

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 23rd February 2010

FROM: Local Development Division

TO: Arun District Council

FAO: Neil Crowther

SUBJECT: BN/27/09 - Outline application for demolition of all existing buildings/structures & redevelopment with up to 100 dwellings (including up to 40 affordable homes) together with associated open space, landscaping & access improvements (This is a Departure from the Development Plan)

Angels & Hyde Nurseries, Yapton Road, Barnham, West Sussex, PO22 0AY

CONSULTATION DATE: 14/01/2010

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

X

**More Information
Refusal**

S106 Service and Infrastructure Contributions:

To be calculated by formula subject to detailed housing numbers

Summary

West Sussex County Council has considered this application in terms of its impact on local ecology, archaeology and highways and transportation.

The applicant is advised that, should the Local Planning Authority be minded to approve such an application the proposed development would attract service and infrastructure contributions that would be secured through a Section 106 Agreement. A summary of the required contributions in relation to WSCC Services and Infrastructure is given above and more detail relating to the calculation of the contributions provided in addition to this report. At the current Outline Application stage the applicants have only provided an indication of the potential mix and tenure of units and parking spaces. As such, detailed sums can not be provided but please note any S106 will require the provision of WSCC Contributions based on published formula and will be calculated at Detailed Design Stage.

In terms of Ecology and Archaeology no objections are raised at this outline stage, subject to appropriate details and assessments being carried out through any subsequent detailed design stage.

With regard to Highways the submitted Transport Assessment and Safety Audit broadly accord with the County Councils requirements and demonstrate that the principle of development would not be likely to cause highway safety or capacity issues. Subject to additional details / conditions at Detailed Design stage no objections would be raised.

Recommendation

No Objection raised by West Sussex County Council subject to conditions and S106 Agreement. Additional details will be required at any subsequent Detailed Design stage.

Ecology

No strategic ecological objection to the principle of the development subject to a condition securing the habitat enhancement as proposed in sections 4.8 to 4.11 of the ecological report, please refer to PPS9 paragraphs 12 & 14 and South East Plan NRM5.

Archaeology

The archaeological potential of this site has not been established but the HER (Historic Environment Record) indicates that the coastal plain in general was extensively farmed and settled in prehistoric and Roman times. There was a find of Iron Age pottery to the south west near Barnham Court and prehistoric flint implements north of Yapton Road. To the east there was a former brickworks which would have been likely to destroy any underlying archaeological features in the process of brick earth extraction but the historic map evidence does not suggest that it extended into the application site.

The County Archaeologist would recommend that the potential of the site should be investigated by trial trenching after the determination of the planning application with a contingency included for extending the trial trenches, where appropriate, to record any concentration of archaeological features.

The County Archaeologist suggests a condition following PPG16 para 30 or Circular 11/95, Appendix A, Condition 55 and will be able to advise Arun District on an appropriate written scheme of investigation at the appropriate time.

Highways and Transportation

The applicants have submitted a Transport Assessment and full Stage 1 Road Safety Audit to support the proposed development.

The Transport Assessment broadly accords with the County Council Transport Assessment Methodology.

The site is located within a location that would be readily accessible by sustainable modes of transport and is within a short walking distance of both bus and rail services. The site is also located within reasonable walking and cycling distance of employment, education, healthcare and food retail facilities with adequate pedestrian and cycle infrastructure in place or proposed.

The indicative layout of the site suggests the development would be permeable and accessible for pedestrians and cyclists and would link with adjacent facilities. The layout generally accords with the philosophy of Manual for Streets in that it would promote a low traffic speed environment and detailed design layouts should ensure the site is not car dominated.

The applicants have provided an indication of the proposed parking provision within the site but have not given final details as these will be subject of detailed design. However, the applicants propose the parking provision to be within the current WSCC and ARUN standards. The applicants are advised that the provision and layout of parking spaces should be given careful consideration at detailed design stage. A parking strategy should be provided to demonstrate how the parking will be distributed through the site and unnecessary / obstructive on-street parking will be discouraged.

Cycle parking should also be provided to meet the current standards and should be incorporated into the design of the site to ensure it is both well design and accessible.

The Transport Assessment details the likely traffic generation of the proposed 100 residential units. The applicants have based the traffic generation figures on a recent traffic survey of a

residential estate in Yapton (Rollaston Park). The assessment site, while larger than the proposed site provides for a similar mix of residential units.

The County Council have reviewed the trip rates used in the Transport Assessment against the traffic generation figured suggested by the TRICS database and those used by the applicant are very similar to those suggested by TRICS. On this basis the County Council accept the methodology and the trip rates used in the assessment.

The Applicants have based the distribution and assignment of new trips on the local highway network based on a survey undertaken at an adjacent residential estate (Garden Crescent). These distribution figures have been used to assign traffic from the proposed development on the local highway network.

The County Council accept the methodology and distribution / assignment figures used in the Transport Assessment.

The figures used in the Transport Assessment suggest an AM Peak Hour traffic generation of 55 vehicles and a PM peak Hour traffic generation of 66 vehicles. These figures should be considered in light of the current level of traffic generated by the Nurseries and in NET traffic generation terms it is likely the figures would be more modest.

Given the highway access proposals and the scale of the development it is accepted that the site access junction would operate within capacity and would not be likely to cause any disruption to the current east / west flows on Yapton Road.

The applicants have made an assessment of the likely impact of development traffic on the Eastergate roundabout with the A29. It is noted that without development this roundabout experiences some queuing in peak hours.

The applicants have assessed the operation of the roundabout using the Transport Research Laboratory (TRL) programme, ARCADY. The capacity assessments have been based on current conditions, future year (2013) conditions to include background traffic growth both with and without the Bognor Regis Relief Road (BRRR) being in place and future year conditions, plus development both with and without the Bognor Regis Relief Road being in place. The scenario's modelled are accepted by the County Council.

The ARCADY outputs suggest that in the future 2013 year scenario (without proposed development, both with and without BRRR in place) the junction would operate within its theoretical capacity but that the A29 Fontwell Avenue arm would operate with some moderate queuing in the AM peak.

The scenario's tested to include the development traffic, both with and without BRRR suggest there the junction would again operate within its theoretical capacity but there would be a slight increase in queuing at the A29 Fontwell Avenue arm in the AM peak. However, the extent of the additional queuing would not be considered by the County Council as a material impact on the highway network and it is likely that traffic generation from the proposed site could be moderated by good Travel Planning methods.

The access to the site is proposed to be via a new priority junction with Yapton Road with a right turn lane facility which provides visibility in excess of the current requirements for a 30mph speed limit.

The proposed site access also provides for a pedestrian footway link to the exiting footway west on Yapton Road, Shared use Pedestrian / Cycle route from Yapton Road through the internal layout and an uncontrolled pedestrian / cycle refuge crossing incorporated within the right turn

lane. The access design is shown on Drawing No. 2009/1067/001 Rev B (Proposed Residential Development Access Design).

At paragraph 5.1.3 of the Transport Assessment the applicants state the proposed access / right turn lane has been designed in accordance with national guidance in Design Manual for Roads and Bridges TD 42 / 95 (geometric design of Major / Minor Priority Junctions). The applicants have not identified any departures from standard in the design. Should any departures be identified at detailed design / S278 / S38 stage, the County Council will require the applicant to revise the design to accord with standards.

The proposed access have been subject of Tracking Plots suggesting the site access would allow for refuse / service vehicles to access / egress the site without obstructing opposing flows of traffic.

The proposed access has been the subject of a Stage 1 Road Safety Audit carried out by Mark Barratt of the Safety Forum Ltd. The Auditor is listed on the County Council List of Accepted Safety Auditors.

The Safety Audit raises three issues, all of which have been accepted by the Designer and the issues raised will be addressed at the Detailed Design Stage.

The applicants have not provided a Travel Plan for the site and are advised that for a site of this scale, the County Council would require the provision of a full Residential Travel Plan. The applicants will be required to develop a Travel Plan to the satisfaction of the County Council as part of any subsequent Detailed Design stage.

In summary, the applicants have provided a Transport Assessment that demonstrates the site is in a location that would benefit from good levels of accessibility by sustainable modes and is within both walking and cycling distance of local services and amenities. The proposed development would not be likely to the result in any capacity or road safety issue on the local highway network and the proposed layout and access are acceptable in principle to the County Council.

Subject to the following issues to be addressed at detailed design stage, no objection is raised in respect of highways and transportation.

- Details of car and cycle parking provision and a car parking strategy for the site.
- Stage 1 Safety Audit issues addressed through detailed design
- Provision of site Residential Travel Plan to meet the agreed objectives of the County Travel Planning Officer.

Conditions:

Access

No commencement of development, hereby approved, shall be permitted until the proposed site vehicular access has been constructed in accordance with the approved site plan to be submitted to and approved by the Local Planning Authority.

Reason – To provide suitable access to the development.

Car parking

No development, hereby approved, shall be occupied until the car parking spaces have been provided, surfaced and marked out in accordance with a detailed construction plan to be submitted to and approved by the planning authority. These spaces shall thereafter be retained at all times for their designated use.

Reason – To provide the maximum level of car parking for the development in accordance with the District Council car parking standards.

Cycle parking

No development, hereby approved, shall be occupied until covered secure cycle parking spaces have been provided in accordance with a detailed construction plan to be submitted to and approved by the planning authority.

Reason – To provide alternative travel options to the use of the car in accordance with PPG 3 and PPG 13.

Turning

No development, hereby approved, shall be occupied until a turning area has been provided, surfaced and marked out in accordance with a detailed construction plan to be submitted to and approved by the planning authority. This turning area shall thereafter be retained at all times for their designated use.

Reason – To provide an adequate turning area in accordance with current standards.

Drainage

Details must be submitted to and approved by the Local Planning Authority detailing how private water will be arrested before discharging onto the public highway and these approved measures must be constructed and working prior to the commencement of the works'.

Existing accesses

The existing vehicular accesses to the site from Yapton Road shall be physically closed, and reinstated to footway in accordance with the approved site layout and construction details to be submitted to and approved by the planning authority. These access closure works shall be completed prior to the occupation of the units.

Reason - In the interests of road safety.

Wheel Washing

No development, hereby approved, shall be commenced until an appropriate wheel washing facility located adjacent to the construction site access has been provided in accordance with the approval of the District Council.

Reason – To ensure the public highway is kept free from debris and mud being deposited from the site.

Construction Traffic

No development, hereby approved, shall commence until an area for the storage of materials, parking for construction traffic and an appropriate turning area has been provided within the site clear of the public highway in accordance with a detailed construction plan to be submitted to and approved by the planning authority. These areas shall thereafter be retained at all times for their designated use.

Reason – To ensure that adequate space exists for the storage of materials and the provision of parking and turning for construction related traffic.

Green Travel Plan

No development, hereby approved, shall commence until the Green Travel Plan has been approved to the satisfaction of the Highway Authority, and implemented in accordance with the requirements of the Business Travelwise Officer, Andy Moulard, (tel. 01243 642105).

Reason – For the reasons of sustainability.

Informative

Site access road junction works on the public highway.

The applicant is advised to acquire the appropriate licence to allow works within the public highway from West Sussex County Council, as Highway Authority, to cover the site access road junction works. The applicant is requested to contact the Area Highway Engineers Office, West Sussex County Council, Southern Area Office, Clapham Common, Clapham, Worthing, West Sussex, BN13 3UR. (tel. no. 01243 642105).

Prior to the commencement of works within the public highway, associated with the site access, the applicant shall obtain the appropriate Agreement from West Sussex County Council, as Highway Authority. This Agreement will be dealt with under the provisions of a Section 278 Agreement of the Highways Act, 1980, details of which can be obtained by contacting the Implementation Section, Local Development Division Unit of the County Council at Chichester. (tel. no. 01243 642105).

Stage II Safety Audit

In support of the application to undertake works within the public highway, a Stage II Safety Audit must be completed and provided for consideration, sympathetic to the findings and recommendation of the earlier Stage I Safety Audit, indicating any further observations of a detailed nature in respect of the scheme and its affects on the public highway together with confirmation of how these matters will be addressed through the accompaniment of an Exception Report. Upon receipt of the Safety Audit the County Council will undertake a review of the audit findings. The works within the public highway will not be permitted until such time as the matters raised within the Safety Audit have been agreed and approved with the Highway Authority and reflected on subsequent detailed plans.

S106

The application would be subject to a Section 106 Agreement.

Paul Jackson-Cole
Local Development

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

DATE: 1ST February 2010

FROM: Adam Charlton, Monitoring and Records Team

TO: Paul Jackson-Cole, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: BN/27/09

The Provision of Service Infrastructure Related to: Angels & Hyde Nurseries, Yapton Road, Barnham, West Sussex, PO22 0AY

Planning Application details – Outline application for demolition of all existing buildings/structures & redevelopment with up to 100 dwellings (including up to 40 affordable homes) together with associated open space, landscaping & access improvements (This is a Departure from the Development Plan)

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 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. For further information please contact: Paul Bedford, WSCC Children and Young People's Services.

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:-

DfCSF 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:

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

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.

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 (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:-

$L \times AP$ = 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 3 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 (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:

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. 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 (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 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.

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.