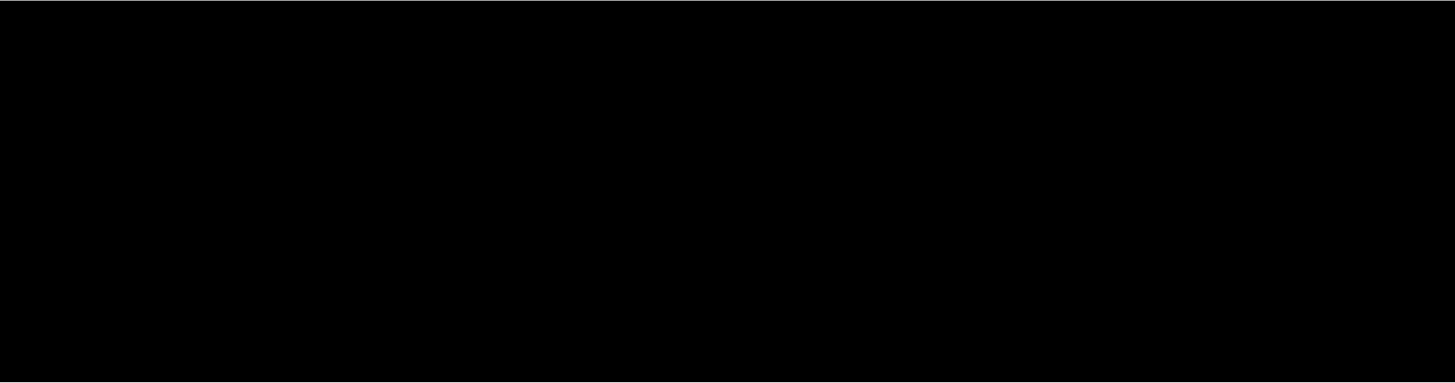




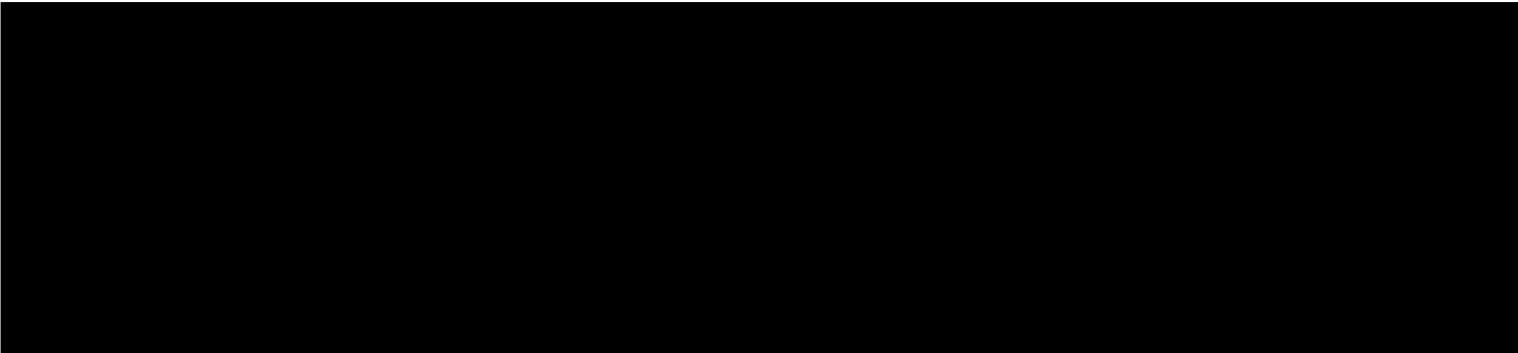
From: Jamie Brown [REDACTED]
Sent: 27 November 2018 15:13
To: Simon Davis
Cc: Planning.Responses
Subject: BR-270-18

Simon,

Please find attached the LHA response to the above application.

Regards,

Jamie



This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	22/11/2018
LOCATION:	18-20, London Road, Bognor Regis, PO21 1PY
SUBJECT:	BR/270/18/PL Part conversion & extension of existing building to provide 6 No. additional storeys over existing rooftop to provide up to 104 No. student residential units with access from Bedford Street, associated servicing & ancillary accommodation, entrance & new internal stairs to existing building to provide access from Bedford Street. This application may the setting of listed buildings & the character & appearance of nearby conservation areas.
DATE OF SITE VISIT:	
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	Yes-£1560 (see break down below)

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on this application and considers Access, Capacity and Accessibility. The transport aspects of the proposals are supported by way of a Transport Assessment (TA).

The proposals are to provide 6 additional stories to the existing building and provide 104 student residential units for student usage. The proposed development will be situated above the existing Wilko retail store. The site is adjacent to the pedestrianised London Road and is accessed from Bedford Street adjoining to Morrison's Supermarket. Bedford Street is a one way 'D' class road subject to a 30 mph speed limit. Within the TA it is stated that the University of Chichester is the most likely candidate for taking the proposed student accommodation on.

Comments

The new units are situated in a sustainable location as the site is within walking distance of public car parks and has close links with the public transport network. The site is located within the centre of Bognor Regis and within this area of the town the site is close to a number of sustainable modes of transport including Bognor station and a wide variety of bus services. Each of these are all under 0.3km away from the site. Chichester University's Bognor Campus is within walking and cycling distance of the site all within the existing footway network. This is approximately 20 mins walk from the site and 10 minutes to cycle.

It has been stated with the TA that the leases for the proposed units will contain a stipulation that residents will not be car users. Whilst this will not always deter the use of the private car it is a useful incentive. A nil car parking provision is therefore proposed

for the new units. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking. Considering the sustainable location the LHA would request that details for secure and covered bicycle storage for at least one space per flat are secured via condition. The proposals will include a secure and covered cycle storage facility.

Based on the above the proposals would also not be anticipated to generate any significant increase in vehicle movements which would warrant an objection in highway capacity terms.

Within the TA some clarity is provided in relation to the construction phase of the development and the proposals will require the temporary suspension of some parking bays along Bedford Road should permission be obtained. The Applicant is advised that the appropriate temporary Traffic Regulation Order (TRO) will be required from the LHA prior to this being implemented. It is stated within the TA that a full Construction Management Plan (CMP) will be provided prior to works commencing.

Conclusion

The LHA considers that the site provides for safe and suitable access, and that the opportunities for sustainable transport modes have been satisfactorily taken up. It is not considered that the site will result in a severe residual cumulative impact on the operation of the local highway network. Therefore the proposals accords with paragraph 109 of the National Planning Policy Framework.

Any approval of Planning Consent would be subject to the following Condition:

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Section 106 Contributions

Summary of Density per Infrastructure Demands

Education			
Locality	Bognor Regis/Felpham		
Population Adjustment	0.0		
	Primary	Secondary	6th Form
Child Product	0.0000	0.0000	0.0000
Total Places Required	0.0000	0.0000	0.0000
Library			
Locality	Bognor Regis		
East Preston / Ferring / Findon Valley / Tier 7 Sites	£0		
Contribution towards Rustington / Willowhole	£0		
Contribution towards Bognor Regis / Littlehampton	£0		
Population Adjustment	104.0		
Sqm per population	35		
Sqm Required	0.00		
Waste			
Adjusted Net. Households	104		
Fire			
No. Hydrants	TBC		
Population Adjustment	104.0		
£/head of additional population	£15		
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	No contribution
Education - Secondary	No contribution
Education - 6 th Form	No contribution
Libraries	No contribution
Waste	No contribution
Fire & Rescue	£1,560
No. of Hydrants	TBC
TAD	No contribution
Total Contribution	£1,560

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 104 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 2019. This may include revised occupancy rates if payment is made after new data is available from the 2021 Census.
- d) 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.

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

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.

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. 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): £15 per person

Northern Division (Horsham, Crawley, Mid Sussex): £57 per person in Horsham, £105 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

Jamie Brown
West Sussex County Council – Planning Services