

Seaward Properties

Land at Bonham's Field, Yapton

Transport Statement

104367

22/11/2021

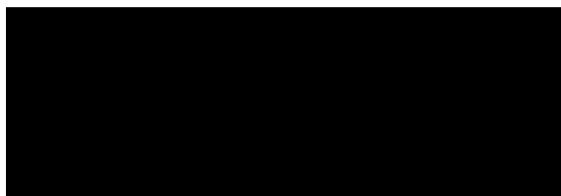
Document Information

Prepared for Seaward Properties
Project Name Land at Bonham's Field, Yapton
File Reference 104367 - PF Transport Assessment 221121
Project Number 104367
Publication Date 22/11/2021

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Document Control

Version	Date	Prepared by	Reviewed by	Approved by
1	03/08/2021	Rob Davies	Paul Cranley	Paul Cranley
Description	Draft for client review / comment			
2	14/09/2021	Rob Davies	Paul Cranley	Paul Cranley
Description	Issue			
3	22/11/2021	Rob Davies	Paul Cranley	Paul Cranley
Description	Scheme revisions			

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1 Introduction

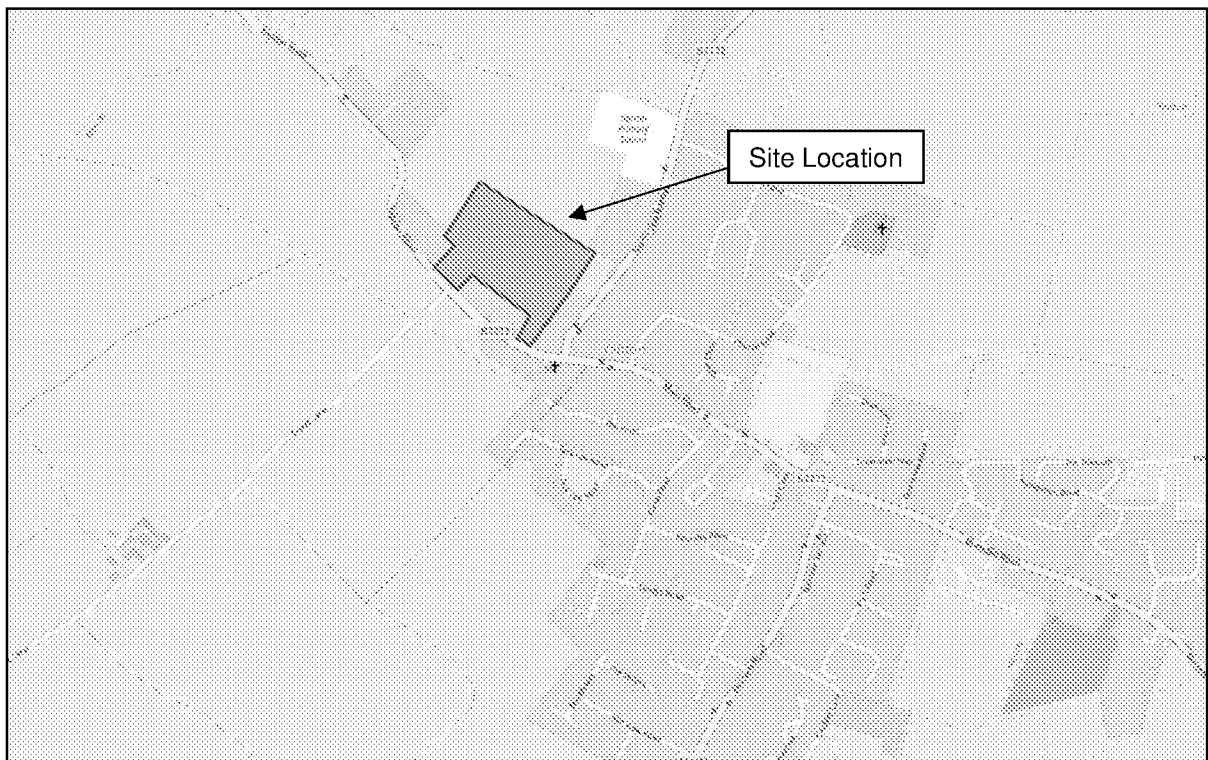
General

- 1.1 Pell Frischmann is commissioned by Seaward Properties (the 'Applicant') to provide transport planning and highways consultancy services in connection with proposals for the development of land at Bonham's Field (the 'Site'), Yapton, in the district of Arun, West Sussex.
- 1.2 Extant outline planning permission was granted in December 2017 for the development of the site to provide 56 residential dwellings (planning reference: Y/1/17/OUT). The reserved matters application (reference: Y/63/19/RES) was subsequently approved in February 2020.
- 1.3 It is proposed to replace 16 dwellings within the consented site layout with 32 dwellings, representing a net increase of 16 units on the approved reserved matters application.
- 1.4 No amendments are proposed to the agreed and approved access arrangement on Main Road on the southern boundary of the site. This Transport Statement (TS) report includes the same technical methodology as included within the Transport Assessment (TA) which accompanied the previous application (Y/1/17/OUT). As such, this TS assesses the impact of the net additional 16 units only.

Site Location and Description

- 1.5 The site is located to the north of Main Road, Yapton located to the west of North End Road. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location



Source: OpenStreetMap (2020) with Pell Frischmann annotations.

Report Structure

1.6 Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2: Baseline Conditions
- Chapter 3: Policy Considerations
- Chapter 4: Proposed Development
- Chapter 5: Traffic Impact Assessment
- Chapter 6: Multi Modal Environment Study
- Chapter 7: Summary and Conclusions

2 Baseline Conditions

Introduction

- 2.1 This chapter provides a summary of the baseline conditions within the immediate area surrounding the site, including the local highway network and the accessibility of the site by non-car modes.

Local Highway Network

- 2.2 The site is bordered by Main Road to the south of the site with two existing dwellings which separates the two sections of the site frontage to the carriageway. To the east there are residential properties located on North End Road, with existing agricultural use to the north and south on the opposite side of Main Road.

Main Road / Yapton Road B2233

- 2.3 Towards the southern boundary of the site, Main Road is a two-way single carriageway road and is subject to a 30mph speed restriction. The A2233 runs in a north-west / south-east direction between the A259 Grevatt's Lane / Crookthorn Lane and the A29 Nyton Road. There are intermittent footways on the northern and southern sides of the carriageway to aid pedestrian movement. On the southern side of the carriageway is a lay-by which provides some informal parking provision. To the west of Drove Lane this becomes Yapton Road

North End Road

- 2.4 North End Road is located towards the east of the site and runs in a broadly north-east / south-west direction between the B2233 Main Road / Yapton Road and the A27 Arundel Road. The road is a two-way single carriageway road with footways on both sides. Street lighting is present at regular intervals and a bus stop is located towards the mini-roundabout junction between Yapton Road and Main Road.

Drove Lane

- 2.5 Drove Lane is located opposite the site and joins the B2233 Main Road / Yapton Road via a priority junction. The road is a single lane, private road which provides access to / from Drove Lane Farm.

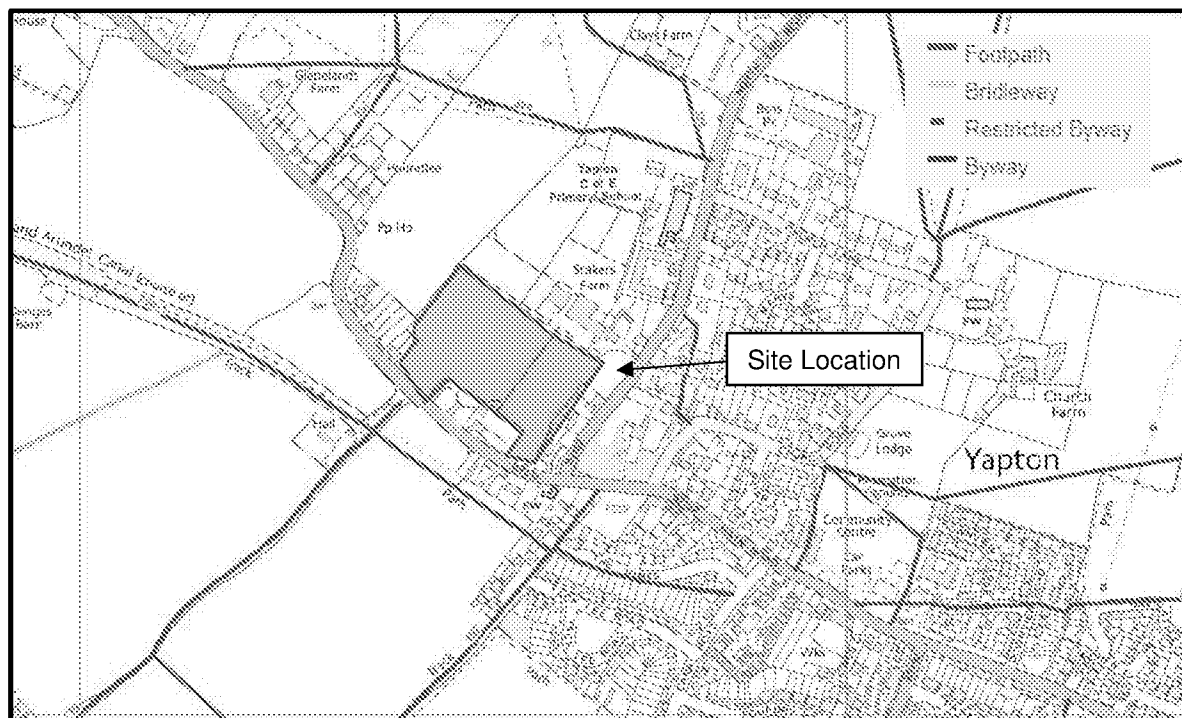
Existing Access

- 2.6 There is no formal vehicular access into the site from the carriageway however a gated agricultural access is provided in the south east corner of the site on Main Road / Yapton Road. As previously noted, the extant outline permission proposes access via the B2233 to the south of the site in the form of a priority junction.

Public Rights of Way

- 2.7 The West Sussex County Council Public Rights of Way Map has been reviewed and whilst there are a number of links shown close to the site, including route 329 to the north of the site, 362 to the east and 200_1, 155 and 157 to the south of the site, there are no routes traversing the site (see **Figure 2.2**).

Figure 2.1 West Sussex Public Rights of Way Map



Source: West Sussex County Council (2021)

Accessibility by Non-Car Modes

Bus Links

- 2.8 Bus services offer a realistic option for the journey to work, being best suited for medium distance journeys. According to the 2011 Census, bus use represents approximately 8% of all journeys to work on a national scale and 3% of journeys in the local area.
- 2.9 The site is located within walking distance of existing bus stops located on North End Road / Main Road approximately 250m east of the proposed site access, which provide access to services number 66. There is also service numbers 228 and 665 which use these stops also the services are limited to a single journey per day.

Rail Links

- 2.10 Barnham Railway Station is located 2km to the west of the site. Rail services run north to London east to Brighton and west to Bognor Regis, Portsmouth and Southampton. There are 2 trains per hour (tph) to London Victoria, 2 tph to Brighton, 2 tph to Littlehampton, 2 tph to Southampton Central and 3 trains per hour to Portsmouth and Southsea of which 2 continue to Portsmouth Harbour and 4 tph to Bognor Regis.

Pedestrian Links

- 2.11 The site is afforded good accessibility to various key amenities and services located in Yapton, and Barnham village centre, located approximately 1.7km north west of the site. A number of facilities are located within walking and cycling distances of the site which ensures it represents a suitable location in terms of the opportunities for travel by sustainable modes.
- 2.12 Within Yapton itself, there are local amenities including a hardware shop, hair salon, post office, The Co-operative foodstore, chip-shop, village hall, a small business park, a Primary School and a garden nursery.

Cycling Links

- 2.13 A review of the Sustrans National Cycle Map shows that National Cycle Route 2 is located towards the east of the site and runs along Bilsham Road and Burndell Road. It is a long distance cycle route which, when complete, will link Dover with St. Austell via the south coast of England.

3 Policy Considerations

3.1 This chapter examines the context of the site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.

3.2 The following national and local planning documents have been reviewed:

National Policy

- The National Planning Policy Framework (NPPF) (2021);

Regional Policy

- WSCC Local Transport Plan 3 (2011);
- WSCC 'Guidance for Parking in New Residential Developments' (2020);
- WSCC Walking and Cycling Strategy;
- WSCC Cycling Design Guide; and

Local Policy

- Arun District Local Plan (2018).
- Arun DC SPD Car Parking Standards (2020)

National Policy

The National Planning Policy Framework (NPPF) (2021)

3.3 The Government's National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. It was adopted in 2012, most recently updated in July 2021. The new NPPF replaces previous editions of the NPPF, which itself replaced the majority of previous Planning Policy Statement (PPS) and Planning Policy Guidance Note (PPG) documents on 27th March 2012.

3.4 It is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

3.5 At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that "the purpose of the planning system is to contribute to the achievement of sustainable development". At a very high level, the objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'.

3.6 The NPPF defines the delivery of sustainable development through three roles:

- an economic objective;
- a social objective; and
- an environmental objective.

3.7 Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 104 (page 30) states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*

- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

3.8 Paragraph 110 (p.32) states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

3.9 Paragraph 111 (p.32) notes that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

3.10 Within this context, paragraph 112 notes that “applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Regional Policy

WSCC Local Transport Plan 3 (2011-2026)

3.11 West Sussex Local Transport Plan 3 (LTP3) sets out the transport strategy for the region and covers the period from 2011 to 2026. The document provides a transport strategy that supports economic growth in West Sussex whilst also ensuring the plan takes note of relevant strategic planning and delivery documents. LTP3 is divided into two parts; the ‘Long-Term Strategy’ and the ‘Implementation Plan’.

3.12 The main objectives of LTP3 are as follows:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing; and
- Improving safety, security and health.

3.13 The highest priorities for West Sussex in terms of transport and highways include improvements to the A27, maintaining the highway network and continuing to work with the community to improve safety

record on local roads, increasing the use of healthy and sustainable modes of transport, and providing access to services.

WSSC 'Guidance for Parking in New Residential Developments' (June 2020)

- 3.14 WSSC Parking Guidance provides a method of calculating the demand for car parking to guide the provision provided at new residential developments. The site is location in a Zone 1 Parking behaviour Zone and as such the residential parking demand should be calculated as follows:
- 1.5 spaces per 1 bedroom / 1-3 habitable room dwelling;
 - 1.7 spaces per 2 bedroom / 4 habitable room dwelling;
 - 2.2 spaces per 3 bedroom / 5-6 habitable room dwelling; and
 - 2.7 spaces per 4+ bedroom / 7+ habitable room dwelling.
- 3.15 The document also sets out a minimum provision for of cycle parking to be provided at new residential developments. The minimum is required at the development:
- 1 space per 1 & 2 bedroom / up to 4 habitable room houses;
 - 2 spaces per 3+ bedroom / 5+ habitable room houses;
 - 0.5 spaces (if communal storage otherwise same as 1 & 2 bed houses) per 1 & 2 bedroom / up to 3 habitable room flats; and
 - 1 space 4+ bedroom / 4+ habitable room flats.

WSSC Walking and Cycling Strategy (2016)

- 3.16 The WSSC Walking and Cycling Strategy "*outlines the design and safety principles for walking and cycling that the County Council will follow, and developers will be expected to follow, when implementing infrastructure schemes.*"
- 3.17 The Key Objectives of the Strategy are to:
- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
 - To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
 - To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;
 - To support economic development by facilitating travel to work and services without a car;
 - To reduce congestion and pollution by encouraging and enabling people to travel without a car;
 - To increase levels of physical activity to help to improve physical health;
 - To help to maintain good mental health and staying independent later in life;
 - To increase the vitality of communities by improving access by bicycle and on foot; and
 - To help people to access rural areas and enjoy walking and cycling.

West Sussex Cycling Design Guide (2019)

- 3.18 This document conveys our vision for better cycling infrastructure in West Sussex. It is intended to support decision makers and set out more clearly what is expected of developers. The document takes a Manual for Streets based approach to setting guidance for the internal layout design to better accommodate cyclists.

- 3.19 In respect of cycle parking the document states *"All cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development ('Sheffield' stands preferred). Garages should be designed to allow space for car plus storage of cycles in line with 'Principle G' of the County Council's 'Guidance on Parking in New Developments 2019'"*

Local Policy

Arun District Council Local Plan (2018)

- 3.20 The Arun District Council Local Plan was adopted in 2018 and sets out the strategic planning objectives and policy for Transport for the local area.
- 3.21 Policy TSP1 sets out that the Council will support transport and development which:
- "Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;
 - Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
 - Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
 - Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;
 - Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;
 - Explains how the development has been designed to. i. accommodates the efficient delivery of goods and supplies; ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities; iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter; iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and v. consider the needs of people with disabilities by all modes of transport
 - Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."
- 3.22 Further Policy TDM1 states that proposals for all new development must:
- 'Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
 - Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents.
 - Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work.'
 - Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient,

accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and places of work, education, leisure and food retail; ii. the South Downs National Park, iii. along the coast particularly between Bognor Regis and Littlehampton, iv. along the coast to Chichester, v. Bognor Regis to Arundel, and vi. Littlehampton to Goring.'

Arun District Council Parking Standards Supplementary Planning Document (2020)

- 3.23 This SPD adopted by ADC builds on the evidence base of the WSCC Car Parking guidance for parking at new developments. The main recommendations of the SPD that alter from the WSCC guidance relate to EVCPs, Car Parking Demand and recommended levels of cycle parking.
- 3.24 The site is location in a Zone 1 Parking behaviour Zone and as such the residential parking demand should be calculated as follows which is rounded up compared to the WSCC figures:
- 2 spaces per 1 bedroom / 1-3 habitable room dwelling;
 - 2 spaces per 2 bedroom / 4 habitable room dwelling;
 - 2 spaces per 3 bedroom / 5-6 habitable room dwelling; and
 - 3 spaces per 4+ bedroom / 7+ habitable room dwelling
- 3.25 In respect of cycle parking the SPD requires 1 spaces (if communal storage otherwise same as 1 & 2 bed houses) per 1 & 2 bedroom / up to 3 habitable room flats as opposed to 0.5 within WSCC standards.

Summary

- Key policy guidance at all levels has been identified within this chapter of the report, ensuring that the development proposals meet this guidance with regards to transport.
- Car and Cycle Parking will need appropriately balance the needs of both WSCC and ADC policy guidance.

4 Development Proposals

- 4.1 Extant outline planning permission was granted in December 2017 for the development of the site to provide 56 residential dwellings (planning reference: Y/1/17/OUT). The reserved matters application (reference: Y/63/19/RES) was subsequently approved in February 2020. It is proposed to replace 16 dwellings within the consented site layout with 32 dwellings, representing a net increase of 16 units on the approved reserved matters application.
- 4.2 The proposals, within the wider site-wide masterplan, are illustrated in at **Figure 4.1** and at **Appendix A**.

Figure 4.1 Illustrative Masterplan



Source: GSP Architecture (2021)

Access

Vehicle

- 4.3 Vehicular access into the site will be taken from Main Road in accordance with the agreed access arrangements set out within the Transport Assessment prepared by Icen Projects to support the planning application Y/1/17/OUT. **Figure 4.2** comprises an extract from the Site Access Plan (01 Rev D) that formed the only detailed matter approved by ADC as part of the outline consent (Y/1/18/OUT). The figure shows that the access was been designed to provide a 6m access road into the site, with a 2m wide footway on the western side of the carriageway. Kerb radii of 8m are provided.

Figure 4.2 Site Access Arrangement



Source: Pell Frischmann (2020)

Road Safety Audit

- 4.4 A Stage 1 Road Safety Audit and Designer's Response was undertaken within this report and concluded *"it is clear that the proposed site access can be accommodated on Yapton Road with no detriment to the safety of the existing highway."*

Internal Layout

- 4.5 A revised swept path assessment has been undertaken to demonstrate that the revised proposals can accommodate an appropriately sized refuse vehicle. A drawing showing the swept path analysis of a refuse vehicle manoeuvring through the development site is attached at **Appendix B** of this report.

Car Parking

- 4.6 It is proposed to provide 61 car parking spaces, excluding garages, within the boundary of the application site for the proposed 32 units. Five of the spaces are designated as visitor / unallocated. The proposed car parking provision has been calculated utilising both the WSCC guidance for parking at new developments and Arun DC Car Parking standards (2020).
- 4.7 All houses with driveways and garages will be provided with an Electric Vehicle Charging Point. This is in excess of the minimum 20% required to accord with both WSCC guidance and ADC SPD.

Cycle Parking

- 4.8 Cycle parking for the proposed development will be provided in accordance with the standards provided in the WSCC 2020, which are as follows:

- 1 space per 1 & 2 bedroom / up to 4 habitable room houses;
- 2 spaces per 3+ bedroom / 5+ habitable room houses;
- 1 spaces (if communal storage otherwise same as 1 & 2 bed houses) per 1 & 2 bedroom / up to 3 habitable room flats; and
- 1 space 4+ bedroom / 4+ habitable room flats.

5 Traffic Impact Assessment

- 5.1 This chapter sets out the methodology and results of a multi-modal trip generation assessment, which has been undertaken to assess the potential uplift of trips generated by the revised application compared to the extant permission.

Methodology

- 5.2 The methodology for the vehicle trip generation included within the Transport Assessment report prepared by Iceni Projects and dated December 2016, which accompanied the approved application for the site Y/1/17/OUT has been utilised to calculate the impact of the proposed revised masterplan.
- 5.3 As previously noted, it is proposed to replace 16 dwellings within the consented site layout with 32 dwellings, representing a net increase of 16 units on the approved reserved matters application. For the purpose of this trip generation assessment, the impact of the net additional units only has been considered.

Trip Generation

- 5.4 The peak hour vehicle trip rates, and the resulting traffic generation for the proposed uplift of 16 units, are provided in **Table 5.1**.

Table 5.1 Vehicle Trip Rates and Traffic Generation

Time Period	Vehicle Trip Rate (per 1 unit)			Vehicle Trip Generation (net additional 16 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour (0800 – 0900)	0.152	0.587	0.739	3	9	12
PM Peak Hour (1700 – 1800)	0.451	0.165	0.616	7	3	10

Source: Iceni Projects Transport Assessment (December 2016) and Pell Frischmann calculations
Note: Numbers may not sum due to rounding

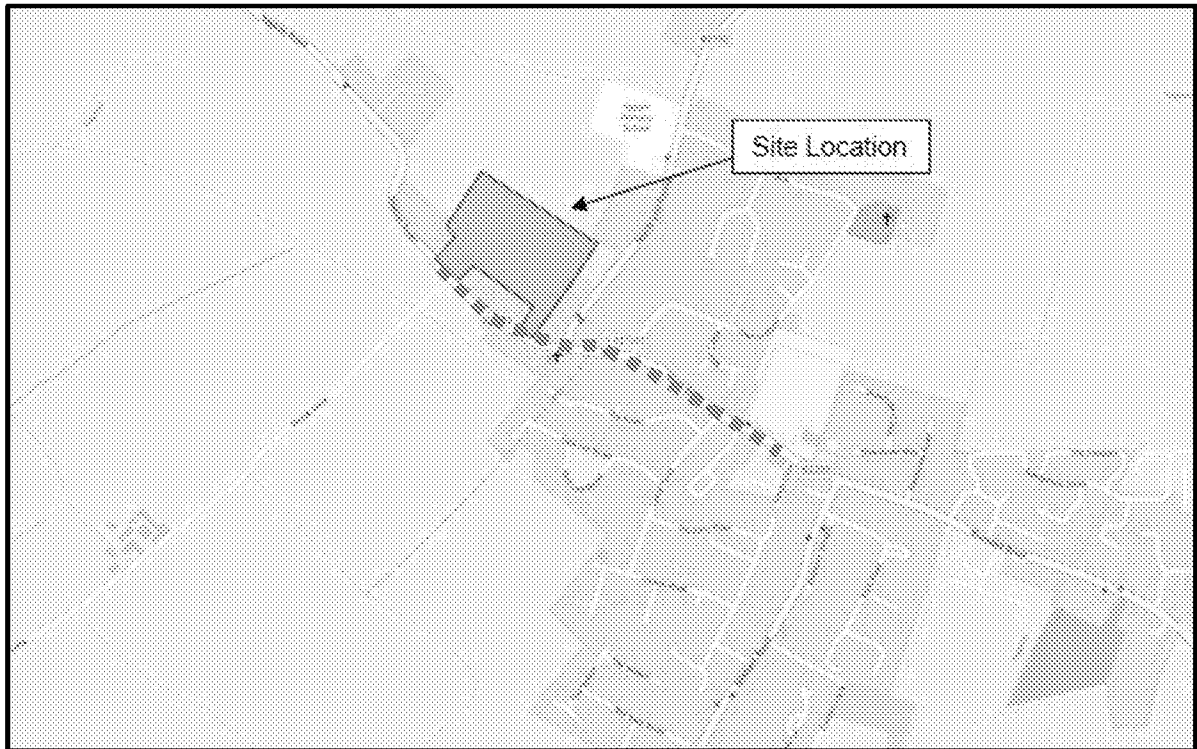
Trip Distribution

- 5.5 As per the original assessment the following distribution onto Yapton Road from the site for development traffic has been assumed:
- 60% of trips eastbound and 40% of trips westbound in the AM peak hour; and,
 - 40% of trips eastbound and 60% of trips westbound in the PM peak hour
- 5.6 The quantum of vehicle trips generated by the proposed uplift, and their distribution from the proposed site access junction, would be expected to present a negligible impact on the local highway network and the operation of nearby junctions in comparison with the extant outline approval.

6 Multi-Modal Environment Study

- 6.1 A multi-modal environment study has been undertaken of the area surrounding the site with a primary focus on conditions for pedestrians and cyclists. The proposed study area encompassing the key pedestrian and cycle connections from the site is shown on **Figure 6.1** below and includes:

Figure 6.1 MME Study Route (Blue)



- 6.2 Along the northern side of Main Road a continuous footway is provided along the length for pedestrian access into Yapton. This is shown within **Figure 6.2** below and leads users towards facilities within the centre of village.

Figure 6.2 Main Road (Site Frontage)



- 6.3 The roundabout formed between Main Road provides pedestrian islands to aid pedestrians crossing both North End Road and also to the other side of Main Road. This is shown within **Figure 6.3**.

Figure 6.3 Main Road / North End Road Roundabout



- 6.4 Walking further to east bus stops are provided with a shelter and seating provided on the southern side of the carriageway owing to the grass verge providing sufficient width. The bus stop and shelter is shown within **Figure 6.4**. Footways are provided on both sides of the carriageway west of the roundabout formed with North End Road.

Figure 6.4 Bus Stop Main Road



- 6.5 Continuing further east facilities and services within Yapton centre including the Co-operative foodstore and village hall are located. Pedestrians are provided with footways on either side of the carriageway and a signalised crossing point is provided in the background of **Figure 6.5**.

Figure 6.5 Yapton Centre



Summary

- 6.6 A good standard of pedestrian infrastructure is provided all along the route from the site to the centre of Yapton where key facilities such as the Co-Operative food store can be easily accessed on foot, reducing the need to travel by car.

7 Summary and Conclusions

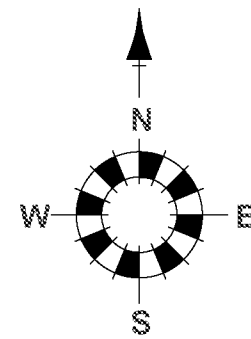
Summary

- 7.1 Pell Frischmann is commissioned by Seaward Properties (the 'Applicant') to provide transport planning and highways consultancy services in connection with proposals for the development of land at Bonham's Field (the 'Site'), Yapton, in the district of Arun, West Sussex.
- 7.2 Extant outline planning permission was granted in December 2017 for the development of the site to provide 56 residential dwellings (planning reference: Y/1/17/OUT). The reserved matters application (reference: Y/63/19/RES) was subsequently approved in February 2020. It is proposed to replace 16 dwellings within the consented site layout with 32 dwellings, representing a net increase of 16 units on the approved reserved matters application.
- 7.3 No amendments are proposed to the agreed and approved access arrangement on Main Road on the southern boundary of the site. This Transport Statement (TS) report includes the same technical methodology as included within the Transport Assessment (TA) which accompanied the previous application (Y/1/17/OUT). This TS assesses the impact of the net additional 16 units only.
- 7.4 The Site is shown to be well situated to capitalise on existing connectivity on the highway, public transport and public rights of way networks to local, regional and national destinations. The Site is therefore well placed to enable additional new development. The proposed development will see the Site developed to provide 75 residential dwellings and addition of 19 dwellings from the existing permission with access taken via a simple priority junction on Main Road as agreed and approved within the previous existing permission.
- 7.5 A trip generation exercise and distribution exercise has been undertaken to assess the potential uplift in traffic generated by the net additional 16 units in comparison to the extant permission which assessed the impact of 60 dwellings on the local highway network. The impact of the additional units in highways terms has been shown to be negligible, and the proposed net additional units would not be expected to have a material impact on the operation of the local highway network.
- 7.6 Future trips from the development will be encouraged to take place through sustainable and active travel modes by design and location of the Site. Existing and future bus, rail and local active travel options (such as walking and cycling) will ensure that the impacts of the development are minimised, and that residents have range of travel options.
- 7.7 A multi-modal environment study was undertaken and demonstrated that there is generally a good level of pedestrian infrastructure within the vicinity of the site, and to the east where Yapton village centre facilities are located.

Conclusion

- 7.8 Paragraph 109 of the Government's National Planning Policy Framework (NPPF) (June 2019) states that, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". The technical assessments presented in this TS report (and the wider qualitative implications of the Site proposals) demonstrate that the predicted traffic impacts resulting from the Proposed Development are not severe.

Appendix A INDICATIVE MASTERPLAN



KEY	
	Phase 2
	Proposed Trees
	Bicycle Store
	Site Boundary
	Consented Scheme
	M4(2) Compliant Plots

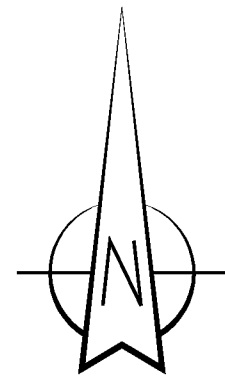
Affordable Housing Plots	
	1 bed house (Shared Ownership)
	2 bed house (Shared Ownership)
	3 bed house (Shared Ownership)
	4 bed house (Shared Ownership)
	1 bed house (Rent)
	1 bed apartment (Rent)
	2 bed house (Rent)
	3 bed house (Rent)
	4 bed house (Rent)



REV: DATE: B 06-05-21 C 14-05-21 D 21-05-21 E 11-08-21 F 03-11-21 G 15-11-21	REVISIONS: Red line amended. Parking allocation amended. Red line amended. Red line amended. General issue. Affordable allocation amended. Plots 217/218 combined. Phase 2 boundary amended.	REV: DATE: REVISIONS:	SCALES: 1:50 @ A1 3 M 1:500 @ A1 30 M 1:100 @ A1 6 M 1:1000 @ A1 60 M 1:200 @ A1 12 M 1:2000 @ A1 120 M	CLIENT	Seaward Properties Ltd		PROJECT	Land at Bonhams Field, Yapton	
				SCALE	1 : 500 (A1 ORIGINAL)		DRAWING	Proposed Site Plan (Roof Level)	
				DRAWN	DA	20062	P202	G	 architecture planning masterplanning Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey, GU14 0QT. info@osparchitecture.com www.osparchitecture.com Tel: 01252 287878 © Seaward Properties Ltd. Company Registration No. 2870881
				DATE	Sept 21				

Appendix B

SWEPT PATH ANALYSIS



- Afford:**
- 1 bed house
 - 2 bed house
 - 3 bed house
 - 4 bed house
 - 1 bed house
 - 1 bed apartm
 - 2 bed house
 - 3 bed house
 - 4 bed house

NOTES:

- Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
- This drawing shall be read in conjunction with all other Electrical, Mechanical, Public Health & Architectural Drawings & The Specification.
- This drawing is based on layout 20062-P102L_Proposed Site Plan (roof Level) and Pell Frischmann are not liable for any inaccuracies or discrepancies.

Vehicle

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

Overall Length	11.200m
Overall Width	2.500m
Overall Height	3.300m
Min Body Ground Clearance	4.500m
Track Width	2.500m
Lock to lock time	4.50s
Kerb to Kerb Turning Radius	9.500m

F	Base Layout updated to 20062-P202	RD	PC	PC	19.11.21
E	Base Layout updated to 20062-P202P	RD	PC	PC	12.11.21
D	Base Layout updated to 20062-P202D	RD	PC	PC	09.08.21
C	Base Layout updated to 20062-P102L	KM	PC	PC	11.09.20
B	Base Layout updated to 20062-P102L	KM	PC	PC	04.09.20
A	Base Layout updated	KM	PC	PC	21.08.20

REV	DESCRIPTION	DRN	CHK	APP	DATE
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Client
Seaward Properties

Project
Bonham's Field Yapton

Drawing Title
Refuse Vehicle Tracking and Layout Review

	Name	Date	Scale	1:250 @ A0
Drawn	RD	NOV 21		
Designed	KM	NOV 21	File No	104367-TR-SK001 Rev F.dwg
Checked	PC	NOV 21	Drawing Status	Preliminary
Approved	PC	NOV 21		
Drawing No	104367-TR-SK001			Revision
				F