

From: Claire Potts
Sent: 12 March 2019 17:03
To: Planning.Responses
Subject: FW: AL/118/18/OUT Ryefields Farmhouse

Please can the attached be uploaded to the file.

Claire

Claire Potts BSc MSc MSc MRTPI | Strategic Development Team Leader, Directorate of Place, [Arun District Council](#) | First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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From: [REDACTED]
Sent: 27 February 2019 13:57
To: Claire Potts
Cc: Elaine Munns; Steven Shaw
Subject: **Warning Active Content** RE: AL/118/18/OUT Ryefields Farmhouse

Dear Claire,

Thanks for your email found below.

I wrote to you on 15th February with my latest comments. Another copy is attached.

You'll see that we've set-out our justification for the infrastructure costs towards BEW. Non-highway requirements are set-out too.

With regard to technical matters, you'll see that we just need further information about on-site parking and turning for refuse vehicles and fire appliances.

Hope this helps.

Tim

Tim Townsend, MCIHT

Principal Planner, Highways – Planning Services

West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH

From: Claire Potts [<mailto:Claire.Potts@arun.gov.uk>]
Sent: 27 February 2019 13:47
To: Tim Townsend
Subject: AL/118/18/OUT Ryefields Farmhouse

Tim,

Can you provide an updated consultation response on the above application in BEW? You should have had a re-consultation notice. I'm aiming to issue the decision before the 8th March. If they don't agree to the infrastructure costs it's likely to be delegated refusal, so if they haven't addressed any of your other issues and you think they would amount to reasons for refusal please can you advise accordingly.

Thanks

Claire

Claire Potts BSc MSc MSc MRTP | Strategic Development Team Leader, Directorate of Place, Arun District Council | First Floor, Arun Civic Centre, Maltrovers Road, Littlehampton, BN17 5LF

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Claire Potts
FROM:	Highways, WSCC: Tim Townsend
DATE:	15th February 2019
LOCATION:	Ryefields Farmhouse, Oak Tree Lane, Woodgate, Chichester, PO20 3GU
SUBJECT:	AL/118/18/OUT Outline application with some matters reserved for the demolition of existing buildings & the erection of 10 No. dwellings comprising 1 No. three bedroom detached, 2 No. three bedroom semi detached, 4 No. four bedroom semi detached & 3 No. four bedroom detached houses with associated access & parking. ADDITIONAL INFORMATION RECEIVED.
DATE OF SITE VISIT:	22 nd and 26 th November 2018
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£7,130 per-dwelling contribution towards highways infrastructure to support the BEW Strategic Allocation. Non-highways found at foot of this report.

This is the second WSCC Highway Authority (CHA) response to the outline application with some matters reserved for the demolition of existing buildings & the erection of 10 No. dwellings comprising 1 No. three bedroom detached, 2 No. three bedroom semi detached, 4 No. four bedroom semi detached & 3 No. four bedroom detached houses with associated access & parking. Comments below are made following receipt of additional information from the applicant in response to the previous WSCC CHA response dated 27th November 2018. This response should be read alongside that.

Summary position of Highway Authority.

Previously, the CHA requested that additional information be provided to enable the Highway Authority to consider the proposal further.

Previous CHA responses are found in black text below with replies to that from the applicants (generally contained in Sections 13 and 14 of their Addendum Planning Statement - January 2019) in *italic red* text with latest CHA comments in *green italic* text alongside that:

1. Further consideration of pedestrian access into site. *The applicants have stated that they are unable to alter the section of lane between the made-up section of Oak Tree Lane and their site although an aspiration of the developer to upgrade*

it, they cannot commit to alter it at the present time. They state that there is an 11m section of unmade track beyond the made-up section of Oak Tree Lane and that residents and visitors arriving on-foot would have to negotiate this prior to entering the site. They consider that given the low-level of traffic – both generated by the proposal and that already using the development beyond the site to the east (so Ryefields Farm House and the commercial estate), this is not considered to raise significant highway hazards. Oak Tree Lane and the unmade continuation of it are both private/unnadopted roads/accesses. Although no detailed evidence is provided by the applicants about traffic movements east of the site access, the CHA has visited the site (twice) and concurs with the applicant's observations that traffic movements appear to be generally low and infrequent. Also, the proposed development is small with the resultant pedestrian/non-motorised 'traffic' generation likely to be low on a day-to-day basis. Although the applicants state that those walking etc. would need to traverse an 11m section of the unmade road, this is, in fact, about 18m if taken from the end of the made-up section of Oak Tree Lane to the beginning of the site entrance. However, the CHA is of the view that traversing this distance without footways is unlikely to present any particular difficulties for the likely low number of non-motorised users wishing to enter or leave the site based on 10 homes. Although the applicants are not upgrading the section of lane between the made-up/surfaced section of Oak Tree Lane and the site, the CHA still recommend that they consider providing lighting within the development – up-to the access point where it meets the lane and providing signage warning other users of the lane (both made-up and unmade) about the presence of pedestrians/non-motorised users. These ideally should be placed alongside the lane on both east and west approaches to the site access. These recommendations could be secured by planning condition.

- 2. Further consideration of widening first section of Oak Tree Lane (from existing residential part of the lane to - and including – the site access).** As-per the comments above, the applicants state that they cannot do this although have although the developer has aspirations to do this in the future. See comments above.
- 3. Visibility splays at the access point to the site (and bin stores moved clear of them).** Now shown on 'Site Access Visibility' drawing (Jan 2019). The splays of 15m and 23m (west and east respectively) taken from a 2.0m 'x'/centreline distance concur with Manual for Streets (MfS) guidance for a lightly-trafficked road/access and where vehicles would be travelling at 12mph from the west and 19mph from the east. Given the current layout of the road, its surfacing (unmade on the section of the lane where the access joins it), observed low vehicle speeds and low frequency of traffic movements, the CHA consider that what is shown would be adequate for purposes of this planning application.
- 4. Information about street lighting for Oak Tree Lane and the development site.** Applicant states that as no new highway is being created, no new street lighting will be provided although this could be provided within the service road. The CHA recommend that this be a condition of any planning permission. As stated above as part of point 1, for reasons of safety, the CHA recommends that lighting be put-in within the site in some form and to extend this to include the access where under the applicant's control (to be secured by planning condition).
- 5. Swept-path diagrams demonstrating access to-and-from the site through the site access and also demonstrating the ability to turn within the site for fire appliances and refuse vehicles.** Now shown on 'Refuse Access', 'Refuse Egress', 'Refuse Turning Head', 'Fire Tender Access', 'Fire Tender Egress' and 'Fire Tender Turning Head' drawings – all Jan 2019. Both the refuse and fire appliance vehicle dimensions used for tracking appear too small. As such, the applicants should re-submit the tracking diagrams with larger vehicles. Advice about size of vehicles can be obtained from both the local Waste contractor (via Arun District Council) and WSCC Fire and Rescue Service.

6. Information and plan showing how this site connects with the wider BEW site.

The applicants conclude that they do not consider that the development would prejudice delivery of the wider BEW site. Part of this view is based on scrutiny of an illustrative Masterplan for the Strategic Location but also because the Consortium for the BEW site is still undertaking technical work and as such, does not have a detailed/finalised layout at this stage. Looking at the illustrative Masterplan produced by the BEW consortium, the CHA is of the view that there is no evidence to suggest that the development, as submitted, would prejudice delivery of the wider Strategic Allocation. This is based on its small size and scale and that it demonstrates its own access to-and-from the wider highway network and associated facilities. Also from scrutiny of the illustrative Masterplan, substantive access to the wider allocation largely appears to be from other roads – either existing public/adopted roads or new ones forming part of the overall BEW scheme. As such, the CHA considers that it would not seek to object to this development on this occasion.

7. Traffic information about the adjacent commercial development. *The applicant says that based on observation and local knowledge, the traffic associated with the business uses found east of the site is in the order of about 10 vehicles in the peak period with lower levels throughout the day. The vehicles are a combination of cars and light vans with the occasional trailer and very few HGVs. They conclude that as a low-key use it would not give rise to any concerns of local highways impact. The CHA requested the information to establish what level of traffic might be passing the access in order to make a judgement about the adequacy of the access for users of the proposed development and to ensure existing users would not be compromised. As-per point 3 above, the applicant has provided visibility splays and sets-out reasons why they consider the proposal is suitable for users. Subject to the visibility splays, some internal lighting (taken up-to the entrance) and suitable signs being provided (the latter warning lane users of the presence of pedestrians/non-motorised users etc.), the CHA does not consider that the impact here would be unacceptable.*

Traffic generation.

Given the low number of dwellings, traffic generation and associated impact on the local road network would be low. In the AM peak period, this would amount to approximately 5 trips out and 2 in with the PM being similar, if not the same. The National Planning Policy Framework (NPPF) only recommends objecting to applications if the impact of them on traffic capacity is deemed severe. Based on that and what has been presented about traffic generated by the the existing commercial development to the east, the combined impact is low and in the view of the CHA would not conflict with the Framework.

Sustainable access.

The site is within reasonable access to local services and facilities including a shop, schools and some limited employment opportunities (and by a choice of mode). Larger choice of shops and employment can be reached by public transport. The Barnham-Eastergate-Westergate (BEW) Strategic Allocation in the newly-adopted Arun Local Plan will also provide greater opportunities to travel sustainably over the course of its development cycle.

S106 contributions.

Financial contributions towards both highways and non-highways infrastructure are required. As the site is within part of the Barnham-Eastergate-Westergate (BEW) Strategic Allocation, a highways contribution will be required towards transport infrastructure to support that. The current financial figure is £7,130 per-dwelling – so £71,300 for the entire scheme on this occasion.

The contribution towards the A29 realignment and the necessary infrastructure to support the Barnham/Eastergate/Westergate (BEW) strategic allocation accords with regulation 122 of the Community Infrastructure Levy Regulations as set out below:

- a) Necessary to make the development acceptable – the development site forms part of the BEW strategic allocation as set out within the Arun Local Plan. The proportionate contribution shall go towards the necessary transport infrastructure required to deliver this allocation and ensure the development accords with Policy TSP1 Transport and Development, Policy INF SP1 Infrastructure provision and implementation and Policy H SP2C Inland Arun Barnham, Eastergate, Westergate (SD5) of the Arun Local Plan.
- b) Directly related to the development – the proposals are directly related to the development given the contribution is going towards the infrastructure that has been identified within the Local Plan and Infrastructure Delivery Plan as necessary to deliver the strategic allocation of which this site forms part of.
- c) Fairly and reasonably related in scale and kind to the development – the contribution is based upon the likely costs associated with the infrastructure required to support the BEW strategic allocation. The contribution is on a per unit basis and is therefore considered to be a fair and equitable means of securing the contribution towards the necessary infrastructure. Given that the contribution is based upon the proposed numbers of units it is considered to be related to the scale and impact of the proposed development.

The contribution is therefore in line with regulation 122 of the CIL regs and necessary to ensure the development is policy compliant and accords with planning policies TSP1, INF SP1 and H SP2C of the Arun Local Plan 2018.

Details of non-highways requirements can be found at the foot of this report.

Conclusion.

Additional information demonstrating suitable access by both fire appliances and refuse vehicles is required from the applicant in order for the Highway Authority to consider the proposal further.

Please re-consult with the required information, at which time the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES DIVISION: SECTION 106 CONSULTATION RESPONSE
(excluding Transport (known as TAD) contributions)**

DATE: 20th November 2018

FROM: Eloise Short, Monitoring and Records Team

TO: Tim Townsend, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: AL/118/18

The Provision of Service Infrastructure Related to: Ryefields Farmhouse, Oak Tree Lane, Woodgate, Chichester, PO20 3GU

Planning Application details – Outline application with some matters reserved for the demolition of existing buildings & the erection of 10 No. dwellings comprising 1 No. three bedroom detached, 2 No. three bedroom semi-detached, 4 No. four bedroom semi-detached & 3 No. four bedroom detached houses with associated access & parking.

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.

As this site forms part of the Barnham Eastergate Westergate (BEW) Strategic Development as set out in Policy H SP2c of the Arun Local Plan 2011-2031, the development is required to provide proportionate mitigation as set out in the Infrastructure Delivery Plan (2017) specific to the strategic development.

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 Early Years, Primary and Secondary Financial Contribution

The financial contribution sought by the county council would be based on: the provision of two 2FE primary schools, the provision of 110 nursery places to serve the BEW development, and a new 10FE secondary school to serve Arun District, as set out in the Arun Infrastructure Delivery Plan (February 2017).

We will require £11,456 towards fixtures, fittings and equipment towards a new early years facility serving BEW, based on the provision of 10 dwellings.

We will require £72,174 towards fixtures, fittings and equipment for a new primary school serving BEW, based on the provision of 10 dwellings.

We will require £43,960 towards fixtures, fittings and equipment for Phase 1 of the new secondary school serving Arun, based on the provision of 10 dwellings.

1.2 Further Secondary 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:-

$\text{DfE Figure} \times \text{ACP} = \text{School Infrastructure Contribution}$ 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 2018/2019 are – Primary £17,920, Secondary £27,000, Further Secondary £29,283), 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 classroom infrastructure at St Philip Howard Catholic High School Sixth Form.

2. Library Infrastructure Contribution

- 2.1 The County Librarian advises that the proposed development would be within the area served by a proposed Tier 7 library for BEW 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 will be based on: the housing allocation at BEW providing a Tier 7 facility at a cost of £100,000. A pro-rata share of this cost will be divided between developments at BEW, based on dwelling numbers.

We will require £435 towards new equipment for a new Tier 7 facility serving BEW, based on the provision of 10 dwellings.

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 to be used towards supply and installation of additional fire safety equipment to vulnerable persons homes in West Sussex Fire Rescue Services Southern Area serving Aldingbourne.

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.

Appropriate occupancy rates using the latest available Census data will be used.

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.