

Pell Frischmann		Project No. 104367
		Version No. 1
TECHNICAL NOTE	Project Bonham's Field, Yapton	Date November 2020
Subject Response to WSCC Comments on Transport Statement		By P Cranley

INTRODUCTION

1. Pell Frischmann (PF) has been commissioned by Seaward Properties (the 'Applicant') to provide a transport and highways consultancy services in connection with a detailed planning application for the proposed residential development located at Bonham's Field, Yapton (the 'site').
2. The Local Planning Authority is Arun District Council ('ADC'), the Local Highway Authority is West Sussex County Council ('WSCC').
3. This Technical Note (TN) has been prepared in response to the WSCC comments on the Transport Assessment provided in their consultation response dated 21st October 2020 and following subsequent discussions with Katie Kurek at WSCC. For ease of reference the same headings have been used.

ACCESS ARRANGEMENTS

4. The proposed access arrangement remained unchanged from those which were submitted, and subsequently approved as part of the previous planning application at the site (Y/1/17), and as such are considered to be fit for purpose to serve the proposed development.
5. Following discussions with WSCC, PF has sought confirmation from the auditor who undertook the Stage 1 Road Safety Audit on the proposed access arrangements in conjunction with the previous planning application, that the access arrangements would remain appropriate for the revised application. This is confirmed in the email from JB Road Safety Consulting Ltd dated 10/11/2020, which states '...the problems and comments highlighted in our RSA are still valid today.' This email is appended to this TN for reference. It is also acknowledged that further Stage 2 and 3 Road Safety Audits will be required as part of the Section 278 process for the junction.
6. Dropped kerb and tactile paving points will be provided at the junction at detailed design stage in accordance with WSCC comments.

INTERNAL LAYOUT

7. The proposed layout has been designed to respect the existing field boundaries and hedgerows where possible. In light of this, whilst a continuous loop joining plots 46 and 75 as referenced by WSCC would required a further breaking of the existing hedgerow which runs north/south along the eastern section of the site. From discussions with the project team, it is clear that this hedgerow has ecological and landscape value which would preclude the provision of a further break and as such it is not considered appropriate to provide this loop. Furthermore, the proposed link in the southern section of the site between the main and eastern parcels is considered suitable to facilitate pedestrian movement and provide a convenient link to the pedestrian access in the south-east corner of the site.

8. All pedestrian desire lines, crossing points and dropped kerbs will be confirmed and shown on the appropriate drawings at detailed design stage.
9. A potential pedestrian and cycle link to the north of the proposed development is shown on the Proposed Site Plan towards the north-west corner of the site outside of Plot 19. This is marked as 'Area safeguarded for possible future PRoW link'. This plan is attached to this note for reference.
10. Swept path analysis has also been provided for a fire tender which highlights that the vehicle can access all areas of the site. This is shown on drawings 104367-TR-SK002 attached to this note.
11. The internal road layout has been designed to adoptable standards where necessary to accommodate the swept path of the relevant refuse vehicle.

CAR PARKING

12. The proposed car parking provision has been determined with reference to the ADC Supplementary Planning Document (SPD) of which Table 3.1 has been extracted below.

Table 3.1 – Expected level of provision for new residential developments

Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

13. The comments regarding garage spaces and the appropriate sizes are noted and have been updated within the full schedule of accommodation and associated car parking which is appended to this note. The total parking provision is summarised below:

- 2 x double garages = 2 spaces.
- 17 x single garages = 8.5 spaces.
- 147 drive way/off road spaces.
- 15 visitor spaces.
- Total = 172.5 spaces.

14. Based on the ADC SPD guidance, the development would require 169 spaces (154 plus 15 visitor spaces) and therefore the proposed level of parking is considered to represent an appropriate and workable provision and broadly accord with the relevant guidance.

15. The comments regarding electric vehicle charging infrastructure are noted and it is agreed that this can be dealt with by condition.

TRIP GENERATION AND ROAD NETWORK CAPACITY

16. The comments are noted and agreed.

ACCESSIBILITY

17. As discussed with WSCC, it is agreed that a Travel Plan Statement (TPS) will be provided and secured and condition.

From: javbowman@btinternet.com
Sent: 10 November 2020 10:16
To: Paul Cranley
Cc: 'Lisa Allen'
Subject: Yapton enquiry

Paul,

With reference to the proposed residential development at Bonham's Field, off North End Road, Yapton, in the district of Arun, West Sussex, and the Road Safety Audit that we undertook in September 2016, and your request of confirmation of our original conclusions taking into consideration the proposed increase in the residential units from 56 to 75 units.

I have reviewed our original Road Safety Audit (RSA) report, the Designers Response report, both prepared in 2016, and the latest 2020 Transport Assessment (TA), prepared for Seaward Properties, by yourselves, in September 2020 I have the following observations.

One of the issues raised in the audit was the fact that projected vehicle movements, during peak AM and PM hours should be provided. No additional details have been provided to us since the 2016 report was compiled therefore the problems and comments highlighted in our RSA are still valid today

However, the TA of September 2020 shows that the trip generation exercise and distribution exercise that has been shown as having 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, calculated that the 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.

Therefore, I am not sure if the AM and PM figures quoted as 11 and 9 respectively are in addition to the original figures for 60 units or are the total modelled figures for just the additional 15 dwellings.

I am sure Paul that you are aware any further works, that are subject to an RSA, may highlight additional safety issues, which clearly are not identifiable at this moment in time and therefore we currently cannot comment upon.

Furthermore, I note that in Section 4.4 of your TA it states

'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."

I would point out that that is not a comment made by the Audit Team, and would ask that the statement is clarified in any future correspondence please.

Stay safe stay well,
Regards

John

John Bowman
JB Road Safety Consultancy Ltd
07775631650



Site
1 : 500



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.

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road. Where any dead-end route is more than 20m long, turning facilities should be provided.

Every house should be provided with a vehicle access route for fire-fighting vehicles from a public road to not more than 45m from any door giving direct access to the interior of the dwelling

Where dry or wet fire mains are installed in a building, parking spaces should be provided for fire and rescue service vehicles a distance not more than 18m from riser inlets. The intention is to assist fire and rescue service personnel connect a short length of hose between the pumping appliance and the inlets to the fire mains quickly and efficiently therefore saving operational time.

Where vehicle access is not possible to within 18m of the dry riser inlets, a footpath should also be provided to the riser inlets. This will allow the fire and rescue service to deploy portable pumps to relay water supplies to where the water is needed. Whilst this method of water distribution is quite common, it should be avoided for new developments because of the time delay in supplying water to the fire-fighters.


 - Forward Motion


 - Reverse Motion

P:\11043-1104387 - Bonham's Field, Yagor/50 Drawings\51 CAD\1104387-TR-50002.dwg Plotted on 2/10/20 at 12:40 by jharison



schedule of accommodation (with garages/stores etc.)

Project Title: Bonhams Field, Yapton
Project Ref: 20062
Client: Seawards Properties Ltd

Drawing Ref: P102r
Revision: O
Date: 17/11/2020

Plot No.	Ref.	No. Bedrooms	House Type	Tenure	Area ft ²	Area m ²	Parking	Garage m ²
1	A4	4 Bed House	Detached	Private	1,402	130	3.0	41
2	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
3	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
4	E3	3 Bed House	Detached	Private	1,223	114	1.5	20
5	2BA	2 Bed House	End terrace	S/O	850	79	2.0	n/a
6	2BA	2 Bed House	Mid terrace	S/O	850	79	2.0	n/a
7	1BF**	1 Bed Flat	End terrace	S/O	538	50	2.0	n/a
8	1BF**	1 Bed Flat	End terrace	S/O	595	55	2.0	n/a
9	1BM	1 Bed Maisonette	Semi-detached	Rent	549	51	2.0	n/a
10	1BM	1 Bed Maisonette	Semi-detached	Rent	587	55	2.0	n/a
11	G3	3 Bed House	Detached	Private	1,108	103	2.5	19
12	K3	3 Bed House	Detached	Private	1,075	100	2.5	21
13	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
14	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
15	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
16	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
17	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
18	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
19	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
20	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
21	3H	3 Bed House	Semi-detached	Private	1,009	94	2.0	Car barn space
22	3H	3 Bed House	Semi-detached	Private	1,009	94	2.0	Car barn space
23	3H	3 Bed House	End terrace	Private	1,009	94	2.0	Car barn space
24	FOG	2 Bed Flat	Mid terrace	Private	714	66	1.5	20
25	3H	3 Bed House	Mid terrace	Private	1,009	94	2.0	Car barn space
26	3H	3 Bed House	End terrace	Private	1,009	94	2.0	Car barn space
27	K3	3 Bed House	Detached	Private	1,075	100	2.5	21
28	K3	3 Bed House	Detached	Private	1,075	100	2.5	21
29	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
30	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
31	E3	3 Bed House	Detached	Private	1,223	114	1.5	20
32	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
33	A2	2 Bed House	Semi-detached	Private	797	74	2.0	19
34	1BA	1 Bed House	End terrace	S/O	624	58	2.0	n/a
35	4BA	4 Bed House	Mid terrace	S/O	1,210	112	3.0	n/a
36	4BA	4 Bed House	End terrace	S/O	1,210	112	3.0	n/a
37	2BA	2 Bed House	Semi-detached	S/O	850	79	2.0	n/a
38	2BA	2 Bed House	Semi-detached	S/O	850	79	2.0	n/a
39	B2	2 Bed House	Semi-detached	S/O	797	74	2.0	n/a
40	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
41	A4	4 Bed House	Detached	Private	1,402	130	3.0	41
42	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
43	K3	3 Bed House	Semi-detached	Private	1,075	100	2.5	21
44	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
45	K3	3 Bed House	Semi-detached	Private	1,075	100	1.5	21
46	K3	3 Bed House	Detached	Private	1,075	100	2.5	21



schedule of accommodation (with garages/stores etc.)

Project Title: Bonhams Field, Yapton
Project Ref: 20062
Client: Seawards Properties Ltd

Drawing Ref: P102r
Revision: O
Date: 17/11/2020

Plot No.	Ref.	No. Bedrooms	House Type	Tenure	Area ft ²	Area m ²	Parking	Garage m ²
47	B2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
48	A2	2 Bed House	Semi-detached	Private	797	74	2.0	n/a
49	E3	3 Bed House	Detached	Private	1,223	114	1.5	20
50	K3	3 Bed House	Detached	Private	1,075	100	2.5	21
51	1BA	1 Bed House	End terrace	Rent	624	58	2.0	n/a
52	1BA	1 Bed House	Mid terrace	Rent	624	58	2.0	n/a
53	2BA	2 Bed House	Mid terrace	Rent	850	79	2.0	n/a
54	2BA	2 Bed House	End terrace	Rent	850	79	2.0	n/a
55	2BA	2 Bed House	Semi-detached	Rent	850	79	2.0	n/a
56	3BA	3 Bed House	Semi-detached	S/O	915	85	2.0	n/a
57	2BA	2 Bed House	End terrace	Rent	850	79	2.0	n/a
58	3BA	3 Bed House	Mid terrace	Rent	915	85	2.0	n/a
59	3BA	3 Bed House	Mid terrace	Rent	915	85	2.0	n/a
60	2BA	2 Bed House	End terrace	Rent	850	79	2.0	n/a
61	3B	3 Bed House	End terrace	Private	1,074	100	2.0	n/a
62	2B	2 Bed House	Mid terrace	Private	815	76	2.0	n/a
63	3B	2 Bed House	Mid terrace	Private	829	77	2.0	n/a
64	2B	2 Bed House	Mid terrace	Private	862	80	2.0	n/a
65	2B	2 Bed House	Mid terrace	Private	815	76	2.0	n/a
66	2B	2 Bed House	End terrace	Private	815	76	2.0	n/a
67	2B	2 Bed House	End terrace	Private	815	76	2.0	n/a
68	2B	2 Bed House	Mid terrace	Private	815	76	2.0	n/a
69	2B	2 Bed House	Mid terrace	Private	852	79	2.0	n/a
70	3B	3 Bed House	Mid terrace	Private	1,067	99	2.0	n/a
71	3B	3 Bed House	Mid terrace	Private	1,058	98	2.0	n/a
72	2B	2 Bed House	Mid terrace	Private	852	79	2.0	n/a
73	2B	2 Bed House	Mid terrace	Private	815	76	2.0	n/a
74	2B	2 Bed House	Mid terrace	Private	815	76	2.0	n/a
75	2B	2 Bed House	End terrace	Private	815	76	2.0	n/a
Visitor parking							15.0	
Total					68,266	6,342	172.5	452

M4(2) Compliant

Area includes a bicycle store at 2.8msq

** Plots 7 & 8 share a detached Refuse/Bicycle store at total 8.9msq



schedule of accommodation

Project Title: Bonhams Field
 Project Ref: 18076
 Client: Seawards Properties Ltd

Drawing Ref: P102r
 Revision: 0
 Date: 17/11/2020

Private Summary					
Reference	House Type	Area ft ²	No. units	Total Area ft ²	Total Area m ²
2B	2 Bedroom House	815	8	6,520	606
FOG	FOG	714	1	714	66
B2	2 Bedroom House	797	6	4,782	444
A2	2 Bedroom House	797	8	6,376	592
2B	2 Bedroom House	829	1	829	77
2B	2 Bedroom House	852	2	1,704	158
2B	2 Bedroom House	862	1	862	80
3H	3 Bedroom House	1009	5	5,045	469
G3	3 Bedroom House	1108	1	1,108	103
3B	3 Bedroom House	1067	1	1,067	99
3B	3 Bedroom House	1058	1	1,058	98
K3	3 Bedroom House	1075	12	12,900	1,198
3B	3 Bedroom House	1074	1	1,074	100
E3	3 Bedroom House	1223	3	3,669	341
A4	4 Bedroom House	1402	2	2,804	260
			53	50,512	4,693
Shared Ownership Summary					
Reference	House Type	Area ft ²	No. units	Total Area ft ²	Total Area m ²
1BF	1 Bedroom Flat	538	1	538	50
1BF	1 Bedroom Flat	595	1	595	55
1BA	1 Bedroom House	624	1	624	58
B2	2 Bedroom House	797	1	797	74
2BA	2 Bedroom House	850	4	3,400	316
3BA	3 Bedroom House	915	1	915	85
4BA	4 Bedroom House	1,210	2	2,420	225
			11	9,289	863
Rented Summary					
Reference	House Type	Area ft ²	No. units	Total Area ft ²	Total Area m ²
1BA	1 Bedroom House	624	2	1,248	116
1BM	1 Bed Masionette	549	1	549	51
1BM	1 Bed Masionette	587	1	587	55
2BA	2 Bedroom House	850	5	4,250	395
3BA	3 Bedroom House	915	2	1,830	170
			11	8,464	786
Total			75	68,265	6,342

All figures are approximate and have been calculated in accordance with the description of Net Sales Area (NSA) on page 30 of the RICS guidance note Code of Measuring Practice 6th Edition, May 2015 (republished January 2018). Figures relate to the current stage of the project and any development decisions to be made on the basis of this information should include due allowance for the increases and decreases inherent in the design and building processes.