

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	9 September 2020
LOCATION:	Land North of Yapton Church of England Primary School North End Road Yapton
SUBJECT:	Y/71/20/RES - Approval of reserved matters following outline consent Y/88/18/OUT for the erection of 38 No. dwellings, Public Open Space, a play area & drainage features. This application affects Public Rights of Way.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been consulted on approval of reserved matters (REM) attached to approval Y/88/18 (38 x dwellings). Matters sought for approval include appearance, landscaping, layout and scale. Outline consent has also been obtained for a development of 70 x dwellings to the south of the site (Y/44/17) to which the same vehicle access will be utilised. A separate reserved matters application has been submitted for that site under Y/72/20. Standalone application Y/17/20 approved vehicle access to both sites from North End Road.

The application is supported by technical drawings, Design & Access Statement (DaS), Travel Plan (TP) and other supporting documentation. The LHA require further information on the REM application as set out in the following comments.

Public Rights of Way (PROW)

PROW footpaths no. 326 and 329 cross the site and are to be retained and some diversion proposed. WSCC PROW team requested further information on these proposals at Outline stage and have been forwarded on consultation for these reserved matters. Their comments should be referred to in respect to the PROW proposals.

Internal Layout & Pedestrian/Cycle Links

Swept path tracking plans have been provided to demonstrate that a pumping appliance, refuse vehicle and pantechnicon vehicle can negotiate the access and internal roadways. Some of the manoeuvres show a slight overhang across internal footways however the frequency of such manoeuvres is considered low and a highway safety concern is not anticipated. Larger vehicles are able to travel through the site and to the adjacent land parcel to the south where further space is available to provide a turn on site or access to pumping station. All vehicles will be able to exit the site to North End Road in a forward gear. Examples of cars manoeuvring from car parking spaces have also been provided and demonstrate the workability of the proposed external car parking areas.

Land to the north of the site known as Clays Farm has outline approval for 33 x dwellings under Y/62/18 (allowed under appeal). Indicative plans for that scheme show a possible footpath link from southern boundary of Clays Farm site through to northern boundary of this 38 x unit scheme. This link appears to be separate from the nearby PROW retention and diversion within the site. As the reserved matters for Y/62/18 have yet to come forward, further details of the proposed cycle/footpath link should be provided at this stage. The landscape plan no. DD427L01 annotates location for the link to be grass seed mix/wildflower. This should be hardstanding material up to the site boundary with Clays Farm site. The final proposed width (at least 3m) and treatment should allow for cyclists and pedestrians but not allow through vehicle movement. This may mean bollard placement is used to prohibit vehicles.

Within the site the main spine road for the estate appears to feature segregated footway with shared surface cul-de-sacs extending from this. The LHA consider that where motor traffic volumes will be low shared space has been utilised and that where traffic volumes are higher (along the main spine road) a segregated footway has been proposed to separate pedestrians from traffic. There is also an off road footpath link to the open space area and to the rear of plots 25-31 which will onward link to the land parcel to the south. It is considered that on and off road links throughout the site will encourage pedestrian/ cyclist movements and connectivity to the wider area and adjacent sites.

Car Parking

Car parking is proposed in on-plot garages and driveways with some visitor spaces and allocated parking on street. Arun District Parking Standards Supplementary Planning Document (SPD) states that in Parking Behaviour Zone 1, 2 x spaces per 2 & 3 bedroom house and 3 x spaces per 4-bedroom house should be provided. Additional visitor parking of 20% of total units should also be provided. The SPD stipulates that garages (measuring at least 6m x 3m internally) will only qualify as 0.5 of a space.

Plan no. 102-38-PL06 details the proposed car parking schedule and the LHA has made an assessment of this plan. On the basis of 12 x 2-bedroom, 23 x 3-bedroom and 3 x 4-bedroom dwellings being provided, a total of 70 x allocated spaces for the 2 and 3-bedroom units and 9 x spaces for 4-bedroom units should be provided (79 x allocated spaces total required plus 8 x visitor spaces). One of the 4-bedroom units has 2-spaces (where the garage is counted as 0.5 of a space). However, considering that all 2 and 3-bedroom units have 2 x spaces each and a total of 89 x allocated spaces across the site are provided (plus 12 x visitor spaces) the LHA are satisfied with the amount of parking proposed across the scheme.

Electric vehicle (EV) charging infrastructure should be provided to all properties with a driveway or garage and details of this can be secured via condition.

Bicycle Parking

Condition 15 of Y/88/18 required details of bicycle parking for the dwellings. The applicant states that bicycle parking within sheds will be provided for each plot, in accordance with Arun SPD. This states that each 2-bedroom dwelling should be provided with at least 1 cycle space and each 3+ bedroom dwelling should be provided with 2 x cycle spaces each. Finalised detail of the proposed bicycle storage facilities would be expected to demonstrate Sheffield stands with sufficient width for access in line with Manual for Streets guidance and consider locating within each plot where a practical means of access to the roadside can be obtained. Whilst the LHA is satisfied that this further information can be secured via condition, the Local Planning Authority (LPA) may wish to seek further information at this stage in order to satisfy the original condition.

Travel Plan (TP)

The TP provided relates to both Y/88/18 and Y/44/17 for 38 x dwellings and 70 x dwellings respectively and therefore is applicable for the total 108 x dwellings across both north and southern land parcels. Conditions secured under the outline applications required that no part of the developments shall be occupied until the TP has been approved. The TP provided outlines the accessibility benefits of the site. Several local facilities are within CIHT suggested walking distances, such as Co-Op, surgery and schools. Footways along the main road are street lit and PROWs in the vicinity provide off road links, including to the Primary School. It is also suggested that the no-through quiet access road could form part of a future cycle route. Public transport is available nearby in the form of local bus services to locations such as Bognor, Littlehampton and Chichester and Barnham Train Station is further afield (2.7km) and could make up part of a sustainable journey. Whilst non-car travel may not be practical for residents all the time, the TP does provide an opportunity to encourage residents to plan journeys and reduce single occupant vehicle (SOV) journeys.

The four main objectives of the TP is to reduce the number of single occupancy vehicles, increase sustainable transport modes, encourage residents to utilise non-car transport modes and increase awareness/encouragement of all sustainable transport modes. In order to achieve these objectives, a number of targets have been set:

Headline Target 1 - reduce the number of vehicle trips over 12 hour period by 10%

Trip rates for the combined development of 108 x dwellings have been used to determine the target reduction in SOV journeys. These assessments concluded that approx. 470 vehicle movements could be created over the 12 hour period with 54 in the AM and 50 in the PM peaks.

5 years after first occupation a target 12 hour period trip generation of approx. 423 vehicle movements would therefore be expected. As the original trip generation data was estimated from TRICs (Trip Rate Information Computer Systems database), baseline surveys will be carried out three months after first occupation and trip rates revised accordingly, to be specific to the site.

Headline Target 2 - reduce the peak hour trip rate

The TP states that the peak hour trip generation assessment raised no concern with regard to additional peak hour movements on the nearby road network, including at Yapton Level

Crossing, and therefore they consider this target met. WSCC TP guidance focusses on reducing the 12 hour period vehicle movement numbers and does not include a requirement for peak hour trip reduction. Nevertheless, a target for reduced SOV peak hour trips is welcomed considering that the peak hours will result in the most impact to the nearby road network. The LHA does not agree that headline target 2 has been met at this stage. Such a target can only be demonstrated to be met after occupation of development and subsequent surveys. The TP should be amended to clarify proposed measures to meet headline target 2, if it is to be kept in the TP.

Action Target 1 - provide cycle parking

By providing secured and covered bicycle storage in line with Arun SPD, this will encourage cycling as a sustainable transport mode. Details of cycle storage will be secured under separate cover as outlined in the section above.

Action Target 2 - provide a Travel Information Pack (TIP)

The TIP is to be provided to each household within two months of occupation. The TIP will include contact details of Travel Plan Coordinator (TPC), local pedestrian/cycle/public transport maps/timetables, information about sustainable transport benefits, EV and car share info, info on national awareness days/weeks and online delivery services, bike shop details including those offering discount and application form for travel voucher (£150). A TPC will be appointed prior to first occupation and the LHA are satisfied with the proposed content of the TIP.

Aim Target 1 - reduce mode share of SOV car trips by proportion equivalent to 10% reduction in vehicle trip rate

2011 census data for travel to work has been used to estimate percentage split in transport modes. Future surveys will provide more specific baseline data for residents of the site and in turn provide basis for targeted reduction in SOV car trips.

Aim Target 2- increase proportion of residents travelling by sustainable modes by end of TP period

This will be proportionate to the target for SOV car trip reduction determined by resident travel surveys as outlined above.

A monitoring strategy has been set out which includes annual surveys and TRICs Standard Assessment Methodology (SAM) surveys (three TRICs surveys over five years from first occupation). An example questionnaire has been included in Appendix D of the TP to demonstrate the type of questions that would be asked (e.g. what is your main transport mode, how often do you work from home). Table 6.1 outlines the various TP measures discussed above and their expected timescale. The LHA are satisfied with the content of the TP, however clarification is sought on headline target 2 before the condition should be discharged.

Construction Environmental Management Plan (CEMP)

A CEMP has been submitted to support the application, as required by condition 6 of Y/88/18. The CEMP covers a number of matters including; anticipated number, frequency and type of construction vehicles, method of access and routing, contractor parking, loading and unloading of plant/materials, storage of plant/materials and wheel washing arrangements. Following clearing of site, plots will be constructed in four stages. The main estate road will remain at base level prior to construction to ensure this is suitable for construction traffic.

Section 3 of the CEMP sets out the proposed access arrangements with figure 1 appearing to show the existing site access and tracking diagrams within appendix C for both existing and proposed accesses. However, the site set up plan shows use of the new access only for construction vehicles yet the route through the site from the existing access has not been shown. It is unclear whether both new and existing access points will be used. The s278 drawing for the new access requires that the verge be reinstated along existing access point on completion. The applicant should clarify the access arrangements proposed during construction phase. If the existing access is to be used for part of construction works then the site set up plan should make clear for what phases this will be used and include route within the site and turning space.

Appendix A shows routing for construction traffic yet the legend appears to be corrupted and thus this cannot be assessed at this stage. It would be useful to be able to review a full colour non-corrupted version of the CEMP.

The Construction Method Plan (appendix B) shows turning within site, loading area and storage areas. The contractor parking area is shown with 26 x spaces and a further 4 x spaces in base level visitor bays, this is considered sufficient for the purpose of construction phase.

Table 3 outlines the estimated frequency and type of construction vehicles (deliveries). At its peak the anticipated movements per day are not anticipated to result in a capacity issue on the nearby road network.

Wheel washing is referred to as taking place at the 'only access point at North End Road' yet it is unclear whether 2 x access points will be used. The applicant should clarify and mark wheel washing on the plan.

PROW protection measures should be reviewed by WSCC PROW team, please refer to their consultation comments.

Conclusion

In summary the LHA require the following further information:

- Further info on the proposed pedestrian/cycle link to Clays Farm site to the north, including hardstanding up to site boundary.
- Further bicycle parking information, if the LPA require at this stage.
- Clarification of inclusion/wording of headline target 2 within the TP.
- Clarification on construction phase matters including proposed access arrangements, wheel washing and traffic routing.

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

Katie Kurek
West Sussex County Council – Planning Services