

Project Name : Bilsham Road, Yapton

Job No : 19-326

Note Title : Highways Technical Note

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Checked : MS

Approved : ESH

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1.0 INTRODUCTION

1.1 *Background*

1.1.1 This Highways Technical Note has been prepared by Odyssey on behalf of Bilsham Road Development LLP with respect to the Reserved Matters Application (RMA) for the proposed residential development of 250 dwellings at Bilsham Road, Yapton. The proposed site layout is contained in **Appendix A**.

1.1.2 This Highways Technical Note sets out the design principles for the RMA further to the outline planning approval (Ref. Y/91/17/OUT) by Arun District Council (ADC) in April 2019. The proposed site layout is contained in **Appendix A**.

1.1.3 A previous RMA (Ref. Y/152/20/RES) was submitted for which West Sussex County Council (WSCC) highways provided a written consultee response. As much of the WSCC highways response is suitable for the current RMA, it has been referred to in this Highways Technical Note and is included in **Appendix B** for ease of reference.

1.1.4 Further to WSCC highways consultee response for the previous RMA, this Highways Technical Note details the highways layout of the scheme together with the proposed parking provision.

2.0 HIGHWAYS

2.1 *Highways Design*

2.1.1 The highways design drawing pack includes the following drawings:

- **Drawings 19-362-001E and 002E** General Arrangement Sheets 1 and 2
- **Drawings 19-362-003B and 004H** Refuse Vehicle Swept Path Analysis Sheets 1 and 2
- **Drawings 19-362-005E and 006E** Fire Tender Swept Path Analysis Sheets 1 and 2
- **Drawings 19-362-007A and 008A** Car Swept Path Analysis Sheets 1 and 2

2.1.2 The above detailed drawings should be referred to when reviewing this Highways Technical Note.

2.2 *Parking*

2.2.1 Car parking on-site has been set out in accordance with the Arun District Council (ADC) Parking Standards SPD (January 2020).

2.2.2 The development is with 'Parking Behaviour Zone 1'.

2.2.3 For the previous RMA (Ref. Y/152/20/RES) WSCC confirmed they accepted the level of allocated and visitor parking as appropriate (a total of 585 spaces including 46 visitor spaces and excluding 15 garages). The proposed parking provision has been revised for this RMA, as summarised in **Table 2.1**:

Table 2.1: Parking Demand and Provision

Dwelling Type	Number of Units	Parking Demand	Parking Provision
1 Bedroom	27	27	53
2 Bedroom	88	176	178.5
3 Bedroom	95	190	190
4 Bedroom	40	120	125
Visitor	-	50	50
Total	250	563	596.5

2.2.4 A total of 596.5 parking spaces are proposed (this is inclusive of 15 garages which are to the required dimensions and have been counted as 0.5 of a parking space in accordance with ADC's parking standards; excluding the garages 589 parking spaces are proposed). From the previous RMA there has therefore been an increase of four visitor spaces to be provided on-site. The proposed parking provision therefore accords with standards and as such is considered to be acceptable.

2.2.5 All houses provided with on-plot parking will be provided with an electric vehicle charging point. Flats with rear courtyard parking will have access to one charging point between two spaces.

2.2.6 With regards to cycle parking all houses would have secure storage in either their garages or garden sheds in the rear garden. The sheds would be at least 1.2m x 1.8m in size and of a timber construction secured to a concrete base. This is shown on the architect's Drawing 19284 P252 submitted with the application.

2.2.7 All flats would have communal cycle stores sized to appropriately store two cycles per dwelling. These have dimensions of 2.3m x 3.1m for Block A and 1.8m x 4.2m for Blocks B, C, D, E, F and G, as shown on the architect's Drawings 19284 P213, 19284 P214, 19284 P215, 19284 P216 and 19284 P217 submitted with the application.

2.3 Residential Street Layout

2.3.1 **Drawings 19-362-001E and 002E** present the general arrangement of the site, together with site access arrangements.

2.3.2 The on-site roads have been designed for a 20mph speed limit. Much of WSCC's speed limit policy logically refers to existing roads and changing existing speed limits; however, it also indicates that 20mph zones through residential developments are suitable.

2.3.3 The on-site highway design ethos to enable a 20mph speed limit to be suitable includes there being frontage development (i.e. houses with direct driveway access onto the spine road), layby visitor car parking spaces adjacent to the spine road carriageway, a gateway feature at the entrance to the development, block paved change of surfacing proposed at pedestrian drop kerb crossings, and at key junctions along the spine road; as shown on the architect's Drawings 19284 P205, 19284 P205.1 and 19284 P205.2.

2.3.4 It is considered that this mixture of proposed highway works would aid in keeping average vehicle speeds to within the WSCC Speed Limit Policy of 24mph. It should also be acknowledged

that the purpose of the spine road is solely to serve residential development and does not form a relief road for the village.

2.3.5 The site layout has been reviewed with respect to Local Transport Note (LTN) 1/20. The site layout has been suitably designed in line with the recommendations set out in Figure 4.1 of LTN 1/20 with a shared footway / cycleway that is a segregated space for cycling, from motor traffic. The layout, therefore, accords with LTN 1/20 and no alterations to the layout are required in this regard.

2.3.6 It is acknowledged that LTN 1/20 recommends greater pedestrian to cyclist visibility than has been shown to be provided. Visibility splays of 2.0m x 12m (10mph) have been designed into the scheme, whereas LTN 1/20 recommends visibility splays of 2.4m x 17m (15mph). It is, however, considered that cyclists on the development's residential shared footway / cycleway network should not be travelling greater than 10mph, as otherwise they could endanger pedestrians walking on the same shared space. As such, it is considered that the provided visibility splays for a 10mph cycle speed are appropriate.

2.3.7 LTN 1/20 also recommends suitable provision of cycle access between shared footways / cycleways and carriageways. This situation is suitably provided for, close to the site access, northwest of the gateway feature, with a short 2.0m path and drop kerb. This would allow cyclists entering the development to transition from the carriageway to the shared footway / cycleway. In a similar manner, this would allow cyclists exiting the development to transition from the footway / cycleway to the carriageway, when safe to do so.

2.3.8 It is not considered suitable, in this residential environment, to give priority to pedestrians and cyclists rather than motor vehicles at side roads. It is considered that this is not what most road users would expect and, as such, could lead to conflicts and safety issues. This would also require the give way lines of the side roads to be set back behind the footway / cycleway, which would have a material impact on junction visibility.

2.3.9 It is acknowledged that further detail with respect to street lighting would be undertaken at the Section 38 stage for road adoption.

2.3.10 The site layout has been revised to include cycle provision to paths on the ends of cul-de-sacs, by making these paths 3.0m wide. These have been provided at Plot 116, Plots 72 to 52 and from Plot 52 to Plot 79, Plots 160-177. These paths include bollards at each end to prevent vehicular use.

2.3.11 Crossing points and associated tactile paving are shown on the site layout. It is considered that the volume of traffic along the spine road would not justify any provision beyond this.

2.3.12 The surface finishes for the road (carriageway and footway) was submitted as a tarmac finish, as shown on the Surface Material Layout in **Appendix C**. This accords with WSCC requirements.

2.3.13 The footways have been extended at Plots 89 and 157 to allow for suitable pedestrian access.

2.3.14 The bell mouths at Plots 144 and 203 have been altered to crossovers.

2.3.15 The short sections of hard standing opposite Plots 32, 45 and 46 have been rationalised, with two paths and drop kerb crossings with tactile paving.

2.4 *Swept Path Analysis*

2.4.1 **Drawings 19-362-003B and 004H** shows suitable accessibility for a refuse vehicle in accordance with Building Regulations Approved Document H. This allows refuse vehicles to be able to access within 25m of bin collection points.

2.4.2 **Drawings 19-362-005E and 006E** show suitable accessibility for a fire tender in accordance with Building Regulation Approved Document B. This allows for a fire tender to access within 45m of the platform of all dwellings.

2.4.3 **Drawings 19-362-007A and 008A** show swept path analysis for the most onerous car parking spaces demonstrating drivers could suitably access these spaces.

3.0 CONCLUSION

3.1 *General*

3.1.1 This Highways Technical Note sets out the design principles for the Reserved Matters Application (RMA) further to the outline planning approval (Ref. Y/91/17/OUT) for the proposed residential development of 250 dwellings at Bilsham Road, Yapton.

3.1.2 It is considered that that the further clarification and information contained within this report provides West Sussex County Council with all they have requested (as presented in **Appendix B**) and, as such, should enable them to provide a positive response to the application.

3.1.3 The site layout accords with Building Regulation Approved Documents B and H for fire and refuse vehicle accessibility respectively.

3.1.4 The level of car parking provided is in accordance with Arun District Council's Parking Standards.