

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

DATE: 5th September 2017

TO: Odyssey FAO: Thomas Maloney
FROM: Stephen Gee
SUBJECT: PRE-076-17
Development of 550 Dwellings.
Land South West of, Loveys Road, Yapton

RECOMMENDATION:

Advice	☒	Modification	☐	More information	☐
Objection	☐	No objection	☐	Refusal	☐

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Land South West of, Loveys Road, Yapton.

The comments provided are based on a development of 550 dwellings with associated parking and public amenity/green space.

Background

At the meeting it was explained the site is under two landownerships and may come forward as two separate locations however the TA will cover both and a range of assessment scenarios. The planning application is unlikely to include an education provision that is highlighted within the local plan documents.

Access

The site will have two points of vehicular access, the first from the B2233 Main Road at Drove Lane and the second from the B2132 Bilsham Road. Both priority junctions can provide visibility splays of 2.4m x 59m based upon observed 85th percentile vehicle speeds which will be submitted with the application. It is proposed that in its end state the two sites will be linked with a single spine road between the Bilsham Road and Main Road accesses.

Any changes to the Highway network including accesses would require a safety audit and if necessary a designers response.

Emergency Access

Due to the nature of the eastern land owner site, if brought forward as a standalone application with a connection to a western site then an emergency access is likely to be required.

Parking

Is to be provided in line with the West Sussex Parking Calculator.

Sustainability

Walking links to key facilities should be identified and missing infrastructure identified.

Cycling links to Barnham (Station) should be identified and developed in line with the WSCC walking and cycling strategy and Yapton neighbourhood plan.

Trip generation

The trip generation only utilises sites in the range of 100 to 600. All but one of the sites is within the 108 to 151 range. Therefore it is recommended that the trip generation be expanded to 100 to 1000 to provide the same upward range for the development. The resulting generation is expected to be higher than that proposed within the scoping note.

Trip assignment and distribution

Assignment for three scenarios has been provided in a post meeting email dated the 5/9/17. It is understood these have been developed utilising a gravity model. Information will be required within the TA to confirm the assumptions utilised in the production of the model, and subsequent distribution.

Future Growth

TEMPRO will be utilised to growth base traffic flows. A number of committed developments have been identified. An additional development of Y/93/14 – 38 Dwellings at North End Road should be included, these additional developments will be removed from the TEMPRO figures.

Future Year

As the development proposes dwellings over and above the indicative allocation in the emerging Arun Local Plan and above that in the transport evidence base it is requested that a 2031 scenario be undertaken.

In addition to the junctions identified it is recommended that assessments take place on the Yapton and Ford level crossings and that Highways England is engaged regarding the A27.

It should be noted that an application for 175 dwellings at Land East of Tye Lane, Walberton (WA/44/17/OUT) is currently pending consideration which proposes improvements to the Yapton Lane junction and A29 Fontwell Avenue junction (over and above the Local Plan/Fontwell Meadows application).

Travel Plan

A Residential Travel Plan will be prepared to accompany the application. WSCC guidance is attached in the embedded documents below.



WSCC Model

Comments for Reside



WSCC Development

TP Policy.doc

Mitigation

A number of junctions were highlighted that are likely to require mitigation as a result of the development including Main Road/North End Road, Comet Corner, Oystercatcher and Bilsham Road/Burndell Road. It would be helpful within any future submission that it is clear on how any costed mitigation would be split between the two land owners/planning applications.

Additional Information

Below is the standard advice provided and a number of useful links

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated

- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of proposed Highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
- A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

Manual for Streets and Manual for Streets 2

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

Local Design Guide:

<http://www.westsussex.gov.uk/default.aspx?page=10056> – available under Resources

WSCC car parking standards:

<http://www.westsussex.gov.uk/default.aspx?page=10056> – available under Resources

S106

Please see below for S106 for PRE-076-17 at Land South West of, Loveys Road, Yapton. This is as a guideline for any future Full applications relating to this site.

We use Office of National Statistics data to determine household sizes. As the housing mix and car parking spaces has not been confirmed at this stage we can advise that for this application we will be seeking financial contributions towards Primary, Secondary and Further Secondary Education; Libraries; and the Fire Service. A Highway Work's package will be negotiated by the Highways Case Officer once enough suitable information has been received. In addition, the installation of and connection to mains water Fire Hydrants are required at the developer's expense, these will be conditioned if necessary after a formal application has been made.

The financial contribution sought by the County Council will be based on: the estimated additional population that will be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings).

Should the applicant wish to estimate the level of contribution that will be sought our calculator is available at the following address:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/planning_obligations.aspx#S106

For further information please contact planningservices@westsussex.gov.uk and please include "s106 Calculation query" and the location of the proposed site in the subject line.

Stephen Gee

STRATEGIC PLANNING