

Seaward Properties

Land at Bonham's Field, Yapton

Transport Assessment

104367

11/09/2020

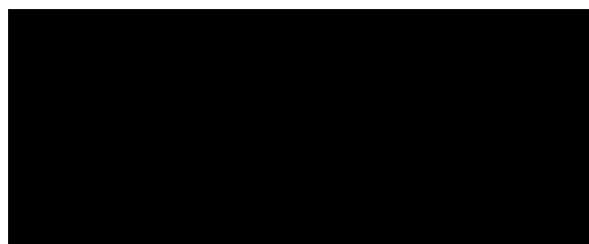
Document Information

Prepared for Seaward Properties
Project Name Land at Bonham's Field, Yapton
File Reference 104367 - Transport Assessment 030920
Project Number 104367
Publication Date 11/09/2020

Contact Information

Pell Frischmann Ltd

5 Manchester Square
London
United Kingdom
W1U 3PD



Document Control

Version	Date	Prepared by	Reviewed by	Approved by
F1	11/09/2020	Jack Owen	Paul Cranley	Paul Cranley
Description	Final for Submission			

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1 Introduction

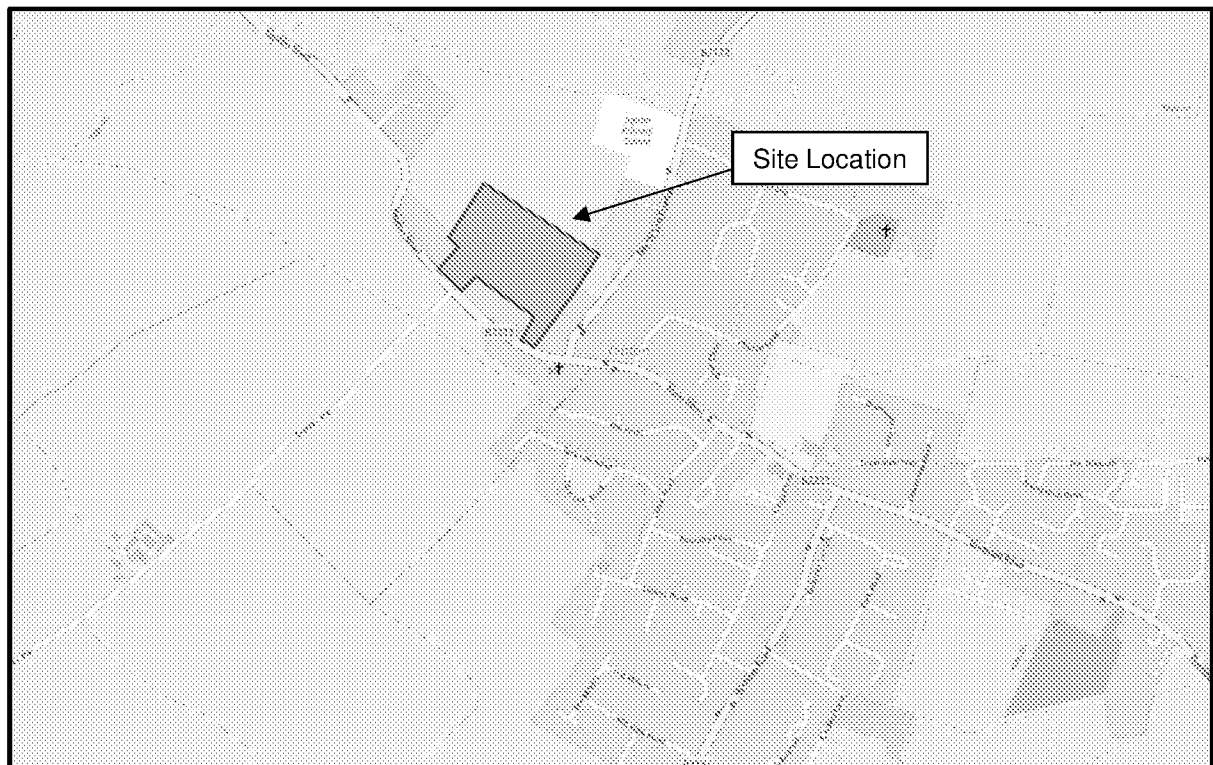
General

- 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'), in the district of Arun, West Sussex, to provide 75 residential dwellings.
- 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). This application proposes to provide an increase of 19 residential dwellings at the site, a total 75 residential dwellings, no amendments are proposed to the agreed and approved access arrangement on Main Road on the southern boundary of the site.
- 1.3 This Transport Assessment ('TA') has been prepared following on from informal pre-application scoping discussions with West Sussex County Council (WSCC) Highways to agree the proposed scope of works. Given the recent approved application at the site it has been agreed that this Transport Assessment should follow the same methodology of the previous application (Y/1/17/OUT) which tested the impact of 60 dwellings, as such this Transport Assessment assess the impact of an additional 15 dwellings. The agreed and permitted access proposals remain unchanged.

Site Location and Description

- 1.4 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

1.5 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

Local Highway Network

- 2.1 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

- 2.2 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

- 2.3 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

- 2.4 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

- 2.5 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 shown in **Figure 2.1** below.

Figure 2.1 Existing Site Access



Public Rights of Way

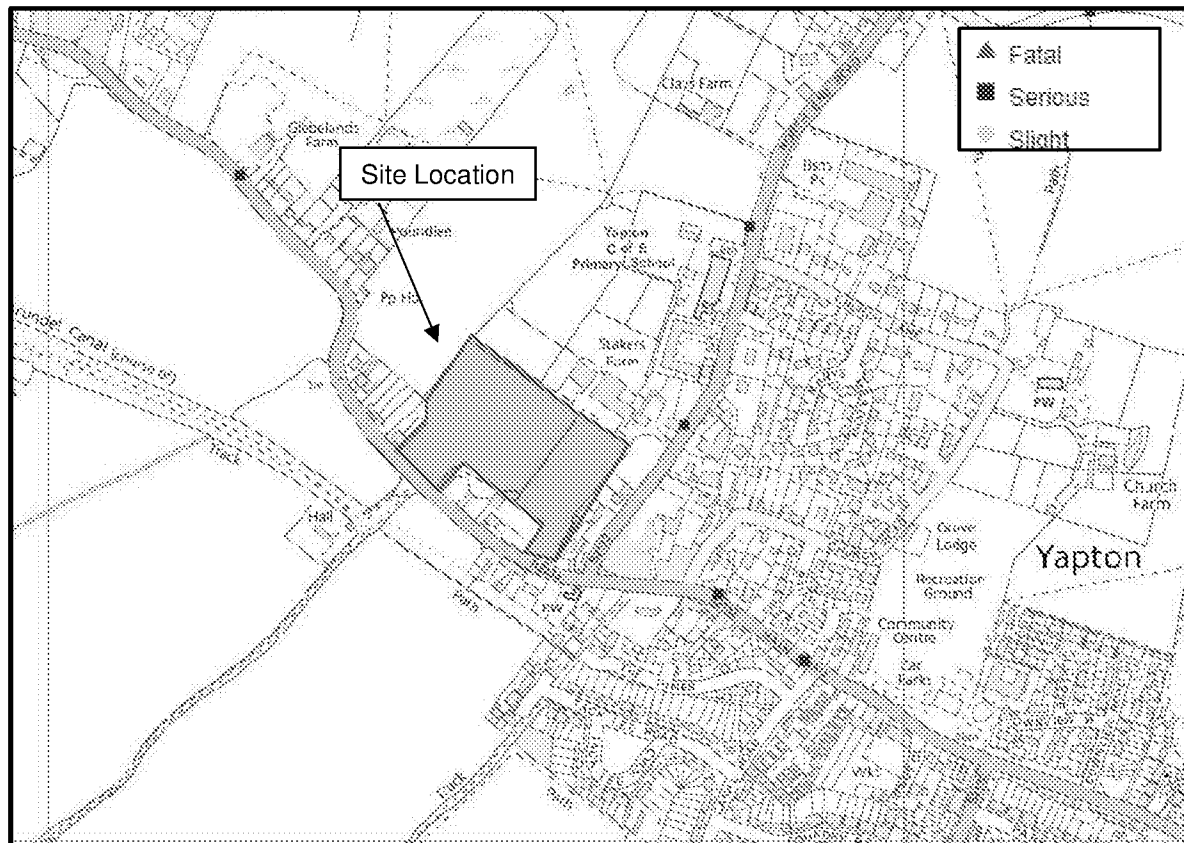
- 2.6 The West Sussex County Council Public Rights of Way Map has been reviewed and whilst there are a number of links shown close to the site, including route 329 to the north of the site, 362 to the east and 200_1, 155 and 157 to the south of the site, there are no routes traversing the site (see **Figure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

[illegible]

Road Safety Review

2.7 West Sussex accident data has been reviewed to identify whether any collisions have occurred within the vicinity of the site in the most recent five-year period. An extract from the WSCC accident locations map (see extract **Figure 2.3**) is shown overleaf.

Figure 2.3 West Sussex Accident Location Map



Source: West Sussex Accident Mag. (2020)

- 2.8 In the vicinity of the site, the data shows that over the most recent five-year period a total of two collisions have been recorded close to the site frontage, both collisions were classed as 'slight'. No 'serious' or 'fatal' accidents have been recorded along the site frontage.
- 2.9 Given that two accidents in five years is the equivalent of less than one accident per year, it is considered that there is no existing accident issue within the vicinity of the site.
- 2.10 The two slight accidents occurred on Main Road / Yapton Road. The first incident was a rear end shunt as the vehicle ahead slowed down, and the second incident was also a rear end shunt as the vehicle ahead pulled over due to a low sun.
- 2.11 Overall, it is considered that all of the above accidents are as a result of human error. There were no incidents involving pedestrians or cyclists.

Accessibility by Non-Car Modes

Bus Links

- 2.12 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.
- 2.13 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

- 2.14 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

- 2.15 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.
- 2.16 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

- 2.17 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) (2018);

Regional Policy

- WSCC Local Transport Plan 3 (2011);
- WSCC 'Guidance for Parking in New Residential Developments' (August 2019);
- 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) (2019)

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 and was adopted in July 2019. The new NPPF replaces the previous edition 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 102 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 108 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; 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 109 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 110 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

WSSC 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 The applicant proposes 75 residential dwellings be provided at the site with access taken into the site from Main Road. An illustrative masterplan for the site is provided at **Figure 4.1** and at **Appendix A**.

Figure 4.1 Illustrative masterplan



Source: OSP Architecture 2020

- 4.2 The schedule of accommodation is proposed as the following:
- 7 x 1-bedroom dwellings;
 - 37 x 2-bedroom dwellings;
 - 27 x 3-bedroom dwellings; and
 - 4 x 4-bedroom dwellings.

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)

- 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 Appropriate storage for refuse and recycling is provided in accessible locations and sufficient space will be provided in each collection location / area for refuse vehicles to manoeuvre so that they can enter and exit the site in forward gear. 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 The proposed development will provide 171 car parking spaces of which 15 are allocated for visitors (0.2 x total number of units). The demand for car parking has been calculated utilising both the WSCC guidance for parking at new developments and Arun DC Car Parking standards (2020). The site is located within Car Parking demand Zone 1 included with and the key differences in demand between the two documents is that the ADC round up the WSCC demand values as set out within Chapter 3 of this report.
- 4.7 Based upon WSCC values a demand for car parking for 159 vehicles would be generated and utilising ADC guidance 169 car parking spaces would be required to meet demand. The proposed 171 is able to fully accommodate the suggested demand within both the WSCC and ADC guidance and is within the 10% either side threshold referenced within WSCC policy.

- 4.8 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

- 4.9 Cycle parking for the is proposed in accordance with the standards provided within the ADC Car Parking Guidance SPD. The guidance builds on the WSCC 2019 guidance but uplifts the provision for 1 bedroom flats from 0.5 per dwelling to 1 per dwelling. Accordingly, 106 cycle parking spaces in accordance with the ADC SPD standards:
- 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 2018, which accompanied the approved application for the site Y/1/17/OUT has been utilised to calculate the impact of the proposed revised masterplan. The Transport Assessment assessed the potential impact of 60 residential dwellings at the site, therefore this assessment accounts for the uplift of 15 units that would be generated by the proposed revised masterplan. This method of assessment was agreed with WSCC during pre-application discussions.

Trip Generation

- 5.3 The peak hour vehicle trip rates, and the resulting traffic generation for the proposed uplift of 15 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 (15 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour (0800 – 0900)	0.152	0.587	0.739	2	9	11
PM Peak Hour (1700 – 1800)	0.451	0.165	0.616	7	2	9

Source: Iceni Projects Transport Assessment (December 2018) and Pell Frischmann calculations

Note: Numbers may not sum due to rounding

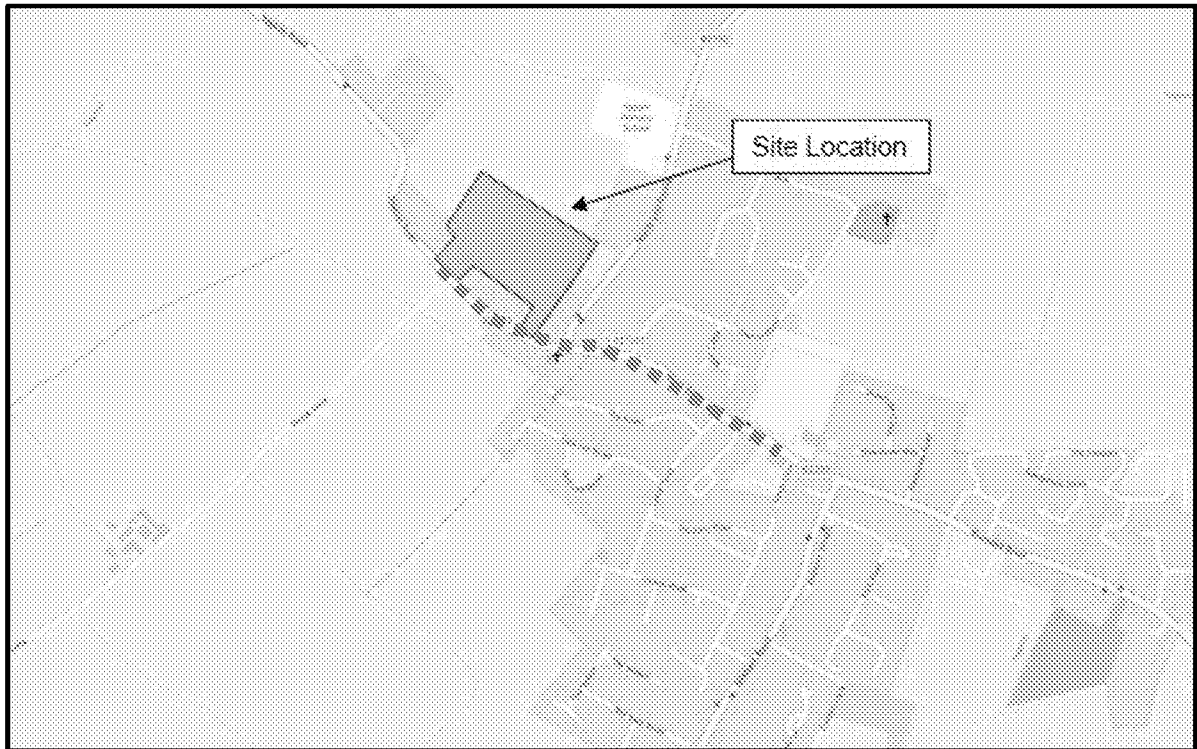
Trip Distribution

- 5.4 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
- 5.5 Traffic generated by the development has been applied to the local road network on the basis of the assumptions and analysis set out above and the associated uplift in development traffic on the local highway network is considered to be negligible. In light of this, any further junction modelling is not deemed to be necessary.

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.

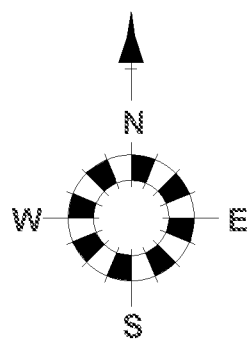
7 Summary and Conclusions

- 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'), in the district of Arun, West Sussex, to provide 75 residential dwellings.
- 7.2 Outline planning permission was granted in December 2017 for the redevelopment of the site to provide 56 residential dwellings (planning reference: Y/1/17/OUT). This application proposes the redevelopment of the site to provide 75 residential dwellings, with no amendments proposed to the approved access on Main Road.
- 7.3 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.
- 7.4 A trip generation exercise and distribution exercise has been undertaken in agreement with WSCC to model the potential uplift in traffic generated to the revision of the masterplan to provide 75 dwellings when compared to the extant permission which assessed the impact of 60 dwellings on the local highway network. It is calculated that this uplift of 15 dwellings would generate 11 two-way vehicle trips in the AM Peak hour and 9 two-way trips in the PM Peak hour. Distribution and assignment of these trips through the local highway network has been calculated based on existing east/west traffic movements on Yapton Road. The uplift in flows is considered to be negligible and no further assessment is required.
- 7.5 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.
- 7.6 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

- 7.7 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 traffic modelling presented in this TA 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	
	Proposed Site Boundary.
	Proposed Trees.
	Bin Collection Point.
	Bicycle Store (2 bicycles).
	Area safeguarded for possible future PRoW link.



1 Site
1 : 500

REV: DATE:		REVISIONS:		REV: DATE:		REVISIONS:		SCALES:		CLIENT		Seaward Properties Ltd		PROJECT		Land at Bonhams Field, Yapton							
C	06-07-20	General amendments to site layout.		D	10-07-20	General amendments to site layout.		1:50 @A1			3 M		SCALE		1 : 500		(A1 ORIGINAL)		DRAWING		Proposed Site Plan		
E	10-07-20	Plot 42 row A4.		F	21-07-20	Plots 9 & 10 are now a 1 bed maisonette. General parking amendments. Road widened at plot 7-8.		1:500 @A1			30 M		SCALE		1 : 500		(A1 ORIGINAL)		DRAWING		Proposed Site Plan		
G	11-07-20	Amendments to plots 11,12,29,44 and 45.		H	14-06-20	General issue.		1:1000 @A1			60 M		SCALE		1 : 500		(A1 ORIGINAL)		DRAWING		Proposed Site Plan		
J	25-06-20	General amendments to site layout.		K	28-06-20	General issue.		1:2000 @A1			12 M		DRAWN		DA		20062		P102		L		
L	10-06-20	Amendments to landscaping.						1:2000 @A1			120 M		DATE		27/08/20		20062		P102		L		
C				COPYRIGHT EXISTS ON THE DESIGNED AND INFORMATION SHOWN ON THE DRAWING				This drawing may be scaled or screen reproduced for planning applications purposes, on figure dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancy reported to the Architect before work commences. This drawing to be used in conjunction with all other relevant materials.															

Appendix B

SWEPT PATH ANALYSIS



1. 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.
2. This drawing shall be read in conjunction with all other Electrical, Mechanical, Public health & Architectural Drawings & The Specification.
3. This drawing is based on layout 20062-P102L_Proposed Site Plan (roof Level) and Pell Frischmann are not liable for any inaccuracies or discrepancies.

Technical drawing of a mechanical part, likely a bracket or support. The drawing shows a side view with a base and a vertical section. Dimensions are provided in millimeters (mm):

- Overall width: 112 mm
- Distance from the left edge to the first vertical support: 110 mm
- Distance between the first and second vertical supports: 4815 mm
- Distance between the second and third vertical supports: 1385 mm

Pell Frischmann
5 MANCHESTER SQUARE LONDON W1U 3PD
Telephone +44 (0)20 7486 3661
Email: pflondon@pellfrischmann.com
www.pellfrischmann.com

Seaward Properties

Project

Bonham's Field
Yapton

Drawing Title

Refuse Vehicle Tracking
and Layout Review

	Name	Date	Scale	1:250 @ A0
Drawn	KM	Aug 2020	File No.	104367-TR-SK001 Rev C.dwg
Designed	KM	Aug 2020	Drawing Status	Preliminary
Checked	PC	Aug 2020		
Approved	PC	Aug 2020		
Drawing No.	104367-TR-SK001			Revision
				C

C