

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 19th September 2016

**FROM: Tim Townsend TO: Arun District Council
FAO: David Innes**

SUBJECT: BN/43/16/PL - 95 No. dwellings together with access, landscaping open space & associated works.

LOCATION: Angels Nursery, Yapton Road, Barnham, West Sussex, PO22 0AY.

DATE OF SITE VISIT: N/A

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £349,290 (does not include highway-related contributions – these will be set out in the main text of this report).

This is the WSCC highways and transport response to the above planning application. It follows submission and review of submitted information – notably drawings 15081/001, 15083/TK01 and 15083/SK02 and Transport Statements - produced by the applicant's Transport Consultant, Milestone Transport Planning.

Summary position of WSCC as Highway Authority.

The LPA will be aware of the Highway Authority's previous responses to an earlier outline proposal on the site. As there are no substantive changes to highway matters for the current proposal (essentially, the highway proposals are broadly identical and were considered at the time of the previous application), no objection is raised subject to a suitable S106 Agreement being entered into and suitable planning conditions to secure all relevant infrastructure (details are set out at the foot of this report).

Access and internal road layout.

Vehicular access is provided via a single junction with corresponding right hand turning lane and pedestrian refuge on Yapton Road. Pedestrian access points are found alongside and to various areas of the site including Yapton Road, Murrel's Community Centre land and Lillies Caravan Park. The layout has been subject to pre-application discussions, culminating in the layout as now presented in drawing 15081/001 produced by Milestone Transport Planning. The site road layout has also been 'tracked' for access by refuse and fire and rescue appliances. Visibility splays commensurate with a 20mph design speed have been shown at main junctions and communal access points. 2.0m x 2.0m pedestrian intervisibility splays should be provided for all private accesses. Tactile paving should also be provided at all necessary crossing points and where cycle paths join/leave parts of the access road. These details will need to be checked and agreed at the S38 and S278 stages.

Road adoption.

It is understood that the main access roads are to be offered for adoption under Section 38 of the Highways Act 1980. As such, service margins are generally shown throughout. However, careful

attention should be paid at the S38 stage to ensuring adequate margins around the turning heads adjacent to plots 64 and 95. Currently, these are not fully shown in these locations.

Road Safety.

A new Stage 1 Road Safety Audit was provided as part of the submission. It has been reviewed and the recommendations made accepted by the designer. All recommendations to be incorporated in any future versions of the highway-elements of the scheme. These will be checked at the S38 and S278 stages following any granting of planning permission.

Traffic impact.

The previous proposal was for 86 homes. The current one is for a slight increase to 95. Given the previous acceptance of the scheme by the Highway Authority, the applicant has only been asked to provide a summary of the likely traffic impact generated by the scheme. They have, nevertheless, provided a Transport Statement (Milestone Transport Planning – September 2016) reviewing a number of highway matters. This includes sustainable access, road junction design and traffic impact. A summary of the latter is given below:

	Arrivals		Departures		Total	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
AM Peak	0.121	11	0.430	41	0.551	52
PM Peak	0.441	42	0.221	21	0.662	63
07:00-19:00	2.500	238	2.537	241	5.037	479
06:00-22:00	3.026	287	2.893	275	5.919	562

It is shown that the proposed scheme would generate in the order of 52 AM peak movement (11 arrivals and 41 departures) and 63 PM peak movements (42 arrivals and 21 departures). Daily flows would be in the region of 560 vehicles. This level of traffic is considered acceptable in relation to the function and operation of Yapton Road and is in-line with that assessed and accepted through the previous outline application.

The original TA assessed the operation of the site access junction with Yapton Road in relation to capacity. It was considered that the level of traffic generation associated with the site (in the order of one additional vehicle movement per minute during the network peaks) would not be considered to represent a material impact on the operation of the local network. Also, through a review of recently consented schemes in the vicinity of the site that have been required to consider traffic impact, it is noted that these sites have included the Angels Nursery site as 'consented development' in any assessments. Therefore, the site would be included in any TEMPRO assessment undertaken in support of adjacent consented schemes.

On the basis of the findings within the original TA and this summary of traffic generation, in the context of the guidelines within Paragraph 32 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network.

Sustainable Access.

The site is easily accessible to Barnham Railway Station, local bus services, walking routes and local facilities.

Conclusion.

If the LPA is minded to approve the application, it should be subject to a suitable S106 Agreement to secure:

1. TRO sum of £7000 towards possible waiting restrictions on Yapton Road if on-street car parking arises post-development occupation (to be available as soon as any parking issues arise on-street).
2. Financial contributions towards other non-highway WSCC services.
3. Non-adoption clauses (to prevent roads, footways etc. being offered for retrospective adoption).
4. Details of long-term management plans and management company for the development (to include – but not be limited to - all roads, footways, cycleways not intended for adoption etc.).

And the following highway conditions:

1. **Access to development** – The development, hereby permitted, shall not be commenced until the access and associated off-site highway works have been constructed to a final specification (including recommendations of any associated Road Safety Audits) to be submitted to and approved by the LPA after consultation with the CHA.

Reason – To ensure fit-for-purpose access constructed to appropriate design and safety standards.

2. **Internal Road Layout** – The development, hereby permitted, shall not be occupied until details have been constructed in accordance with the approved site plan. Details shall include (but not necessarily be limited to) visibility splays, pedestrian and cycle access considerations and recommendations of any associated Road Safety Audits.

Reason – To ensure fit-for-purpose roads constructed to appropriate design and safety standards.

3. **Parking and turning for motorised vehicles – cars, vans, motorcycles etc. - (details approved)** - No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason - To provide car-parking space for the use.

4. **Parking and turning (bicycles) – (details to be provided)** - No part of the development shall be first occupied until the cycle parking has been constructed in accordance with plans to be submitted to and approved by the LPA after consultation with the CHA.

Reason: To provide car-parking space for the use

5. **Reinstatement of disused crossovers and/or accesses** – No development shall be occupied until any disused crossovers and/or accesses no longer required as part of the development, have been permanently removed and reinstated in accordance with Highway Authority specifications to be submitted to and approved by the LPA for consultation with the CHA.

Reason – To ensure that any access points not required to serve the development are permanently removed to avoid risk of inappropriate re-opening in the future and also in the interests of road safety.

6. **Prevention of surface water draining onto the public highway** – The development, hereby approved, shall not be occupied until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority to prevent surface water draining onto the public highway.

Reason – In the interests of road safety.

7. **Street lighting** – The development, hereby approved, shall not be occupied until a scheme for street lighting has been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason – In the interests of road safety.

8. **Landscaping on parts of the proposed adopted road network** – The development, hereby approved, shall not be occupied until a scheme for landscaping has been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason – In the interests of road safety.

9. **Travel Plan** - The development, hereby approved, shall not be occupied until a Travel Plan has been provided in accordance with recognised WSCC guidelines and good practice - details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason – To encourage sustainable access to and from the development and to reduce the need to travel by private car.

10. **Construction Management Plan** - Prior to development commencing, a Construction Management Plan shall be submitted to and be approved in writing by the Local Planning Authority after consultation with the Highway Authority. This shall require the applicant and contractors to minimise disturbance during demolition and construction and will include (but not be limited to) details of the following information for approval:

- the phased programme of construction works;
- the means of access and road routing for all construction traffic associated with the development;
- provision of wheel washing facilities and details of their operation and location;
- details of street sweeping;
- construction working times including delivery times;
- details of a means of suppressing dust arising from the development;
- details of all proposed external lighting to be used during construction;
- details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
- details of areas to be used for the storage of plant and materials associated with the development;
- details of the temporary construction site enclosure to be used throughout the course of construction (including access gates).
- contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details).
- evidence of consultation with neighbours prior to works commencing.
- details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage
- a Section 59 Agreement (if construction traffic exceeds 20 HGV vehicles per day over a six-month period).

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

Reason - To ensure safe and neighbourly construction in the interests of amenity and road safety.

Informatives.

Informative to Planning Officer – Applications for S38 and/or S278 Agreements should be made to WSCC as Highway Authority. Full details are available on the WSCC website.

Informative to Planning Officer – Roads not forming part of the adopted highway network and/or not intended to be offered for adoption, will not be inspected by the Highway Authority during or after any construction phases. Such roads should, however, be assessed and formally signed-off/approved by a suitable Chartered civil engineer to the satisfaction of the LPA.

Informative – S59 Agreement – The applicant should contact West Sussex County Council Legal Services to obtain necessary information to enter into the Section 59 Agreement under the Highways Act 1980 as referred to in condition 10 above if HGV construction vehicles exceed 20 per day. The Agreement is required to provide a means of making good the public highway following the cessation of construction traffic and building work on the site.

Temporary Developer Signage - The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

**STRATEGIC PLANNING DIVISION:
SECTION 106 CONSULTATION RESPONSE FOR ARUN DISTRICT COUNCIL**

DATE: 12th September 2016

FROM: Adam Charlton, Monitoring and Records

TO: Tim Townsend, Planning Applications Team

DISTRICT/BOROUGH COUNCIL: Arun

Application Number: BN/43/16

**The Provision of Service Infrastructure Related to Development at Angels Nursery,
Yapton Road, Barnham, West Sussex, PO22 0AY**

**Planning Application details - 95 No. dwellings together with access, landscaping
open space & associated works.**

Summary of Density per Infrastructure Demands

Education			
Locality	Barnham/Westergate		
Population Adjustment	205.0		
	Primary	Secondary	6th Form
Child Product	2.8700	2.8700	1.5498
Total Places Required	20.0900	0.0000	0.0000
Library			
Locality	Tier 7 - Barnham		
Contribution towards Angmering / Arundel / East Preston / Ferring / Findon Valley / Tier 7 Sites	£33,963		
Contribution towards Rustington / Willowhale	£0		
Contribution towards Bognor Regis / Littlehampton	£0		
Population Adjustment	212.8		
Sqm per population	35		
Sqm Required	7.45		
Waste			
Adjusted Net. Households	93		
Fire			
No. Hydrants	TBC		
Population Adjustment	212.8		
£/head of additional population	£13		
TAD- Transport			
Net Population Increase	0.0		
Net Parking Spaces	0		
Net Commercial Floor Space sqm	0		
Total Access (commercial only)	0.0000		

Summary of Contributions

S106 type	Monies Due
Education - Primary	£312,560
Education - Secondary	No contribution required
Education - 6th Form	No contribution required
Libraries	£33,963
Waste	No contribution required
Fire & Rescue	£2,766
No. of Hydrants	be secured under condition
TAD	No contribution required

Total Contribution	£349,290
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Note: The above summary does not include the installation costs of fire hydrants. Where these are required on developments, (quantity as identified above) as required under the Fire Services Act 2004 they will be installed as a planning condition and at direct cost to the developer. Hydrants should be attached to a mains capable of delivering sufficient flow and pressure for fire fighting as required in the National Guidance Document on the Provision of Water for Fire Fighting 3rd Edition (Appendix 5)

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

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

All TAD (Total Access Demand) contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 93 Net dwellings.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Deed of Planning Obligations

- a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.
- b) The deed would provide for payment of the financial contribution upon commencement of the development.
- c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2017.
- d) Review of the contributions towards school building costs should be by reference to the DfF adopted Primary school building costs applicable at the date of payment of the contribution and where this has not been published in the financial year in which the contribution has been made then the contribution should be index linked to the DfE cost multiplier and relevant increase in the RICS BCIS All-In TPI. This figure is subject to annual review.
- e) Review of the contribution towards the provision of additional library floorspace should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.
- f) Review of the contribution towards the provision of fire service infrastructure (fire stations) should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.

The Primary Education contributions generated by this proposal shall be spent on small-scale improvements at Yapton Primary School.

The contributions generated by this proposal shall be spent on the provision of a Community Library facility at Barnham.

Fire and Rescue Service Contribution - £2,766 to be used towards supply and installation of additional smoke alarms to vulnerable persons' homes in West Sussex Fire Rescue Services Southern Area serving Barnham.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus 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.

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.

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.

Please see below for a Breakdown of the Contribution Calculators for clarification of West Sussex County Council's methodology in calculating Contributions. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Breakdown of Contribution Calculation Formulas:

1. School Infrastructure Contributions

The financial contributions for school infrastructure are broken up into three categories (primary, secondary, sixth form). Depending on the existing local infrastructure only some or none of these categories of education will be required. Where the contributions are required the calculations are based on the additional amount of children and thus school places that the development would generate (shown as **TPR- Total Places Required**). The TPR is then multiplied by the Department for Children, Schools and Families school building costs per pupil place (**cost multiplier**).

School Contributions = TPR x cost multiplier

a) TPR- Total Places Required:

TPR is determined by the number of year groups in each school category multiplied by the child product.

TPR = (No of year groups) x (child product)

Year groups are as below:

- Primary school- **7** year groups (aged 4 to 11)
- Secondary School- **5** year groups (aged 11 to 16)
- Sixth Form School Places- **2** year groups (aged 16 to 18)

Child Product is the **adjusted education population** multiplied by average amount of children, taken to be 14 children per year of age per 1000 persons (average figure taken from 2001 Census).

Child Product = Adjusted Population x 14 / 1000

Note: The adjusted education population for the child product excludes population generated from 1 bed units, Sheltered and 55+ Age Restricted Housing and Social Rented Housing as a nil child product is assumed for these dwellings.

b) Cost multiplier- Education Services

The cost multiplier is a figure released by the Department for Education. It is a school building costs per pupil place as at 2016/2017, updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- **£15,558 per child**
- Secondary Schools- **£23,442 per child**
- Sixth Form Schools- **£25,424 per child**

2. Library Infrastructure

There are two methodologies used for calculating library infrastructure Contributions. These have been locally tailored on the basis of required contributions and the nature of the library in the locality, as below:

Library infrastructure contributions are determined by the population adjustment resulting in a square metre demand for library services. The square metre demand is multiplied by a cost multiplier which determines the total contributions as below:

Contributions = SQ M Demand x Cost Multiplier

a) Square Metre Demand

The square metre demand for library floor space varies across the relevant districts and parishes on the basis of library infrastructure available and the settlement population in each particular locality. The **local floorspace demand (LFD)** figure varies between 30 and 35 square metres per 1000 people and is provided with each individual calculation.

Square Metre Demand = (Adjusted Population x LFD) / 1000

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is **£4,560** per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2016/2017 period.

3. Fire & Rescue Service Infrastructure

The Fire and Rescue Services infrastructure contribution is determined by the population adjustment multiplied by the relevant cost multiplier for the provision of services.

Fire and Rescue Contributions = Adjusted Population x Cost Multiplier

a) Adjusted Population

This is the sum of the occupancy rates for the net dwelling increase with the exclusion of social housing increase.

b) Cost Multiplier- Fire Rescue

There are two cost multipliers for WSCC which relate to the Southern Division and the Northern Division. The cost multiplier is calculated by dividing the total cost of necessary fire and rescue infrastructure within the division by the projected population for 2016. The cost multipliers are as below:

Southern Division (Chichester, Arun, Worthing and Adur): £13 per person

Northern Division (Horsham, Crawley, Mid Sussex): £50 per person in Horsham, £92 per person in Crawley

Note: The installation costs of fire hydrants are excluded from the above and will continue to be required on developments as a direct cost to the developer as required under the Fire Services Act 2004

cc: **David Boarer, WSCC Fire Services (via email)**
Deborah Lewis, WSCC Library Services (via email)
Tracey Dunn, WSCC Children and Young People's Services (via email)

