

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	21 October 2020
LOCATION:	Bonhams Field, Main Road, Yapton, BN18 0DX
SUBJECT:	Y/98/20 Erection of 75 No. dwellings with associated parking, public open space & the creation of a new vehicular access. This application affects the character & appearance of the Main Road/Church Road Conservation Area & affects the setting of listed buildings.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been consulted on proposals for 75 x dwellings and associated works on land at Bonhams Field. The LHA previously provided comment under outline application Y/1/17 for 56 x dwellings at the site, to which no highways objections were raised. Reserved matters were approved under Y/63/19.

This current application seeks 19 x additional units than previously proposed and appears to seek full planning permission. The application is supported by various documents and technical drawings including a Transport Assessment (TA) for the updated scheme.

Main Road is the B2233, a district distributor road subject to 30mph speed restriction in this location. There are various relevant planning applications in the vicinity for residential development. The land parcel to the north of the site has outline approval for 70 x dwellings under ref. Y/44/17, to which reserved matters are currently being reviewed under Y/72/20.

Access Arrangements

The TA states that no amendments to the previously approved access arrangements to Main Road, on southern boundary of site, are proposed and that the previous Road Safety Audit (RSA) is acceptable. The previous RSA was carried out under HD19/15 standards which have now been superseded by GG119. As the RSA is over 4 years old and additional units are proposed, the auditor should review the scheme and confirm that no additional points are raised, or that the previous points indeed still stand.

It would be beneficial for the detailed site access plan approved under Y/1/17 to be provided including clear demonstration of visibility splays, as previously conditioned. Under Y/1/17 85th percentile speed survey data of 35.6mph northbound and 34.5mph southbound revealed that speeds were over the posted limit. Whilst it is acknowledged that the access will not be altered from previously agreed, it would be useful for the supporting documentation (raw speed survey data) and splays of 2.4m by 54m north and 53m south to be provided.

It is also noted that dropped kerb tactile paving points either side of the new junction would be required. This could be added at detailed design stage or the Local Planning Authority (LPA) may wish to request these be added to the access plan at this stage, considering full planning permission is sought.

Internal Layout

The TA demonstrates that the proposed 6m radii bellmouth access can accommodate a refuse collection vehicle and that this can turn within the site in order to exit to the public highway in a forward gear. It is unclear whether the road will be built to adoptable standards/ be offered for adoption. The estate road culminates at plot 46. The applicant should consider making the estate road a continuous loop by joining plot 46 to plot 75. This will omit the need for a refuse collection vehicle to turn in this area, could reduce the amount of hardstanding at plot 67-75 building and omit the need for a hammerhead in this location. If site constraints mean a continuous vehicle route is not possible then consideration should be given to providing a pedestrian/cycle only route to link plot 42-50 area (cul-de-sac) with eastern side of site, providing a more desirable line for pedestrians travelling from this area.

Within the site there is a combination of shared surface and segregated footway. Where the access joins with Main Road, separate footway has been included to separate pedestrians from vehicle traffic. It is unclear where pedestrian crossing points/dropped kerb within the site to facilitate

movement for all users will be positioned. Whilst this can be finalised at detailed design it would be useful for the plans to indicate these points at key junction/areas along the pedestrian desire lines.

A link from the east of the site, through open space and to the south east corner will provide a shorter route for pedestrians from this area to link with footway along Main Road. As commented on under Y/1/17, this path is shown as loose gravel and would not be practical for all users. A bound material should be used and ideally the area should be lit. These details can be confirmed at detailed design stage.

It is also noted that access to car parking spaces within the site appear to show kerbed radii, although it is acknowledged that the landscape plan refers to these as crossovers. All access to parking spaces should be designed as crossovers with the footway shown as continuous across site frontages (not kerbed radii). The applicant may also wish to consider length of extended crossover for plots 33-37 and whether landscaping can be utilised to provide respite for vulnerable users/pedestrians crossing this area.

As part of reserved matters application Y/72/20 (land north of site for 70 x dwellings), further information was sought on the proposed pedestrian/cycle link joining the two land parcels. No reference to this is made with the current application. Further clarification is sought on the proposed link from the northern hammerhead area to the adjacent site. Connectivity within the site could also be improved by providing a pedestrian/cycle link between plot 19-22 and plots 39-41.

Car Parking

The TA states that the development will provide a total of 171 x car parking spaces, 15 of which will be unallocated/visitor spaces. Arun Supplementary Planning Document (SPD) states that in parking zone one, 1, 2 and 3-bedroom units should be provided with 2 x spaces each and 4+ bedroom units should be provided with 3 x spaces each. Based on the proposed housing mix of 7 x 1-bedroom, 37 x 2-bedroom, 27 x 3-bedroom and 4 x 4-bedroom units, a total of 154 x allocated spaces would be required. Where garages meet 3m by 6m internally, they will count as 0.5 of an allocated space.

The LHA have made a full assessment of the car parking proposed. Counting garages as 0.5 space the development provides a total of 135 x allocated spaces. Some of the plots do not meet required 2 or 3 spaces per dwelling because of the garage element (plots 4, 11-13, 15, 17, 24, 27-28, 31-33, 40-41, 43, 45-46, 49-50). Furthermore, the garages to plots 4, 31 and 49 would benefit from slight widening as they are currently just less than 3m width. It is also advised that internal garage doors open outward as some of these open inward which further restricts available space. The LPA may wish to seek additional parking where garages are provided in order to meet the anticipated demand.

The SPD stipulates that visitor parking should be provided at a rate of 20% of the total residential units (15 x spaces). The plan appears to show 16 x visitor spaces and thus the LHA are satisfied that sufficient visitor parking has been provided.

It should also be noted that where garages are provided these should be suitable to accommodate electric vehicle charging infrastructure, details of this can be secured through condition.

Trip Generation & Road Network Capacity

The previous TRICs (Trip Rate Information Computer Systems) assessment for Y/1/17 has been used to determine the anticipated vehicle trips as a result of the increase in dwellings. The previous TRICs assessment used a robust parameter of 60 x dwellings and used travel to work census data to determine the number of person trips that would be by vehicles. Using the previously agreed trip rate and applying to 70 x dwellings, the total AM peak hour trips would be 55 and PM peak hour trips would be 46. The previous scheme for 56 x dwellings could therefore have resulted in 41 trips in the AM and 34 in the PM peak. Whilst it would be beneficial for the previous TRICs output data to be included the LHA are mindful that this was provided and agreed under Y/1/17.

The TA sets out anticipated trip distribution from the site using previously agreed parameters of 60% trips eastbound (33) and 40% westbound (22) in AM peak hour and 40% eastbound (18) and 60% westbound (28) in PM peak hour. Traffic flow diagrams were provided under Y/1/17 and it was accepted that junction modelling to assess capacity of the new junction and nearby junctions would not be required. In light of the increase in units proposed (19), which will add 14 trips in the AM and 12 in the PM peak, as a worst case scenario, the increase in vehicular trips is not considered 'severe' and the junction is anticipated to operate within capacity.

Accessibility

The accessibility credentials of the site were previously reviewed under Y/1/17. The TA submitted with this application summarises the available sustainable transport options in vicinity of the site.

Bus services are within walking distance of the site at North End Road/Main Road with the 66 service running through Yapton and also serving Bognor, Barnham and Walberton. Whilst services are limited it does provide some option for sustainable transport in the locale. The nearest Train Station is at Barnham, 1.2 mile west of the site. This could be reached by cycle and offers secure cycle storage for those wishing to complete a journey by train.

There are a number of amenities and services in Yapton, within walking distance of the site along street lit footway, including Co-Op food store, primary school and post office. It is considered that the pedestrian link proposed within the site to emerge south eastern corner of site to Main Road will also provide an alternative route for pedestrians and link in to the wider footway network.

Considering the number of units proposed on the site, the LHA would require a Travel Plan Statement (TPS) to be provided in support of the application. This should cover a range of matters such as simple travel audits to determine new residents travel modes, travel vouchers, bike shop vouchers and residents welcome packs with bus/train timetables, nearby pedestrian/cycle route information and car sharing and electric vehicle charging provision. The aim of the TPS is to encourage sustainable transport modes and reduce single occupancy car use through a range of measures and details of this can be secured via condition.

Conclusion

In summary the LHA consider the principle of the access arrangements, as previously agreed, are suitable for the additional units proposed. Nevertheless, the following clarification/additional information is sought:

- The revised scheme should be reviewed by auditor to confirm that the previous RSA is in line with new standards (GG119) and whether the previous RSA issues raised would still be applicable for the revised scheme.
- Site access plan with dropped kerb tactile paving points and detailed visibility splays suitable to previously record 85th percentile speeds and the raw speed survey data. It is acknowledged this could be conditioned as per Y/1/17; however the LPA may wish to seek this detailed information at full planning stage.
- Review of the connectivity of site as explained in 'Internal Layout' and consideration to additional pedestrian/cycle links and design of crossovers/continuous footway.
- Consideration to provide additional car parking as outlined in 'Car Parking' and garage widening/ door changes as explained above. The LHA does not consider the shortfall in parking provision would result in a highway safety concern and thus this is a point for the LPA to consider from an amenity point of view.

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

Katie Kurek
West Sussex County Council – Planning Services