

APPENDIX A

Site Layout



REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	STATUS:	CLIENT:	Bilsham Road Development LLP	PROJECT:	Land At Bilsham Road, Yapton	 architecture planning masterplanning Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@osparchitecture.com www.osparchitecture.com Tel: 01252 267878
								Work in Progress	SCALE:	1:1000 (A1 ORIGINAL)	DRAWING:	Proposed Site Layout Full Site	
									DRAWN:	SA	19284	P201	
									DATE:	July 2021			

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APPENDIX B

West Sussex County Council Highways Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	22 March 2021
LOCATION:	Land at Bilsham Road Yapton
SUBJECT:	Y/152/20/RES Approval of reserved matters (appearance, landscaping, layout and scale) following the grant of Y/91/17/OUT for 250 No. dwellings with associated parking, road/footway/ cycleway provision, open space, landscaping, surface water attenuation & ancillary works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

Introduction

West Sussex County Council (WSCC) have been consulted upon planning application Y/152/20/RES by Arun District Council (ADC). This application seeks Reserved Matters approval for the erection of 250 dwellings associated with the Yapton Strategic Site SD7 and outline planning consent Y/91/17/OUT.

Car Parking

The applicant has stated that they are providing car parking in accordance with the WSCC Car Parking Demand Calculator and the ADC Parking Standards Supplementary Planning Document (SPD).

The applicant is proposing the following car parking provision for this development of 250 units:

- 46 visitor spaces
- 296 allocated on-plot spaces
- 219 allocated off-plot spaces
- 24 allocated car spaces in a carport
- 585 total car parking spaces

An additional 15 spaces within an allocated garage are to be provided but the applicant has not counted these as part of the overall total.

On the basis that there are 210 1 to 3 bed properties and 40 4 bed properties the standards indicate the expected level of car parking provision for this development should be 540 spaces. The applicant is proposing a total of 539 plus 46 visitor spaces. This level of car parking is therefore considered to accord

with the standard set out within SPD and therefore in principle the Highway Authority has no objections to the proposed level of provision.

The standards indicate that visitor parking should be provided at a ratio of 20% of the overall housing provision. Therefore, for this development of 250 units 50 visitor spaces should be provided. The applicant is providing a total of 46 visitor spaces; this is considered appropriate.

The Parking Standards SPD requires that all houses with a driveway and garage have an active EV charging point and all other development has a provision of at least 20%. The applicant has confirmed that all houses that have an on-plot car parking (in a garage, carport or on a driveway) will have a charging point. Flats with rear courtyard parking shall have access to one charging point between two spaces. Overall, 168 plots shall have charging points which equates to 68% of the overall housing stock.

Where the applicant is providing garages, these are of a size that meet the minimum size requirements set out within the Arun Parking Standards SPD. The applicant is proposing that single garages are 6.085m by 3.074m and double garages are 6.085m by 6.095m. These are therefore deemed acceptable.

Cycle Parking

The applicant is proposing a total of 250 cycle spaces/stores. These stores are to be provided in the rear gardens of the houses and in communal stores for the flats. This approach is acceptable in principle given that the properties have independent access to the rear gardens which does not require carry a bike through a property. No details appear to be provided of the layout/dimensions of the sheds or communal cycle stores. Ideally, the applicant should provide details of the proposed stores prior to determination; however further details could be secured via an appropriately worded condition.

Residential Street Layout

The general layout and design of the roads accords with the principles within the Manual for Streets and is appropriate for its context in terms of creating a low speed, low vehicle movement environment. The roads design is considered to provide a permeable site by having an interconnected road layout. The roads are designed to a 20mph design speed. The spine road is proposed as being 5.5m in width whilst the secondary streets are proposed as being 4.8m wide; footpaths are generally 2m wide.

The Highway Authority wishes to make the following comments and seek clarification of the following matters relating to street layout design:

- **Design Speed** – The roads are designed to a 20mph design speed. Clarification should be provided as to the intended speed limit of the roads

and this should accord with the WSCC Speed Limit Policy (<https://westsussex.moderngov.co.uk/documents/s5237/Speed%20Limit%20Policy.pdf>).

- **Cycle infrastructure along the spine road** – the applicant is proposing a 3m wide shared pedestrian/cycle route on the western side of the site's spine road. In July 2020 Government issued a revised and updated Local Transport Note 1/20 entitled Cycle Infrastructure Design. The main design parameters of this is that cyclists should be segregated from other road users. Figure 4.1 on page 33 of the guidance provides advice as to the appropriate level of provision in different scenarios. The applicant should review the design against the advice contained within LTN 1/20. It is acknowledged that if a segregated form of cycle provision is proposed this shall have implications upon the currently proposed landscaping/verge and therefore it would be down to the Local Planning Authority to balance these conflicting approaches.

The applicant should also consider the treatment of the cycle route at side roads and how they could give priority to pedestrians and cyclists at these locations. Again, this should be reviewed against advice within LTN 1/20.

- **Street lighting** – it is noted that the applicant has provided street lighting locations. The specific detailed design of the street lighting for the adopted roads shall be agreed as part of any Section 38 highway agreement should the roads be offered up for adoption. WSCC's street lighting is managed by SSE as part of a PFI contract. Further details can be found here https://www.westsussex.gov.uk/media/7035/lighting_dev_promoted_hway_schemes.pdf.
- **Broken links at the end of cul-de-sacs** – the applicant has rightly ensured that the ends of cul-de-sacs continue to provide pedestrian access to the next cul-de-sac for example between plots 116 and 118. However, these are only pedestrian routes. Consideration should be given to designing these to provide a safe means of access for both pedestrians and cyclists whilst preventing vehicle access. All arrangements of this type should be reviewed to ensure access for cyclists is provided where appropriate and ensure a permeable and inter-connected cycle network is provided. A suitable modal filter may be the best way to retain pedestrian and cycle access whilst restricting vehicular access.
- **Crossing points** – no specific details are provided as to the detail of pedestrian crossing points. Whilst the specific design of these for crossings within the secondary streets can be covered through any detailed design clarification and consideration should be given for the need for pedestrian crossing points across the site's spine road.
- **Secondary street by plots 93-96** – the design and materials used for this street appears to contradict the design approach for all other roads.

On this street a footway is provided each side of a block work carriageway. The Highway Authority preference is for the design approach to be tarmac and a footway on both sides for a traditional road design and only provide a block work carriageway treatment in shared surface areas, as proposed for the rest of the site. Therefore, the Highway Authority would look for this street to be changed to a tarmac surface and only use block work to help distinguish shared surface areas.

- **Extent of footway** – there are two areas where the extent of footway should be extended slightly to ensure it safely passes the proposed traffic calming features at the entrance of shared surface areas. The footways around plots 89 and 157 should be extended slightly so they extend beyond the proposed traffic calming feature.
- **Nature of vehicle access plots 144-146 and 203-205** – these access points are currently designed as bell mouth junctions but given the low number of vehicle movements consideration should be given to designing them as standard residential vehicle crossovers and a continuous footway provided along the frontage.
- **Footway outside plots 36 – 41** – outside these plots to the site access on Bilsham Lane there are several short sections of pavement leading to the spine road (Surface Material Layout Sheet Two drawing number 19284 P105.2). It is not apparent as to the rationale for the number of sections of footway in this location and whether they are located in the best places (ie very close to the site access where a dropped kerb/tactile paving crossing is proposed & in align with the ramped section of the raised table traffic calming features). The applicant should provide clarification as to the rationale and the wider issue of where they intend to provide crossing facilities and in what form across the site's spine road.

Summary

Prior to determination of the application the applicant should provide clarification and amend the design of the scheme as detailed within the Highway Authority comments. WSCC should be re-consulted on any amended plans.

Steven Shaw
West Sussex County Council – Planning Services

APPENDIX C

Surface Material Layout

