

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 2nd February 2015

FROM: Dominic Smith TO: Arun District Council
FAO: Simon Davis

SUBJECT: Y/93/14/OUT

Outline application with some matters reserved for the erection of 40no dwellings each with a garage and or parking spaces, together with the means of access off North End Road.

Land North Of, Yapton C of E Primary School, North End Road, Yapton, West Sussex, BN18 0DU

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

Summary

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted on the proposed development of 40 dwellings at land adjacent to Yapton C of E Primary School, Yapton. The application seeks outline permission with access and all other matters reserved. The site has been identified as a potential development site in the Yapton Neighbourhood Plan.

The LHA raises no objection to the proposed development subject to conditions and a S106 Agreement that secures a parcel of land for staff parking associated with the adjacent school and a contribution towards highway works in the vicinity of the site to be progressed by the WSCC Safer Routes to School Team; both requests are considered to meet the CIL compliance tests in that they are necessary to make the development acceptable in planning terms, are in keeping with the scale of the development and are directly related.

The following is the detailed report of the LHA in response to the consultation by Arun District Council.

Vehicular Access

The proposed site access takes the form of a priority junction with the site access road forming the minor arm. Visibility splays have been based on the recorded 85th percentile speed along North End Road in accordance with the methodology set out in the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS). In accordance with 1.3.6 and 1.3.7 of MfS2 it is considered appropriate for MfS visibility parameters to be used. Splays of 2.4m x 76m to the north and 2.4m x 67m to the south are considered to be appropriate and should be secured by condition.

A Road Safety Audit: Stage 1 has been undertaken on the proposed site access arrangements. A problem relating to an uneven vehicle cross-over has been accepted and the cross-over will be reinstated as part of the footway works. A problem relating to obstruction of visibility and consideration of alternative junction control, such as a mini-roundabout, was not accepted by the Designer. The reasons behind this position have been reviewed by the WSCC Lead Safety Auditor and WSCC Improvements Manager through an 'Exception Report' in accordance with Highway

Directive 19/03. This has been accepted and signed approval granted by the LHA. As part of the proposed development the Applicant has indicated that they will be willing to offer some land to the adjacent school, to provide additional staff car parking, in addition to a contribution towards a scheme of highway works in the vicinity of the school to that would be progressed by the WSCC Safer Routes to School Team. This would be considered a necessity in supporting the measures set out in the Exception Report to manage on street parking on the approach to the site access. Further commentary is made on this aspect later in the report.

Trip Generation and Capacity

The LHA are satisfied that the proposed trip rates are a robust and reflective of the anticipated trip generation of the site. The parameters used to establish the trip rates accord with TRICS 'Best Practice Guidance'.

The number of vehicular movements associated with the proposed development does not exceed the threshold where detailed junction analysis would be required. The LHA are satisfied that the proposed development would not have a material impact on the operation of the local highway network.

Non-Vehicular Access

The primary attractors for non-vehicular trips are located to the south of the site and include Yapton village, school, public house etc. The Applicant proposes to tie into the existing network by way of a 2m footway across the site frontage that connects into the site.

Frequent bus services are available within 200m of the site including route 66 and route 700.

There are no cycle facilities in the immediate vicinity of the site although more confident cyclists could use the carriageway where speeds and volumes are such that it is not considered unreasonable to do so.

Land and S106 Contribution

As referenced earlier in this report, the RSA has raised a concern in regard to parking in the visibility splay. As part of the Exception Report it was identified that some land would be made available for use by the school as additional staff parking. This land should be marked up on a plan and secured via a Section 106 Agreement.

In addition and to support a reduction on demand for on-street parking, particularly during school drop off and pick up times, the WSCC Safer Routes to School Team are progressing a scheme of access improvements. A contribution towards this scheme is sought from the Applicant in order to address the parking issues identified in the RSA and to accord with the Neighbourhood Plan that highlighted that the development is allocated on the basis of enhancements to North End Road and school access.

The WSCC Total Access Demand calculator has been used to calculate the value of the contribution, which provides a calculation based on the number of dwellings and parking spaces to ensure that it is in keeping with the scale of development to comply with CIL tests. On the basis of up to 40 dwellings and 93 spaces a contribution of £94k would typically be sought. However, mindful that land is being offered by the Applicant a reduced contribution of £60k plus land is considered to be reasonable. Given the consultation periods associated with the implementation of a scheme linked to school access and the possible requirement of Traffic Regulation Orders it is requested that the funds can be held for a period of 5 years, and that these are provided to WSCC at commencement of development in order to progress and implement the improvements at the earliest possible opportunity given that they are linked to the site access strategy.

Conditions

Access

No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 76m to the north and 2.4m by 67 metres to the south have been provided at the proposed site vehicular access onto North End Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Section 106

An area of land to be dedicated for use by Yapton CE as a parking facility

A contribution of £60,000 towards a highway works scheme along North End Road to enhance access to the school and discourage parking in the vicinity of the site access

Informatives

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Dominic Smith
Strategic Planning

***Land North of Yapton C of E Primary School, North
End Road, Yapton***

**SAFETY AUDIT EXCEPTION REPORT
FOR DEVELOPER PROMOTED SCHEMES**

This report should be read in conjunction with the Stage 1 Safety Audit.

Safety Audit Ref:
Planning or PSI Ref: Y/93/14

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Exception Report on behalf of the Highway Authority.

Produced : Dominic Smith

Signed [REDACTED]
(Project Manager)

Date: 16/01/2015

Reviewed:

Signed [REDACTED]

Date: 19/1/15

Reviewed : Simon Strevens

Signed : [REDACTED]
(Lead Professional Safety Audit)

Date: 19/1/2015
19/1/15

Approved: [REDACTED]

Signed [REDACTED]
(Improvements Manager)

Date: 20/1/15

Para. No.	Problem (as identified by Safety Auditor)	Recommendations (made by Safety Auditor)	Designer's Response	Proposals
3.2	Obstructed junction visibility	Introduce waiting restrictions at the proposed junction. Consider alternative junction control, such as a mini-roundabout	Auditor recommendation not accepted	The provision of additional parking facility within the proposed development site for Yapton CoE Primary School is intended to help alleviate on-street parking pressures on the local road network, thus reducing the intensity of parking along North End Road and at the site frontage. However, it is recognised that the exact nature and scale of the additional parking facility is not known at this stage and therefore the impact cannot be quantified, although it is expected that a provision of 8 spaces will be made available. Irrespective of the potential reduction to street parking 'Manual for Streets' (MfS) 1 and 2 design guidance provides justification that impairment to visibility splays caused by street parking is not to the detriment of highway safety in practice. It is stated in MfS 1 in section 7.85. and 7.8.6 that 'parking in the visibility splays is common in built up areas, yet it does not appear to create significant problems in practice...where speeds are low, encroachment may be acceptable'. MfS2 elaborates on this point in 10.7 identifying that 'at urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out'. The MfS guidance regarding parking within the visibility splays is considered to be particularly salient to the scenario at the junction of North End Road and the Site Access based on the following factors:

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