

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 03 April 2017 08:36
To: Planning Scanning
Subject: FW: AL-111-16
Attachments: image001.emz; image002.emz; image003.emz; image006.emz; image008.emz; image010.emz

Sent: 31 March 2017 16:03
To: Planning.Responses
Subject: AL-111-16

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 29/03/2017

FROM: Jamie Brown **TO: Arun District Council**
FAO: Claire Potts

SUBJECT: AL/111/16/OUT-Outline application with some matters reserved for 57No. units with public open space & affordable housing. This application is a Departure from the Development Plan.

Land East of, Orchard Gardens, Aldingbourne, West Sussex

RECOMMENDATION:

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

I refer to your consultation in respect of the above planning application and would provide the following comments.

Background

West Sussex County Council (WSCC) in its capacity as the Local Highway Authority (LHA) has been consulted on the Outline development of 57 dwellings at the above site for access only.

The proposals are accessed from Orchard Gardens which is a 'D' class road subject to a 30 mph speed limit, this then links to the A29 Westergate Street which too is subject to a 30 mph speed limit. The application will have a mix of private and affordable (40 of the dwellings for private use and 17 for affordable housing). The proposal is for Outline approval for access only to be considered at this stage. The LHA have visited the application site on the afternoon of the 16th November 2016. It should be noted that the Applicant has not engaged the LHA for pre-application advice on this proposal. The proposal is supported by way of a Transport Statement (TS) which includes TRICS data and a Stage 1 Road Safety Audit (RSA) with Designers Response.

An initial response was made by the LHA in November 2016 where due to the lack of information relating to a proposed Right Turn Lane (RTL) an objection to the proposals was raised. Since this time

the LHA has held discussions with the applicants Transport Consultant on the design of the RTL and the requirements and modifications needed. In summary following the assessment of the further information, the LHA are satisfied that the proposals and raise no objection to this application.

It is understood that this site is not allocated as part of the Barnham, Eastergate Westetgate Strategic Dev Location (BEW) and consideration will need to be given as to whether the site will need to provide infrastructure contributions to the emerging local plan.

Access and Right Turn Lane (RTL)

The proposals will access Westergate Street (A29) via the existing junction from Orchard Gardens. As part of the proposals reviewed within the TS the applicant is proposing a RTL in an attempt to alleviate queuing into the junction of Orchard Gardens. A nearby scheme approved as part of a 2013 application in Hook Lane under AL/39/13 also proposed an RTL. At the time of writing, work is progressing towards implementation post planning consent for the improvements outlined above. Therefore, the schemes are considered to be of a 'committed' status. In relation to the Hook Lane RTL improvement, given the proximity to the development site access, it will be necessary for the Applicant to consider this RTL and how it interacts with the Hook Lane RTL if the proposal were to obtain planning consent. The Hook Lane application proposed highway improvements to the A29, in summary these were:

- A signalised pedestrian crossing to the north of the site
- The introduction of a RTL at the Hook Lane/Westergate Street junction, and subsequent realignment of the eastern footway, loss of bus lay-by and the re-location of the existing wooden bus shelter further north
- Improvements to Footpaths 296, 299 and 300 to improve connectivity to Barnham

The LHA has held discussions with the applicants Transport Consultant on the areas forming part of the objections to the application consultation from November 2016, namely the integration with the Hook Lane RTL and the technical details of the proposed RTL. Following this the LHA are now satisfied with the proposed RTL based on the changes that have been made in accordance with drawing number 5919/100 Rev D, this includes:

- **Pedestrian Links**-Where the pedestrian crossing is located, the drawing has been modified to demonstrate the access points of the adjacent properties on the road to the east to ensure that there is no conflict.
- **Swept Path Diagrams and RTL**-The RTL has been widened to circa 3.5 metres and the accompanying swept path has been modified to show that it does not overhang onto the A29.
- **Alignment of RTL** - The southbound carriageway taper has been adjusted to allow for a 1 in 20 tapers.
- **Bus Shelter**-The existing bus shelter has been positioned accordingly to ensure it does not infringe on visibility immediately to the south. The shelter is of a cantilever design and we are satisfied with a cantilever wooden shelter. It is advised that the applicant liaises with the applicant for the Hook lane RTL on its re-location.
- **Visibility Splays at Junction with Orchard Gardens**-We have assessed the proposals against TD42/95 'Geometric Design of Major/Minor Priority Junctions'. The 2.4 by 43 metre splay proposed at the junction of Orchard Gardens is a departure from standards. MfS states that full visibility is not required in low speed urban environments, this proposal is not considered to meet this criteria. In difficult circumstances, the 'x' distance may be taken as a relaxation from 9.0m to 4.5m for lightly trafficked simple junctions, and in exceptionally difficult circumstances, to 2.4m back from the nearer edge of the major road running carriageway. In this instance we would be satisfied with a 3.0 metre 'X' distance by 43 metre visibility splay as a compromise. This has been agreed, but not demonstrated on this particular plan. We would request that the plan is modified to show the previously agreed 3.0 by 43 metre 'X' distance. The land in question for the splay would appear to within publicly maintainable highway.
- **Stage 1 RSA**-The Auditor (EC Road Safety) has made no adverse comments on the revised plans, this is confirmed by the letter dated 8th February 2017. This is displayed on the LPA's planning portal.

RSA

As part of the original TS an RSA was undertaken on the access arrangements. As stated earlier in the report the proposed RSA identifies no problems with the proposed access and RTL arrangements. Following our correspondence with the applicant the LHA acknowledges that the RSA has been revised

and re-considered to incorporate the RTL and incorporates the proposed Hook Lane application and that the Auditor has made no adverse comments.

Layout

The access road into the site will essentially be an extension of the Orchard Gardens arrangement with footways serving the development. Although the layout is indicative it has not been indicated if the applicant intends to adopt the new estate road under a Section 38 Agreement. The footways should be 2.0 metres in width in accordance with MfS guidance; we would require this to be demonstrated. Swept path diagrams will also need to be provided for refuse collection vehicles.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Westergate Street. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Westergate Street in light of the carriageway width and presence of other vulnerable road users.

Capacity

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. The proposed RTL will reduce the amount of waiting traffic seeking to turn right into Orchard Gardens; this will help to mitigate the additional vehicular movements turning right from the A29 into Orchard Gardens. The TS predicts trip generation via the Trip Rate Information Computer System (TRICS) data base. It suggests that there will be 26 two way movements in the morning and 28 in the afternoon peak hours. The LHA acknowledges that the TRICS outputs are based upon sites considered to be comparable in terms of planning use class and location to that proposed, in accordance with TRICS Best Practice Guidance. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings.

It is recognised that this proposal would give rise to a more intensive use of the A29/Orchard Gardens junction; however, this proposal does include the RTL to assist in traffic and flow and as a consequence is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Sustainability and Accessibility

The LHA acknowledge that whilst there is a limited range of services and facilities within the immediate vicinity; other services that are available are within reasonable walking and cycling distance of the development when assessed against current guidance for the provision of journeys on foot. Opportunities to travel by passenger transport are limited.

Outside of the site the LHA accept that traffic conditions within the local area are conducive for walking and cycling. There is however a very limited range of services and facilities within the local area that could be reached by these modes. Notably, the only facility that could be used to meet some day to day needs is the Aldingbourne store/post office on the A29 at the junction with Hook Lane. This would not though meet all needs and travel to a larger retail store would be necessary. There are otherwise no notable employment, retail or health provisions within the village or the surrounds that could reasonably be reached on foot.

There is no dedicated cycle infrastructure or off road cycle routes located along this section of the A29 in Aldingbourne. The light traffic conditions may facilitate cycle movements along Hook Lane to the south; this would bypass part of the A29 and links to Oving Road. However the narrow carriageways and potential of vehicle/cyclist conflict may make some routes unattractive. Journeys to wider services and employment centres of Bognor Regis and Barnham would be mainly along the A29 and B2233 and are not conducive to safe cycling due to higher speed limits, traffic volumes and road layout.

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In this respect, the site is located within a reasonable walking distance of the village store and passenger transport infrastructure. Paragraph 29 of the NPPF also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Whilst paragraph 29 goes on to say that different policies and measures will be required in different communities and opportunities to maximise sustainable

transport solutions will vary from urban to rural areas, residents of the proposed development would inevitably still be reliant upon the use of the private car for the significant majority of daily trips, however it is recognised that this is a small scale development intended to be provide for local housing needs.

The previous 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists within along Orchard Gardens or within the vicinity of the Westergate Street junction. There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

The Planning Authority should give suitable consideration to and consider on balance the matters of sustainable access along with other associated matters in deciding this proposal.

Conclusion

Having considered the above and on the basis that the drawing is updated to include the 3.0 metre 'X' distance the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following 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.

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.

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 3.0 metres by 43 metres have been provided at the existing site junction onto Westergate Street in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. 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.

INFORMATIVE

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.

Section 106 Obligations

- Ghost right hand turn lane at Westergate Street/ Orchard Gardens prior to first occupation as shown indicatively on drawing number 5919/100 Rev D.

Section 106 Contributions

Without prejudice to the informal representations of the County Council in respect of the above planning proposal, I am writing to advise you as to the likely requirements for contributions towards the provision of additional County Council service infrastructure, other than highways and public transport that would arise in relation to the proposed development.

The basis for my advice is contained in the adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1.

The planning obligation formulae below are understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

The advice is as follows:

1. School Infrastructure Contribution

1.1 The Director for Children and Young People's Services advises that it appears that at present primary/secondary/further secondary schools within the catchment area of the proposal currently would not have spare capacity and would not be able to accommodate the children generated by the assumed potential residential development from this proposal. Accordingly, contributions would need to be requested. However, the situation will be monitored and further advice on all of the main education sectors, (i.e. Primary/Secondary/Further Secondary) should be sought if this planning application is to be progressed.

1.2 Financial Contribution

The financial contribution sought by the County Council would be based on: the estimated additional population that would 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) for occupation by persons already residing in the education catchment area; the County Council's adopted floorspace standard for education provision; and the estimated costs of providing additional education floorspace. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the school infrastructure contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the School Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

DfE Figure x ACP = School Infrastructure Contribution where:

Note: x = multiplied by.

ACP (Additional Child Product) = The estimated additional number of school age children likely to be generated by the development calculated by reference to the total number of dwellings, less any allowance for affordable dwellings, as approved by a subsequent reserve matters planning application. The following criteria are used to generate a child product:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

Using the above occupancy rates to determine an overall population increase the following factors are applied. According to 2001 census data, there are 14 persons per 1000 population in each school year group for houses and 5 persons per 1000 population in each school year

group for flats. There are 7 year groups for primary (years R to 6) and 5 for secondary (years 7 to 11). For Sixth Form, a factor of 0.54 is applied to the Child Product figure as this is the average percentage of year 11 school leavers who continue into Sixth Form colleges in West Sussex.

DfE Figure = Department for Education (DfE) school building costs per pupil place (for pupils aged 4 to 16) as adjusted for the West Sussex area applicable at the date when the School Infrastructure Contribution is paid (which currently for the financial year 2014/2015 are – Primary £15,558, Secondary £23,442, Further Secondary £25,424), updated as necessary by the Royal Institute of Chartered Surveyors Building Cost Information Service All-In Tender Price Index.

- 1.3 The contributions generated by this proposal shall be spent on expansion of Yapton Primary school.

The contributions generated by this proposal shall be spent on expansion of St Philip Howard Catholic School.

The contributions generated by this proposal shall be spent on expansion of St Philip Howard Sixth Form.

2. **Library Infrastructure Contribution**

- 2.1 The County Librarian advises that the proposed development would be within the area served by Six Villages Library and that the library would not currently be able to adequately serve the additional needs that the development would generate.

However, a scheme is approved to provide additional floorspace or facilities at the library. In the circumstances, a financial contribution towards the approved scheme would be required in respect of the extra demands for library services that would be generated by the proposed development.

2.2 Financial Contribution

The financial contribution sought by the County Council would be based on: the estimated additional population that would 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) for occupation by persons already residing in the library's catchment area; the County Council's adopted floorspace standard for library provision; and the estimated costs of providing additional library floorspace. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the library contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the Libraries Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

$L/1000 \times AP$ = Libraries Infrastructure Contribution where:

Note: x = multiplied by.

AP (Additional Persons) = The estimated number of additional persons generated by the development calculated by reference to the total number of dwellings, less any allowance for affordable dwellings, as approved by a subsequent reserve matters planning application. The following figures are given as a guideline:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9

3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

L/1000 = Extra library space in sqm. per 1,000 population x the library cost multiplier (which currently for the financial year 2016/2017 are 30sq.m and £4,560 per sqm respectively).

- 2.3 The contributions generated by this proposal shall be spent on Yapton Tier 7 library in a community building

3. **Fire & Rescue Service Infrastructure**

3.1 Fire Stations

The County Fire Officer advises that a financial contribution from the proposed development towards the cost of fire and rescue infrastructure, principally fire stations and services serving the area within which the proposal stands, would be required. This is necessary due to proposed development in the Southern division and the resultant need to improve service provision across the area. The proposed development should proportionately contribute towards the cost of necessary infrastructure needed to support development.

3.2 Financial Contribution (excluding provision of fire hydrants)

The financial contribution sought by the County Council would be based on: the estimated additional population that would 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) for occupation by persons already residing in the fire service provision area; the County Council's adopted standards of fire service cover provision; and the estimated costs of providing additional fire stations. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the fire service contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the Fire and Rescue Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

$Y \times (Z / M) = \text{Fire and Rescue Infrastructure Contribution where:}$

Note: / = divided by, x = multiplied by.

Y = The estimated adjusted increase in population generated by the development using the following figures as a guideline:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

Z = the estimated costs of providing additional Fire and Rescue Infrastructure in the Southern Service Division of West Sussex at the time of payment (which, for information, for 2007/2008 was £5,530,000).

M = the projected population of the Fire and Rescue Service Southern Service Division of West Sussex in 2016 at the time of payment (which, for information, for the 2007/2008 financial year was 429,647).

- 3.4 Fire and Rescue Service Contribution - £ 1277 to be used towards supply and installation of additional fire safety equipment/smoke alarms to vulnerable person's homes in West Sussex Fire Rescue Services Southern Area serving Yapton.

General points

Please ensure that the applicants and their agents are advised that any alteration to the housing mix, either size, nature or tenure, may generate a different population and require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Review of the contribution towards the provision of additional County Council services should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.

Should you require further general information or assistance in relation to the requirements for contributions towards the provision of County Council service infrastructure please contact, in the first instance, the Planning Applications Team officer, named above.

Where the developer intends to keep some of the estate roads private we will require provisions in any s106 agreement to ensure that they are properly built, never offered for adoption and that a certificate from a suitably qualified professional is provided confirming their construction standard.

Where land is to be transferred to the County Council as part of the development (e.g. a school site) that we will require the developer to provide CAD drawings of the site to aid design/layout and to ensure that there is no accidental encroachment by either the developer or ourselves.

Jamie Brown
Strategic Planning

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