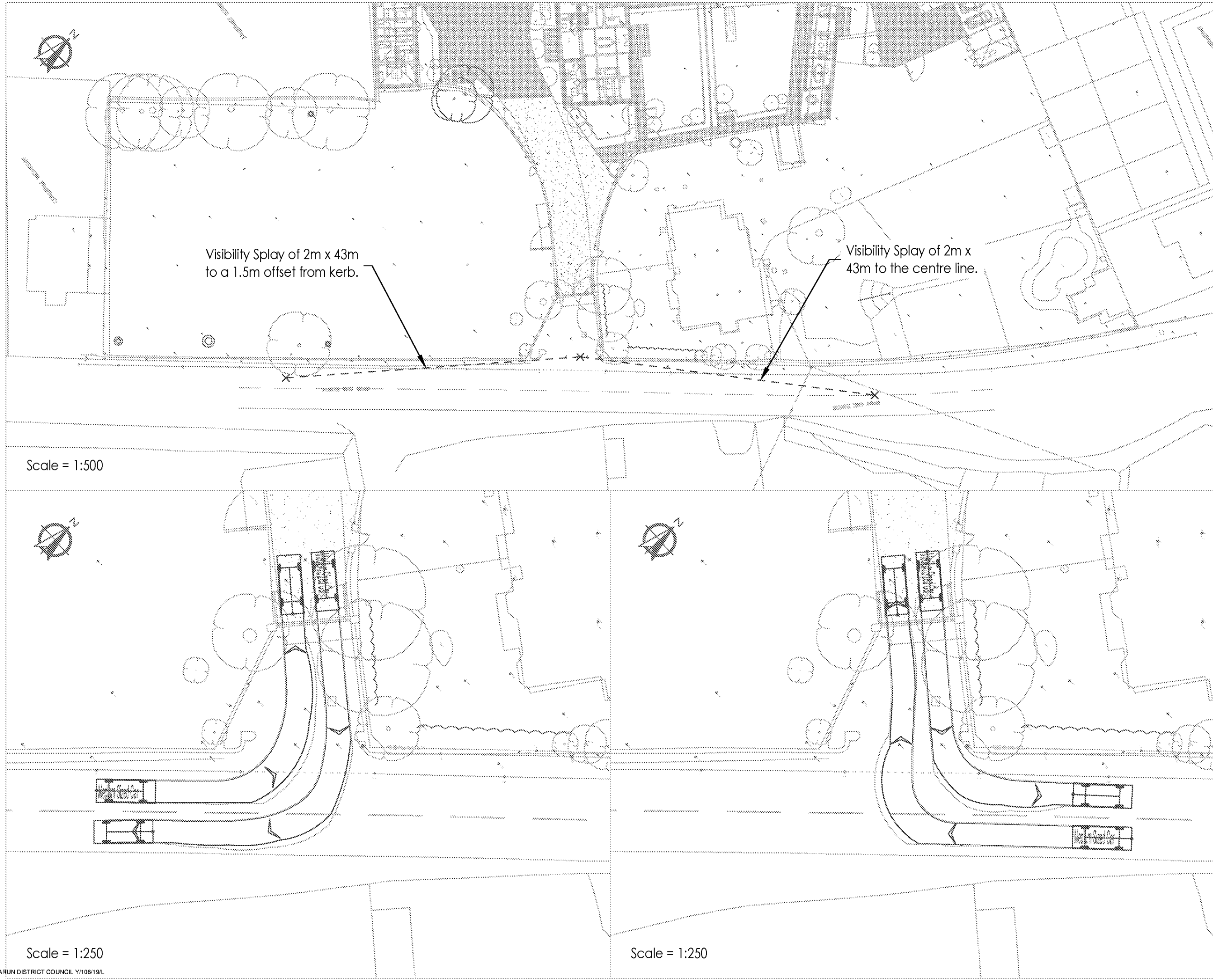
November 2019

Drawing No.

2019/4992/001

Rev.

A



Scale = 1:500

Scale = 1:250

Scale = 1:250

NOTES

4.319

0.000

0.000

2.200

Medium Sized Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.319m

1.686m

1.466m

0.228m

1.591m

4.00s

5.042m

RESIDUAL HAZARDS

In addition to the hazard/risk normally associated with the type of work detailed on this drawing, please note the following residual hazard:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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06/12

Mr P Bucknell

Project

Stakers Farm Barns, Yapton

Drawing Title

Visibility Splays & Car Swept Paths

Scale

As shown

Drawn By

GSE

Checked By

JCS

Approved By

NDR

Date

November 2019

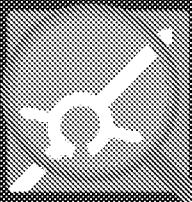
Drawing No.

2019/4992/002

Rev.

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APPENDIX A



Crash Date: Friday, June 22, 2018 **Time of Crash:** 3:10:00 PM **Crash Reference:** 2018471803452

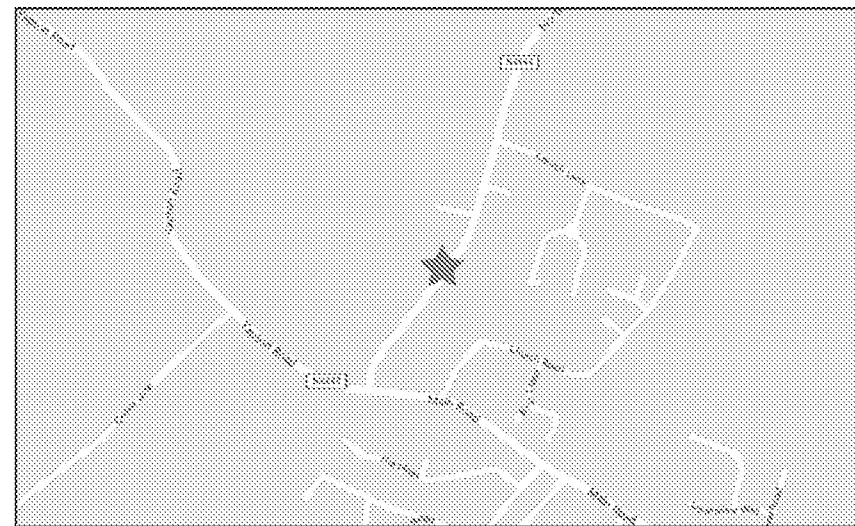
Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B2132

Number of Casualties: 1

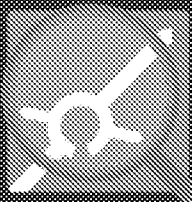
Number of Vehicles: 2

OS Grid Reference: 497744 103487



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	15	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

**Crash Date:**

Wednesday, November 29,
2017

Time of Crash: 1:15:00 PM

Crash Reference: 2017471706840

Highest Injury Severity:

Slight

Road Number: B2132

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 3

Local Authority:

Arun District

OS Grid Reference: 497735 103453

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Using private drive or entrance

Junction Pedestrian Crossing:

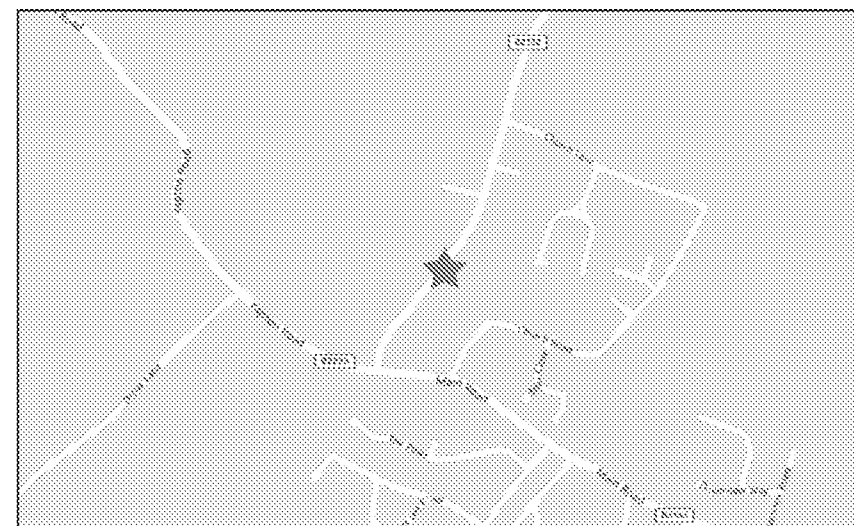
No physical crossing facility within 50 metres

Road Type:

Single carriageway

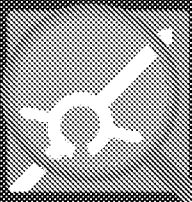
Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Male	Unknown	Vehicle is waiting to turn right	Did not impact	Other	None	None
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	56 - 65	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
1	Car (excluding private hire)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX B

Calculation Reference: AUDIT-728001-170718-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 10 to 10 (units:)
 Range Selected by User: 6 to 10 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days
10,001 to 15,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days
75,001 to 100,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
2	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	10	0.250	2	10	0.150	2	10	0.400
08:00 - 09:00	2	10	0.150	2	10	0.300	2	10	0.450
09:00 - 10:00	2	10	0.000	2	10	0.250	2	10	0.250
10:00 - 11:00	2	10	0.250	2	10	0.150	2	10	0.400
11:00 - 12:00	2	10	0.200	2	10	0.400	2	10	0.600
12:00 - 13:00	2	10	0.200	2	10	0.200	2	10	0.400
13:00 - 14:00	2	10	0.200	2	10	0.150	2	10	0.350
14:00 - 15:00	2	10	0.250	2	10	0.150	2	10	0.400
15:00 - 16:00	2	10	0.300	2	10	0.200	2	10	0.500
16:00 - 17:00	2	10	0.200	2	10	0.250	2	10	0.450
17:00 - 18:00	2	10	0.550	2	10	0.300	2	10	0.850
18:00 - 19:00	2	10	0.150	2	10	0.200	2	10	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.700			2.700			5.400

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 10 - 10 (units:)
 Survey date range: 01/01/09 - 16/09/15
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX C

WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION

DATE: 17/10/2017

FROM: Jodie Wilkes

TO: Arun District Council
FAO: Mr S Davis

SUBJECT: Y/58/17/PL - Conversion of barn to form to 2 No. dwellings; detached garage & conversion of part link single storey building to garaging. This application may affect the setting of a listed building & affects the character & appearance of the Main Road/Church Road Conservation Area.

Stakers Farm, North End Road, Yapton, West Sussex, BN18 0DU

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £ N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal will be accessed from North End Road (the B2132) a "B" class road subject to 30mph speed restrictions. The site is located to the east of the centre of Yapton. The road serves a number of residential and commercial outlets. The proposal is for the change of use of existing barn into two residential dwellings with associated parking.

Access and Visibility

The site does have an existing vehicular access onto North End Road, no modifications are proposed to the existing access arrangements. The access is considered to be of sufficient width to accommodate the anticipated level of vehicular activity. Visibility splays along North End Road from the existing point are considered acceptable for the proposed use.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded collisions or personal injury claims at the junction with the public highway, onto North End Road. There is no evidence to suggest that the junction is operating unsafely, or that the relocation of such would exacerbate an existing safety concern.

Parking

The proposed parking is considered acceptable and meets the requirements set out within the WSCC Parking Demand Calculator. The LHA are not aware of any claims that the previous use

resulted in excess parking onto North End Road. We are aware that a proportion of on-street parking occurs during the pick-up and drop-off period of the nearby school. However in terms of the proposed use it is considered unlikely that there would be an increase in on-street parking as a result of this proposal. The parking demand is met in the form of a double garage to serve Barn 1 and a link Garage between the properties serves Barn 2. Visitor spaces are available within the courtyard area along with ample turning space. Garages should measure 6m x 6m in order to house two average sized vehicles and contain secure covered cycle parking. Alternative cycle parking provisions may be provided by the applicant.

Refuse Collection

Refuse will be taken from the area at the access point as per the existing arrangement, refuse vehicles will therefore not be required to enter or turn within the site.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. The proposals are likely to see an additional 10 movements throughout the day. On that basis the LHA does not consider that there will be a material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Sustainability

Bus services run from south of the site along North End Road, this provides services to Walberton and Chichester. North End Road does have footway links that lead to a number of small retail outlets within Yapton. These include a convenience store with post office facility, a fast food outlet and butchers. Barnham train station is a 7minute cycle from the site; this provides links further afield to Portsmouth, Brighton and Bognor Regis. The Footpaths are linked between all mentioned routes however not street lit throughout, this may make the journey unappealing to less confident cyclists and commuters.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following conditions:

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Jodie Wilkes
Planning Services

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 12th November 2013

**FROM: Alison Meeus TO: Arun District Council
FAO: Simon Davis**

**SUBJECT: Change of use from M class agricultural use to B1/B8 use at
Stakers Farm, North End Road, Yapton.**

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

The proposal to change the existing agricultural building at Stakers Farm, Yapton into B1/B8 use has been considered by WSCC. Based on the information provided by Michael Fletcher of Landlink Estates, an assessment of the developments transport and highway impact is as follows.

The change of use from agricultural use to B1/B8 is not likely to intensify the use of the existing access. The existing access onto the B2132 is wide enough for two cars to pass each other and as such WSCC are satisfied this is a suitable access point.

It is considered that the existing traffic volume generated by the site is most likely to reduce as a result of the proposed change by a reduction in the number and size of vehicles. However WSCC are unable to predict the number of anticipated journeys as part of this new development as no information has been submitted regarding employee numbers and expected deliveries. The applicant has not submitted any information regarding car parking either, although it is very likely car parking will be required for the use. A typical B1/B8 site of 403sqm would be expected to generate between 14-16 car parking spaces and up to 4 lorry parking spaces. A desktop study of the site shows there to be additional space outside of the boundary of the site which could be used for parking and turning. As no formal car parking is provided WSCC would like to know that space is made available for car parking/lorry parking and turning for the use as otherwise this could have a detrimental impact on the highway network.

**Alison Meeus
Strategic Planning**