

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 29th July 2015

FROM: Tim Townsend **TO:** Arun District Council
FAO: Simon Davis

SUBJECT: F/7/15/PL - Application for outline planning permission with some matters reserved for 45 x new dwellings and new access. This application also lies within the parish of Yapton.

LOCATION: Land south of Burndell Road, Ford, West Sussex, BN18 0HR

DATE OF SITE VISIT: 2nd May 2014

RECOMMENDATION:

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

S106 contribution total (see foot of this report for non-highways breakdown). Also highways: £ - £50,000 (see text below for breakdown)

This is the WSCC highways and transport response to the planning application. The proposal appears to be a re-submission of planning application F/9/14/PL, considered late 2014/early 2015.

Summary position of WSCC as Highway Authority.

Recommend that the application only be approved subject to a suitable S106 Agreement and planning conditions to secure appropriate levels of highways infrastructure, including physical works to the highway.

Site location and existing access.

The site is located to the eastern side of Yapton Village, south of (and served off) Burndell Road (B2233). Currently appearing to be agricultural land, the site is accessed via a field gate directly to Burndell Road. Surrounding the site are other residential properties which predominantly front onto Burndell Road. However, a newly constructed private residential road can be found to the west of the site (Fellows Gardens). The site is within 10 minutes walking distance of Yapton Village with its range of shops, estate agent, doctors surgery and primary school. Employment opportunities are also within walking distance such as those at the former Ford Airfield (to the east) and those found off North End Road (to the west). The site is on a regular bus route – the 700 ‘Coastliner’ service operated by Stagecoach PLC. Route 66 also provides a less frequent service than the 700 and stops on North End Road. Access to rail services can be found approximately 3-4kms away at Barnham, Ford and Littlehampton, providing regular services along the coast and into London.

Proposed access arrangements.

The highways access is as generally shown on Stilwell Partnership drawing TSP/BRO/P2551/02H.

The applicant proposes a simple ‘T’ junction arrangement onto Burndell Road via a formalised estate road entrance with kerb radii, provision of a new footway on south side of road, alterations

to an existing footway on the northern side of the Burndell Road and visibility splays – the latter appropriate to the speed of traffic on Burndell Road. When taken 1.5m into the carriageway of Burndell Road in the leading traffic direction (looking east from the access), visibility splays (both vehicular and pedestrian) exceed that recommended in Manual for Streets.

To form the access, part of Burndell Road will be re-aligned to bring the give-way line for the new road forward to obtain the visibility splays. In addition, parts of existing lay-bys either side of Burndell Road will be amended to provide for an uncontrolled crossing point for pedestrians.

Traffic impact.

A Transport Assessment (TA) accompanies the planning application. Section 5 (paragraph 5.2) sets out the Highway Consultant's TRICS trip rates. It states the following:

	AM peak (08:00-09:00)		PM peak (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
Proposed Houses	0.173	0.516	0.431	0.270

This would result in the following trips in the peak periods:

	Coverage No.	AM peak trips		PM peak trips	
		Arrival	Departure	Arrival	Departure
Houses	45 units	8	23	19	12
TOTAL	45 units	8	23	19	12

Although not specifically considered by the applicant, the traffic impact at the nearby A259 Oyster Catcher and A259 Comet Corner junctions would be minimal during peak periods and throughout the day, based on the traffic figures quoted above.

Traffic impact on nearby railway crossings.

As for Comet Corner and Oyster Catcher junctions, development traffic impact at both North End Road (Yapton) and Station Road (Ford) railway crossings would also be low. No information has been provided about pedestrian impacts brought about by the development at pedestrian-only crossing points on the railway.

The Local Planning Authority should consult Network Rail for their comments about the impact of the development at the nearby railway locations, as set out above.

Road Safety.

A signed and dated copy of a Stage 1 Road Safety Audit (RSA) has been provided by the applicant. A Designer's Response also accompanies the RSA.

Reviewing the content of both as currently submitted, the RSA has identified two 'problems' with the junction alterations. The Designer's Response follows the RSA comments. These are as follows:

1. Problem 2.1 – Burndell Road at the access.

Summary.

Proposed uncontrolled pedestrian crossing may be hazardous.

Drawing No. TSP/BRO/P2551/02 shows an uncontrolled pedestrian crossing with tactile paving across Burndell Road immediately adjacent to a re-sited bus stop. A blind or partially sighted pedestrian crossing Burndell Road south to north will have their route across the road blocked by a bus standing at the bus stop which could lead to vehicle/pedestrian collisions.

Recommendation.

It is recommended that the proposed location for the bus stop is re-considered.

Designer's Response.

In order to remove the possible vehicle/pedestrian conflict, drawing TSP/BRO/P2551/02H now shows a re-located uncontrolled crossing approximately 24m to the west. This would allow pedestrians to cross away from the bus stops and waiting buses.

2. Problem 2.2 – Burndell Road at the access.

Summary.

Proposed new footway may be hazardous.

It is proposed that there will be new 2.0m wide footways on both sides of the access road where it meets Burndell Road with tactile paving to assist blind and partially sighted pedestrians to cross the new access road. The audit team are concerned that the section of new footway on the east side of the access road is very short and does not lead to a continuous footway on the south side of Burndell Road. Blind and partially sighted pedestrians may become confused by the lack of footway and may lead to such pedestrians attempting to cross Burndell Road which could result in vehicle/pedestrian collisions.

Recommendation.

It is recommended that the short section of footway is deleted from the proposals.

Designer's Response.

Footway now removed from proposals as shown on drawing TSP/BRO/P2251/02C.

The Highway Authority agrees with the comments raised in the Road Safety Audit.

Road traffic accidents.

No personal injury accidents have been recorded within 500m of the site based on records of the latest five years.

Sustainable access.

Bus service 700 'Coastliner' provided by Stagecoach PLC runs regularly past the site and stops almost immediately opposite and alongside the junction of the new access road with Burndell Road. During Monday to Friday it provides a 20 minute service, reducing to hourly in the evening. Saturday and Sunday services are half-hourly but again reduce to hourly in the evenings. Service 66 is also available but requires residents to walk to North End Road, approximately 1.5kms west of the site. This service provides for a less frequent service than the 700 of approximately one bus approximately every 75 minutes.

The application shows both bus stops re-located in order to make provision for pedestrians crossing Burndell Road. Shelters with real-time passenger information and seating should be provided at the bus stops. This to be secured in a S106 Agreement. The final location and design of any shelters should not compromise highway safety at any of the nearby access points nor footway.

S106 contributions and associated infrastructure.

To support sustainable access in the locality and in-line with recognised local infrastructure priorities, financial contributions should be secured in a S106 Agreement towards the following:

- Cycle infrastructure improvements (£10,000),
- Bus shelters with seating and real-time passenger information (£40,000).

Fire and Rescue Service (F&RS).

See S106 infrastructure response at foot of this report for numbers of hydrants. Access by appliances will need to be demonstrated at the detailed design stage. Indicative layout suggests that access to all properties should be possible in-line with F&RS requirements.

Internal layout and on-site parking and turning provision.

As submitted, the layout is shown indicatively. If planning permission is granted for this current application, a reserved matters application would have to be submitted showing the internal layout in detail.

Saying this, the Highway Authority has examined some parts of the layout as shown on OSP Architecture's drawing 14004/C101. As an initial view only at this stage, the layout is designed entirely as a shared surface. As a standalone scheme of 45 houses, a shared surface may suffice if designed in accordance with advice contained in Manual for Streets (MfS). However, the applicant has indicated a potential link through to further land west of the site. As such, part of the internal layout between Burndell Road and the indicative point shown for possible future access, should be designed in a more traditional form with footways running alongside the carriageway. Also, the location and distribution of some of the parking should also be revisited at the detailed design/reserved matters stage.

The applicant should also be aware of junction capacity analysis if future phases come forward, in-so-far as a single point of access and design as a 'simple' priority junction might need to be carefully reviewed for suitability for additional development and associated traffic movements.

Adoption of internal estate roads.

If the applicant intends to offer any of the internal roads for adoption, this should be clearly stated at any reserved matters stage. A Section 38 Agreement would be the process to follow. If the applicant intends to keep the roads private, the Highway Authority would expect clear provision to be made in a S106 Agreement for the applicant to secure a management company to maintain all highway infrastructure and a clause preventing the roads and other highway infrastructure from being offered for adoption post-development.

Public Rights Of Way (PROW).

No formal PROW run across the site. Nearest routes are No.'s 167 and 170 running west and north of the site, respectively. If further development is proposed linking to that currently proposed, it possibly presents the opportunity for linking to Footpath 167. This should be investigated further at that time.

Conclusion.

If the Local Planning Authority is minded to approve the development, it should be subject to a suitable S106 Agreement to secure financial contributions towards cycle and bus infrastructure (see comments above in main text of this report) and other WSCC infrastructure as documented at the foot of this report. Furthermore, the following conditions should be attached to any consent given:

1. **Access** – No development shall be commenced (including works of demolition) until the access, footway provision, pedestrian crossing and any other associated highway works, as generally shown on drawing TSP/BRO/P2551/02 H, has been provided to the satisfaction of the Local planning Authority after consultation with the Highway Authority.

Reason: To ensure that safe and adequate access is provided to the development and to accord with approved policy.

2. **Car parking** - The development shall not be occupied until parking for cars has been provided in accordance with plans to be submitted and approved by the LPA. The space agreed shall thereafter be maintained in perpetuity solely for the parking of such vehicles clear of the public highway.

Reason: To ensure that adequate parking is provided in accordance with parking standards and adopted parking policy.

3. **Motorcycle and pedal cycle parking** - The development shall not be occupied until secure and covered parking motorcycles and pedal cycles has been provided in accordance with plans to be submitted and approved by the LPA. The space agreed shall thereafter be maintained in perpetuity solely for the parking of such vehicles clear of the public highway.

Reason: To ensure that adequate parking is provided in accordance with parking standards and adopted parking policy and to promote sustainable travel to and from the site.

4. **Prevention of surface water draining on 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.

5. **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 (including street sweeping) and details of their operation and location;
- 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.
- Section 59 Agreement.

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.

Informative:

1. The proposed highway works will require the applicant to enter into and complete a S278 and/or S38 prior to any works to the highway commencing. Full details can be obtained from the WSCC website. The applicant is reminded that it is an offence to undertake works on the public highway without the appropriate technical approvals and Legal Agreement in-place.
2. The applicant should contact the Area Highways Engineer for details of the S59 procedure.

Tim Townsend
Strategic Planning

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

DATE: 02/07/2015

FROM: Emma Waters, Monitoring and Records Team

TO: Tim Townsend, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: F/7/15/OUT

The Provision of Service Infrastructure Related to: Land South Of, Burndell Road, Ford, West Sussex, BN18 0HR

Planning Application details –Outline application for residential development comprising 45 dwellings. Formation of access onto Burndell Road (Resubmission following F/9/14/PL) - This application also lies within the parish of Yapton. This application 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 planning obligation formulae below are understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

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.

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:-

DfE 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:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

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.

DfE Figure = Department for Education (DfE) school building costs per pupil place (for pupils aged 4 to 16) as adjusted for the West Sussex area applicable at the date when the School Infrastructure Contribution is paid (which currently for the financial year 2014/2015 are – Primary £13,980, Secondary £21,064, Further Secondary £22,845), 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 Littlehampton 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.

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:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

L = Extra library space in sqm. per 1,000 population x the library cost multiplier (which currently for the financial year 2014/2015 are 30sq.m and £4,095 per sqm respectively).

3. Fire & Rescue Service Infrastructure

- 3.1 The County Fire Officer advises that the developer should install **TWO** 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:-

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

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

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).

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.

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.

Where land is to be transferred to the County Council as part of the development (e.g. a school site) that we will require the developer to provide CAD drawings of the site to aid design/layout and to ensure that there is no accidental encroachment by either the developer or ourselves.