

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: S Davis
FROM:	Highways, WSCC
DATE:	1 st May 2018
LOCATION:	Formerly Westside Supplies Unit West of, 17-18, Durban Road, Bognor Regis, West Sussex, PO22 9QT
SUBJECT:	BR/90/18/PL Demolition of two storey building & erection of three storey block of 8 No. one bedroom flats & 6 No. two bedroom flats with access from Durban Road (resubmission following BR/87/16/PL).
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£17,840 See below for breakdown.

Summary & Context

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals for erection of three storey building comprising 8 x 1-bedroom flats and 6 x 2-bedroom flats with parking and vehicular access from Durban Road.

The LHA were previously consulted on Highway Matters for this location under planning application BR/87/16 and BR/198/11 to which no objections were raised from the highways point of view. BR/87/16 was refused by the LPA for matters unrelated to highway safety. BR/198/11 was for outline permission and was approved by the LPA subject to conditions.

The current proposal is for a slightly larger building but retains the same access and parking arrangements. The LHA do not raise transport grounds to resist the application subject to comments and conditions.

Access

The site is positioned at the junction of Ash Grove and Durban Road, both subject to a 30 mph speed restriction. Vehicular access is from the unclassified Durban Road via an existing vehicular crossover (VCO). From an inspection of local mapping and the plans provided the VCO is of suitable width and geometry for the anticipated vehicle movements and is wide enough to allow two cars to pass.

Under BR/87/16 a Stage 1 Road Safety Audit (RSA) was carried out on the existing access arrangements that would serve the 14 x flats. This has been submitted as part of the current application. The LHA are mindful that the previous RSA was undertaken under the current standard (HD19/15 of Design Manual for Roads & Bridges) on the same proposed access arrangement. The LHA previously reviewed points raised by the Auditor and the designer's response, summarised below.

- Problems 2.1 and 2.2 related to visibility at junction of Durban Road and Ash Grove. As per previous auditor recommendations and designers response the building line was set back and visibility splay will be maintained in perpetuity as passing through red edge of site and publically maintained highway.
- Problem 2.3 related to existing pedestrian trip hazard at the site access. The designer agreed that the access and kerb line will be brought up to standard. The

applicant should discuss the specification of this and obtain a licence from the Area Engineer.

- Problem 2.4 related to details of proposed surfacing within the site which will be shared surface. The access road material will differ and the designer agreed with this by providing a 1 metre width of roadway with block pavements.
- Problem 2.5 relates to the existing practice of on-street parking restricting the access and visibility on to Durban Road. The designer will include for an Access Protection Line across the existing access. They should contact the area office to discuss this.

Visibility

Visibility to the east is in line with Manual for Streets (MfS) parameters where 43m of stopping sight distance, from 2.4m back into the access, would be applied as suitable for vehicle speeds of 30mph. To the west 25m is achievable to the junction with Ash Grove. Splays are achievable entirely within publically maintained highway.

Visibility from Durban Road junction on to Ash Grove in the leading direction has been annotated as meeting the 2.4m by 43m requirement set out in MfS. The setting back of the building will allow for the existing level of vehicular visibility upon exiting the junction to be maintained. This splay passes through applicant maintained land and publically maintained highway and the LHA would therefore require that it is maintained in perpetuity via a suitably worded condition. The applicant should be aware that due to the proposed building position to the south of the site that the existing street name plate would require relocation. The applicant should enter discussions with Arun District Council for this.

The plans indicate boundary treatment of 1m height. Considering the adjacent footway there would be a benefit to providing pedestrian visibility splays either side of the access within the site of 2m by 2m. The boundary fencing within these splays should be kept to a height of 0.6m or below in order that emerging vehicles can account for pedestrians on the adjacent footway. Details of this can be secured by condition.

Capacity

The site appears to have been vacant for a number of years. Prior to this it is understood that the site had a permitted B1A office use of 250 sqm with a similar level of car parking provision on the site. Whilst it is acknowledged that the proposed residential mix could result in a higher demand for parking the LHA did not previously raise any capacity concerns.

The LHA has undertaken our own assessment based on the parameters given in the application form. An analysis of similar sites using TRICs (Trip Rate Information Computer Systems) suggests that the office use could have seen 25 daily vehicle movements. The residential use could see 38 daily movements, a net increase of 13 additional vehicular movements. The LHA do not consider this would cause a 'severe' detrimental impact on the nearby road network. The access has been operating in its existing form and supporting a number of vehicle movements without evidence of highway safety concern. Furthermore the proposals will see the upgrading of this access and the nearby road network supports a number of existing commercial/ industrial vehicle movements. Furthermore the previous RSA did not raise any unsolvable issues.

Parking

Parking bays meet the required 2.4m by 4.8m to be counted toward parking provision with 6m space rear of these to facilitate a turn on site, as per guidance in MfS. Fifteen spaces will be provided. On the basis that these remain of an unallocated arrangement the WSCC Car Parking Demand Calculator envisions a demand for 12 spaces at the site. The LHA therefore consider that the quantity of parking is suitable for the development's needs.

Sustainability

The Application Form states that 14 bicycle parking spaces will be provided. The LHA consider this a suitable level that will encourage a sustainable mode of transport in this location. Details of the siting of the cycle parking can be secured via condition.

The site is served by street lit footway links with the nearest large retail store being 0.6 mile distant. Located in a mixed residential/ industrial area additional services and amenities are further afield however there are a number of regular bus services in the vicinity to Bognor Regis and Chichester and Bognor Train Station is a 7 minute cycle ride distant.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Durban Road. A comprehensive construction management plan should be submitted. This should set out the controls to be implemented throughout the construction project to ensure that safety of users of the public highway, as well as its operation, is not detrimentally affected. The construction management plan should amongst other things set out how deliveries are to be managed along Durban Road in light of the carriageway width and presence of other vulnerable road users.

Conclusion

As per previous proposals at the site the LHA are satisfied that the highway safety and capacity merits of the scheme have been demonstrated as acceptable. The scheme is not anticipated to result in 'severe' detrimental impact on the safe operation of the nearby road network. It is therefore in line with paragraph 32 of the National Planning Policy Framework and there are no transport grounds to resist the proposals.

If the LPA are minded to approve the following conditions and informative should be secured:

Details Approved

Access

No part of the development shall be first occupied until such time as the vehicular access with the modifications proposed serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until a northern visibility splay of 2.4 metres by 43 metres has been provided at the junction of Durban Road and Ash Grove in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Details Required

Pedestrian Visibility

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the site vehicular access onto Durban Road in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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.

INFORMATIVE

Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access upgrading works on the public highway including the Access Protection Line, by contacting the Arun Area Engineer (01243 642105).

SECTION 106 CONSULTATION RESPONSE FOR ARUN DISTRICT COUNCIL

The Provision of Service Infrastructure Related to Development at Formerly Westside Supplies Unit West of, 17-18, Durban Road, Bognor Regis, West Sussex, PO22 9QT

Summary of Density per Infrastructure Demands

Education			
Locality	Bognor Regis/Felpham		
Population Adjustment	11.4		
	Primary	Secondary	6th Form
Child Product	0.0570	0.0570	0.0308
Total Places Required	0.3990	0.2850	0.0616
Library			
Locality	Bognor Regis		
East Preston / Ferring / Findon Valley / Tier 7 Sites	£0		
Contribution towards Rustington / Willowhale	£0		
Contribution towards Bognor Regis / Littlehampton	£3,003		
Population Adjustment	21.8		
Sqm per population	35		
Sqm Required	0.00		
Waste			
Adjusted Net. Households	14		
Fire			
No. Hydrants	TBC		
Population Adjustment	21.8		
£/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	£6,251
Education - Secondary	£6,727
Education - 6th Form	£1,576
Libraries	£3,003
Waste	No contribution
Fire & Rescue	£283
No. of Hydrants	TBC
TAD	No contribution
Total Contribution	£17,840

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 14 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 2018. This may include revised occupancy rates if payment is made after new data is available from the 2021 Census.
- d) **Review of the contributions towards school building costs should be by reference to the DfF adopted Primary/Secondary/Further Secondary 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 contributions generated by this proposal shall be spent on additional equipment at Bersted Green Primary School.

The contributions generated by this proposal shall be spent on additional equipment at The Regis School.

The contributions generated by this proposal shall be spent on additional equipment at The Regis School Sixth Form.

The contributions generated by this proposal shall be spent on additional stock at Bognor Regis Library.

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. 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.

$$\text{TPR} = (\text{No of year groups}) \times (\text{child product})$$

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).

$$\text{Child Product} = \text{Adjusted Population} \times 14 / 1000$$

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 2017/2018, updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- **£15,666 per child**
- Secondary Schools- **£23,604 per child**
- Sixth Form Schools- **£25,600 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 **£4,591** per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2011/2018 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

Katie Kurek
West Sussex County Council – Planning Services