

**From: WEST SUSSEX COUNTY COUNCIL
LOCAL DEVELOPMENT DIVISION**

4/8/2009

**To: ARUN DISTRICT COUNCIL
Fao: Claire Rodway**

**SUBJECT Planning Application No: BE/47/09
Outline application for the demolition of all buildings and
redevelopment of the site with up to 70 dwellings (up to 28
affordable) public open space and strategic landscaping
Chalcroft Nursery and associated land, Chalcraft Lane, Bognor
Regis**

Consultation date: 18, June 2009

West Sussex County Council would provide the following corporate comments and recommendation on this application.

The County Council's comments cover the archaeology, ecology, landscaping, infrastructure contributions and transport view points of this application.

Application

The outline application submitted by Orchard Enterprises (Southern) Limited, is to demolish all the existing buildings on the site and construct 70 dwellings on land at Chalcroft Nursery, Chalcraft Lane, Bognor Regis. Access is to be considered with all other matters including scale, layout, appearance and landscaping being considered at the reserved matters stage.

Application documents and drawings

The planning application includes a Design and Access Statement, Transport Planning Statement, Ecological Scoping Study report, Tree Survey report, Contaminated Land Risk Assessment and a Flood Risk Assessment.

The application also includes a topographical survey, an existing site plan, a proposed site plan, a tree plan, tree root protection plan, opportunities and constraints plan, illustrative street scenes, photographic survey and a proposed site access improvement plan.

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Archaeology comments

We would confirm that an archaeological evaluation was undertaken on this site in connection with a previous application for residential development in 2005. The archaeological evaluation consisted of eight trial trenches and two geo-archaeological test pits. (We have a scanned copy of the report on the evaluation prepared by Development Archaeology Services of West Wittering). The disposition of the trial trenches was limited owing to the need to protect the on-going commercial interests of the nursery at that time and therefore areas of glasshouses or where there were extensive underground pipes were not available for sampling.

To the north of the Chalcroft Nursery Site, an extensive archaeological evaluation had been undertaken on the Bersted Site 6 development area for Berkeley Homes in May of that year. This field exercise north of the A 259 had demonstrated that nearly 90% of the evaluation trenches contained archaeological features. In contrast, the evaluation at Chalcroft Nursery did not produce any features of prehistoric or later date and suggested that the use of the site as a nursery had effectively truncated the former topsoil/ plough soil and that nothing had survived on site that was not related to this activity. The geo-archaeological test pits, on the other hand, did produce useful data and revealed marine sands which tie in with the sequence of deposits identified elsewhere on the coastal plain from Worthing to Havant.

Given the lack of archaeological evidence produced by the evaluation and the indication that the entirety of the site had been extensively disturbed in connection with the nursery use I do not consider that further (conventional, surface) archaeological investigation is necessary. Turning to the geo-archaeological results, provided that foundations and services (sewers etc) do not extend below ground deeper than 2.5 metres there will be no need for further geo-archaeological investigation. Should ground works require excavation greater than this depth I would suggest a condition to provide for further monitoring and sampling. This may be accommodated while construction is in progress as a 'watching brief' subject to health and safety considerations.

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Ecology comments

The ecology comments have been provided in our previous response of the 17th, July 2009.

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Landscape comments

Chalcroft Nurseries site is enclosed and not visible from outside due to development on the eastern boundaries and tree and hedgerows on the three other boundaries.

The tree and shrub survey is comprehensive and has identified the important trees of which there are few.

Whilst this site is outside of the built up area, it is well screened and potential development would not have any visual impact in the wider landscape provided peripheral trees and hedgerows are acknowledged in design proposals, with tree root areas protected as recommended in the CBA Report and management proposals including new planting are submitted to ensure that the existing screening is perpetuated.

No Landscape objection subject to management of existing screening.

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Infrastructure 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.

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 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 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 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:-

$\text{DfCSF Figure} \times \text{ACP} = \text{School Infrastructure Contribution}$ 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 figures are given as a guideline:

Houses and Bungalows
Dwelling Size - Occupancy
1 bedroom = 1.7 persons
2 bedrooms = 1.8 persons
3 bedrooms = 2.2 persons
4 bedrooms = 2.7 persons
5 bedrooms = 3.0 persons

Flats and Maisonettes
Dwelling Size - Occupancy
1 bedroom = 1.2 persons
2 bedrooms = 1.3 persons
3 bedrooms = 1.7 persons
4 bedrooms = 2.4 persons
5 bedrooms = 2.0 persons

DfCSF Figure = Department for Children, Schools and Families (DfCSF)
Primary school building costs per pupil place (for pupils aged 4 to 11) as
adjusted for the West Sussex area applicable at the date when the School
Infrastructure Contribution is paid (which currently for the financial year
2009/2010 are – Primary £13,115, Secondary £19,762, Further Secondary
£21,432), updated as necessary by the Royal Institute of Chartered Surveyors
Building Cost Information Service All-In Tender Price Index.

2. Library Infrastructure Contribution

- 2.1 The County Librarian advises that the proposed development would be within the area served by Bognor Regis 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 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. For further information please contact: Ms Deborah Lewis, WSCC Library Services Tel: 01243 382541).

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 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:-

$L \times AP$ = 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:

Houses and Bungalows
Dwelling Size - Occupancy
1 bedroom = 1.7 persons
2 bedrooms = 1.8 persons
3 bedrooms = 2.2 persons
4 bedrooms = 2.7 persons
5 bedrooms = 3.0 persons

Flats and Maisonettes
Dwelling Size - Occupancy
1 bedroom = 1.2 persons
2 bedrooms = 1.3 persons
3 bedrooms = 1.7 persons
4 bedrooms = 2.4 persons
5 bedrooms = 2.0 persons

L = Extra library space in sq.m. per 1,000 population x the library cost multiplier (which currently for the financial year 2009/2010 are 30sq.m and £3,620 per sq.m respectively).

3. Fire & Rescue Service Infrastructure

3.1 The County Fire Officer advises that the developer should install fire hydrants

connected to a suitable main for the purpose of fire fighting at his own expense in positions agreed between the Fire and Rescue Service and the Water Authority. Hydrants should be installed, tested and operational as each phase is available for occupation. The development should also include suitable access for fire brigade vehicles and equipment. For further information please contact: David Boarer – Fire & Rescue Services Tel: 01243 813667).

3.2 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.

3.3 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 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:-

$Y \times (Z / M)$ = 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:

Houses and Bungalows
Dwelling Size - Occupancy
1 bedroom = 1.7 persons
2 bedrooms = 1.8 persons
3 bedrooms = 2.2 persons
4 bedrooms = 2.7 persons
5 bedrooms = 3.0 persons

Flats and Maisonettes
Dwelling Size - Occupancy
1 bedroom = 1.2 persons
2 bedrooms = 1.3 persons
3 bedrooms = 1.7 persons
4 bedrooms = 2.4 persons
5 bedrooms = 2.0 persons

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).

4.0 Wastes Management Services (Household Waste Recycling - civic amenity)

- 4.1 It has been assumed that currently the proposed development would not be required to contribute towards waste and recycling facilities in the area. However, the situation will be monitored and further advice on Household Waste Recycling (civic amenity) provision should be sought if this planning application is to be progressed. For further information please contact: Mr Graham Harris, WSCC Wastes Management Services Tel: 01243 777323).

4.2 Financial Contribution

However, should a financial contribution be sought by the County Council it would be based on: the estimated additional number of households generated by the proposed development less the affordable housing for occupation by persons already residing in the area served by the Household Waste Recycling (civic amenity) site; the County Council's standard for civic amenity site provision; and the estimated costs of building additional civic amenity service facilities. 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 Household Waste Recycling (civic amenity) 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 Household Waste Recycling (civic amenity) Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

$W \times AP = \text{Household Waste Recycling (civic amenity) Infrastructure Contribution where:}$

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:

Houses and Bungalows
Dwelling Size - Occupancy
1 bedroom = 1.7 persons
2 bedrooms = 1.8 persons
3 bedrooms = 2.2 persons
4 bedrooms = 2.7 persons
5 bedrooms = 3.0 persons

Flats and Maisonettes
Dwelling Size - Occupancy
1 bedroom = 1.2 persons
2 bedrooms = 1.3 persons
3 bedrooms = 1.7 persons
4 bedrooms = 2.4 persons
5 bedrooms = 2.0 persons

W = The County Council's estimated costs multiplier, per household, of providing civic amenity service infrastructure to the required standard (which currently for the financial year 2009/2010 is £100 per household). This assumes 1 household per dwelling.

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.

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Transport comments

The application includes a Transport statement (TS) prepared by the Russell Giles Partnership Limited, and assesses the proposed residential development against the local highway network, accessibility to the site, the road accident record, site access improvements, provision and upgrade of local pedestrian facilities, traffic impact and parking provision.

WSCC, as transport authority, have assessed the transport aspects of the development against transport policies, WSCC Transport assessment guidance, the local road network, accessibility objectives, site access design, pedestrian improvements, road safety audit policy, trip generation and traffic impact, site layout principles and off-site highway improvements.

1. Transport Policy

The government's sustainable transport policy is set out in Planning Policy Guidance Note 13 Transport, regional transport policy is covered by the South East Plan (issued May 2009) and at a local level by the West Sussex Transport Plan 2006 – 2016 and the Arun District Local Plan.

2. Site and surrounding area

The application site currently operates as Chalcraft Nurseries, a garden centre, nursery and aquatic centre; being situated on the northern side of Chalcraft Lane, Bognor Regis.

To the rear of the nursery site is a large expanse of unused 'brown land' that is overgrown with vegetation. The details are shown on the existing site plan.

The garden centre and nursery are accessed via a private site access drive with a large vehicular crossover access onto Chalcraft Lane.

3. Local Highway Network

Chalcraft lane is a local distributor road subject to a 30mph speed limit linking the local residential area at its northern end to the A259, Royal Oak double mini roundabout junction.

Chalcraft Lane is characterised by residential frontage development, with a large number of properties having direct access via private drives, together with a number of priority junctions serving adjoining residential estates.

Chalcraft Lane is a single carriageway road, approximately seven metres wide with kerb edging, street lighting and footways on both sides.

The A259 forms part of the County's strategic road network and runs broadly east – west through Bognor Regis, Littlehampton, Worthing, Shoreham-by-Sea, Brighton, Eastbourne and on through East Sussex and Kent to Folkestone.

The local highway network currently suffers from peak hour congestion, particularly during the morning peak where outbound traffic on Chichester Road, Chalcraft Lane and North Bersted Street experiences delays where the route come together at the Royal Oak (pink pub) double mini roundabouts. Queuing occurs at this junction leading to standing traffic along each of these roads.

During the evening peak, inbound traffic experiences congestion on the approaches to the Royal Oak junction.

Some vehicles to avoid queuing at the Royal Oak junction decide to use Central Avenue, 500 metres north of the site, as a popular alternative eastbound route onto Chichester Road.

Chalcraft Lane in the vicinity of the site carries in the peak hour a two way traffic flow of approximately 1100 vehicles per hour.

The land at North Bersted forms part of the site 6 housing allocation and will provide 650 dwellings and the Bognor Regis Northern Relief Road.

4. Accessibility

Transport policy advises that new residential developments are located in sustainable locations where residents and visitors would be able to access local services by a choice of travel modes.

The development site is in a good location to encourage pedestrian and cycle trips given the close location of Chichester Road shops, Bognor Community College, local schools and Bognor Regis town centre which are within the 2km walking distance and 5km cycling distances recommended in national guidance PPG13.

The site location to these facilities is recognised within Arun's Sustainability Study. Table 7.5 of the document highlights the accessibility of local facilities from the Bersted area. The site is classified as having the highest rating within the assessment, with 'very good accessibility' to most local facilities, including retail facilities, health facilities and schools.

Bus

The nearest bus stops serving the proposed residential development are situated on Chalcraft Lane approximately 150 metres south of the site. The 'Star 2' local bus service operates in one direction offering a regular circuit to Bognor Regis town centre. Further regional bus services are located along the A259, Chichester Road, with further shops located close to the Royal Oak public house junction. The local bus services are operated by Stagecoach and are shown on Plan 01 and summarised in Table 2.1 in the transport statement.

Route Star 2 operates between the West Meads to the south of the site to Aldwick, via Bognor Regis high street at an hourly frequency between 07.00 and 19.00 from Monday to Saturday.

The service commences in Bognor Regis high street and travels north into North Bersted and follows a circular route around the residential estates, visiting the Community college before returning to the town centre. The bus service then travels south to Aldwick where it follows a further circular route, before returning to the town centre. The journey time from the site to Bognor town centre is approximately 15 minutes.

Route 700 runs along Chichester Road approximately one kilometre north of the site. This is a long distance, regional service that operates between Brighton and Portsmouth; with a 20 minute frequency in both directions during the peak periods. The service provides a direct route to Bognor Regis railway station and town centre, with journey times of approximately 7 minutes.

Train

Bognor Regis railway station is located approximately 2.5 kilometres from the site. Direct rail services are provided north to London (Victoria) and west to Chichester, Portsmouth and east to Brighton.

Comment

WSCC would advise that the proposed residential development is reasonably accessible by sustainable modes of travel such as walking, cycling and public transport that is supported by Arun's Sustainability Study.

5. Site access onto Chalcraft Lane

It is proposed to retain and upgrade the existing site access onto Chalcraft Lane to a priority t junction as shown on drawing number 2009/1046/002. The modifications involve providing 2 metre wide footways into the site around 6 metre radii, with a 5.5 metre wide access road and 2.4 metre x 43 metre visibility splays in accordance with the Manual for Streets standard for a 30mph speed limit.

As illustrated o drawing number 2009/1046/002, a narrowing would occur 35 metres into the access road, due to land restraints, providing a 4.8 metre access road with 1.8 metre footways. The localised narrowing would not effect the operation or capacity of the access road.

6. Highway improvements

The proposed development includes the provision and upgrade of a number of pedestrian facilities in the local area, in order to maximise permeability to the local shops, schools and buses as shown on drawing number 2009/1046/001. These improvements are summarised as follows.

- (i) Footways would be provided on either side of the proposed site access road, providing safe passage for residents and visitors to the dwellings. Tactile paving would also be provided across the site access road junction onto Chalcraft Lane.
- (ii) A further pedestrian route would be provided from the proposed open space area that would replace no: 78 Chalcraft Lane. The proposals would allow residents to have a pedestrian right of way over the existing vehicle access route.
- (iii) A crossing point would be provided across Chalcraft Lane within the sites pedestrian desire line to the local shops, providing a safe refuge for pedestrians across the busy road. The crossing would also provide a link to the Bognor Regis Community College and would be a popular route for pupils.

- (iv) The existing crossing point to the south of the site would be upgraded with tactile paving to improve links to the local shops.
- (v) Further crossing points would be provided along Central Avenue, crossing Greencourt Drive and Chichester Road, to provide a complete pedestrian route to the local shops.

7. Stage 1 Road Safety Audit and Designers response

In accordance with West Sussex County Council's Road Safety Audit policy, an independent Stage 1 Road Safety Audit was undertaken on the proposed site access junction onto Chalcraft Lane (drawing number 2009/1046/001/A) and the proposed pedestrian access improvements (drawing number 2009/046/002/A). The audit was undertaken by The Safety Forum and is included in Appendix F of the TS.

The recommendations made within the audit have been addressed in the Designers Response as shown on the swept path drawing number 2009/1046/003.

Comment

WSCC welcome the improvements at the site access road junction with Chalcraft Lane and for pedestrians on the local road network and would advise that these improvements have been the subject of an independent road safety audit whose recommendations have been addressed and approved by the County's road safety audit assessor.

8. Trip generation

The transport consultant has assessed the likely traffic generation for the existing garden centre use and the proposed residential development from trip rate information for similar sites in the national TRICS data base. The selected sites are contained in Appendix I and J of the TS.

Existing trip generation

The existing garden centre, nursery and aquatic centre has a total retail floor area of 5134sqm consisting of a garden centre of 4515sqm and an aquatics centre of 619sqm covered by a certificate of lawful land use.

A small allowance has been made for the loss of the vehicular trips associated with demolition of the existing dwelling on the site.

The garden centre would generate approximately 817 daily vehicle movements (408 in 408 out) spread out throughout a typical weekday based on trip rates from similar suburban garden centres. A small proportion of traffic associated with the garden centre would be generated during the peak traffic periods, with 23 movements in the morning peak (08.00 – 09.00) and 22 movements in the evening peak (17.00 – 18.00).

The existing garden centre would generate the majority of its traffic during the weekend period with customers generally using the car to purchase heavy good

such as compost, aggregates, garden furniture etc. Therefore, the traffic impact on the local road network would be much higher during the weekend period.

Proposed trip generation

The proposed residential development of 70 dwellings would generate approximately 401 daily vehicle movements, with 49 movements in the morning peak (08.000 – 09.00) and 44 movements in the evening peak (17.00 – 18.00) based on trip rates from similar sized, location and public transport accessibility residential sites in the national TRICS data base.

Net traffic generation

To assess the net impact of the additional traffic from the proposed residential development on the local road network, one would subtract the existing vehicle movements generated by the garden centre and the aquatic centre from the estimated vehicle movements associated with the proposed residential development.

Therefore, there would be a net reduction of 410 daily vehicle movements with an increase of 26 vehicle movements in the morning peak and an increase of 22 vehicle movements in the evening peak hour.

Taking the recorded traffic flows on Chalcraft Lane of 1060 vehicle movements in the morning peak hour and 1209 vehicle movements in the evening peak hour, the net increase in traffic from the proposed residential development of 26 vehicle movements in the morning peak and 22 vehicle movements in the evening peak hour would result in less than a 3 percent increase in traffic flows on Chalcraft Lane.

When the Site 6 residential development is occupied it is estimated from the Transport Assessment that an additional 259 vehicle movements in the morning peak hour (08.00 – 09.00) and 331 additional vehicle movements in the evening peak hour (17.00 – 18.00) would be using Chalcraft Lane. The net vehicular movements from the proposed residential development would when the Site 6 development is occupied result in less than a 2 percent increase in traffic flows on Chalcraft Lane.

Vehicle trip distribution

Vehicle trips have been distributed to and from the development site by assessing the existing proportions of travel direction from the existing traffic flows along Chalcraft Lane. The existing flows indicate that the majority of traffic travels towards the A259 in the morning and towards the south in the evening, with an approximate 57% northeast and 43% southwest split in the morning peak hour and 45% northeast and 55% southwest split in the evening peak.

From the automatic traffic counts approximately 20% of all traffic passing the site in the peak hours uses Central Avenue as a cut through avoiding the A259 Royal Oak junction.

It is anticipated that a similar percentage of traffic from the proposed residential development would choose to use this route in the peak hours.

9. Capacity at the A259 Royal Oak junction

The transport consultant has demonstrated that the net additional peak hour traffic movements from the proposed residential development would in the year of opening of the development 2011 be able to be accommodated at the proposed traffic signals at the Royal Oak junction.

Following discussions between the Site 6 developer and WSCC it has been agreed that traffic signals are not going to be provided at the Royal Oak junction with the developer agreeing in principle to make a financial contribution to WSCC to carry out improvement works at the junction and the surrounding area.

10. Capacity at the site access junction onto Chalcraft Lane

The TS has calculated the number of vehicle movements that the proposed seventy dwelling development would generate at the proposed site access priority t junction onto Chalcraft Lane during the morning (08.00 – 09.00) and evening (17.00 – 18.00) peak traffic periods.

Capacity analysis has been undertaken at the proposed site access road junction onto Chalcraft Lane using the Transport Research Laboratory PICADY program.

The analysis shows that there would be no capacity problems at the proposed site access road junction with Chalcraft Lane in the peak traffic period.

11. Site layout

On site details are to be considered as reserved matters, with an indicative site layout, drawing number 28.2008.04 provided with the application.

The proposed site access road junction improvements to be considered at this stage are shown on drawing number 2009/1046/002.

The indicative site layout shows a main site access road with spur cul-de-sacs serving the dwellings and their associated car parking spaces.

12. Transport contributions

Planning Policy Guidance Note 13 Transport advises that planning obligations may be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures.

While the individual circumstances of each site and the nature of the proposal will affect the detail of planning obligations in relation to transport, developers will be expected to contribute more to improving access by public transport, walking and cycling for development in locations away from town centres and major transport interchanges, than for development on more central sites.

Acknowledging the existing garden centre use on the site and the developer will be providing through a Section 278 agreement pedestrian accessibility improvements to the site, as shown on drawing number 2009/1046/001, it would be reasonable for the developer make a modest contribution of £50,000 towards sustainable transport improvements that would improve accessibility to the site. The contribution to be paid upon commencement of the development.

The County Council have identified on their website ‘Schemes to be progressed if developer funding is secured’ in the Bognor area which would improve accessibility by sustainable modes of travel to the site and the surrounding area.

- Schemes identified in the Bognor Regis Master Plan
- Traffic management initiatives associated with the Bognor Regis relief road Bognor Regis cycle network enhancement including in the town centre
- Bognor Regis Community College travel plan / safer routes to school
- Michael Ayres and Nyewood school travel plans / safer routes to school
- Route 700 improved evening and Sunday service
- Increased frequency of Bognor Town bus service
- Real time information displays at bus stops

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Recommendation

West Sussex County Council would recommend a Section 106 agreement / conditional approval to this planning application.

Section 106 agreement

The Section 106 agreement to include a developer contribution towards school, library, fire and rescue, waste management services and transport infrastructure as identified in the Infrastructure / transport contribution comments.

Planning conditions

Off-site pedestrian improvements

No dwelling, hereby approved, shall be occupied until the off-site highway pedestrian improvement works have been provided in accordance with the approved plan drawing number 2009/1046/001 and detail design drawings to be submitted to and approved by the planning authority in consultation with West Sussex County Council as highway authority.

Reason – To provide improved pedestrian access to the site in accordance with sustainable travel objectives.

Site access road junction with Chalcraft Lane

No development, hereby approved, shall be commenced until the proposed site access road junction onto Chalcraft Lane has been provided in accordance with the approved drawing number 2009/1046/002.

Reason – To provide vehicular and pedestrian access to the dwellings, in the interests of road safety.

Visibility splays at the site access road junction with Chalcraft Lane

No development, hereby approved, shall be commenced until visibility splays 2.4 metres x 43 metres have been provided at the centre of the proposed site access road junction with Chalcraft Lane in accordance with the approved drawing number 2009/1046/002. These splays shall thereafter be kept clear of all obstructions to visibility over a height of 0.6 metre above the adjoining footway level.

Reason – In the interests of road safety.

Existing site vehicular access closure

The existing site vehicular access onto Chalcraft Lane shall be stopped up and reinstated to a full kerb height footway immediately upon completion of the approved site vehicular access road junction onto Chalcraft Lane.

Reason – In the interests of highway maintenance and road safety.

Informative

Access works on the public highway

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with West Sussex County Council, as Highway Authority, under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the site access road junction onto Chalcraft Lane and the associated off-site pedestrian improvements. Further details can be obtained from the Agreements officer, Local Development Division, Implementation Team, West Sussex County Council, County Hall, Chichester, PO19 1RH (Tel no: 01243 777251).