

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 19th September 2017

**FROM: Tim Townsend TO: Arun District Council
FAO: Mrs. A. Gardner**

SUBJECT: LU/17/162 - Demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access. Departure from the Development Plan.

LOCATION: Land North & West of Toddington Farm Cottages, Toddington Lane, Wick, Littlehampton, West Sussex, BN17 7PP.

DATE OF SITE VISIT: 12th September 2017

AMENDED INFORMATION RECEIVED.

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £79,203

This is the second WSCC highways and transport response to the above application. It follows review of a Stage 1 Road Safety Audit provided by the applicant (see RKS Associates Ref. No. VRP899-01 – issue date 21st August 2017).

Summary position of Highway Authority.

A highway objection is raised given substandard submission showing lack of key items such as access visibility, substandard parking provision, inadequate access consideration etc.

Site location and proposed use.

The site is located off Toddington Lane, Wick, Littlehampton, just to the north of the South Coast E-W railway line and Toddington Lane railway crossing. Currently in use in some commercial guise but with several residential properties to the south of the site, the applicant seeks permission for 10 residential dwellings by removal of the commercial elements on-site but retaining the residential properties already there.

Access.

Vehicular access is proposed off Toddington Lane in the same position as existing – albeit with changes such as widening, new surfacing and kerbing. This access would then run south of the new homes with a short spur leading to some parking (and doubling as a turning head) with a further spur running around to the western side of the site providing access to two dwellings and their associated parking. Pedestrian access is shown via the vehicular access and two stepped access points onto Toddington Lane. Further comments about these will be made elsewhere in this report.

Road Safety.

Following the request made in the Highway Authority's first response to the application, a Stage 1 Road Safety Audit (RSA) has now been supplied by the applicant. A Designer's Response is also provided. The RSA raises several problems with the site, a summary of which is provided below:

1. 2.1 – Potential collisions due to standing water or service covers
2. 2.2 – Potential vehicle collisions due to inadequate road space or visibility
3. 4.1 – Vehicle collisions associated with poor visibility
4. 5.1 – Hazard for pedestrians associated with vertical levels/steps
5. 5.2 – Increased risk of injury to pedestrians associated with poor facilities
6. 6.1 – Potential collisions associated with poor positioning of signs

The Designer responds to these recommendations but does not accept all the recommendations made. The outstanding points needing attention are as follows:

1. 2.2 – While a swept-path diagram is provided showing the manoeuvre of a service vehicle within the site, the problem raised in the RSA recommends that such vehicles will be able to manoeuvre to and from the *development access* safely. As such, a further swept-path diagram should be provided for the vehicular access where it meets Toddington Lane.
2. 4.1 – A drawing showing visibility splays has not been provided. This is required.
3. 5.1 – The RSA recommends that the steps be removed and ramped access provided as an alternative – please show this.
4. 5.2 – A footway is shown around the boundary of the site adjacent to Toddington Lane. However, it is not shown connecting to the wider footway network to accord with the pedestrian desire-line (west of the site towards shops/services/bus route etc.). The site is required to provide a continuous link and cannot rely on other development proposals that might or might not build their infrastructure prior to the application site, the subject of this proposal. Therefore, a plan showing a continuous footway link from the site running west should be provided.
5. 6.1 – In most cases, signage can be attended to at the detailed design stage. However, as the railway crossing is so close-by and has specific signage requirements and a pole-mounted camera, the applicant should provide this detail now for consultation to ensure that it is properly and safely accommodated alongside the development proposal.

The applicant should attend to all outstanding points above.

Development layout and further detailed assessment of access.

The proposed development layout is shown on drawing title "Site Layout Proposed" No. 6436 (00) 002 Revision 'D' produced by ECE Architecture. The first section of access road is shown as a 'shared surface' intended for joint-use by vehicles and pedestrians sans footways. Although a footway is shown running to the north of the access, terminating where it meets the revised junction, it introduces pedestrians into the path of vehicles emerging from the site where visibility does not appear to be provided. Furthermore, there is no demarcation of where the access road becomes shared surface – this needs to be shown. This should be amended to bring the footway into the access road with a change in surfacing from traditional access road to shared surface just past the bellmouth (basically, the shared surface shown in blockwork should be constructed shown raised above the level of the blacktop to be provided in the initial part of the bellmouth). A demarcation line should also be shown highlighting the extent of public highway where it meets private land. Finally, visibility at the point pedestrians emerge to the access road should be shown. Blockwork should only be shown west of the appropriate demarcation line indicating where the shared surface starts.

Scrutiny of the plan showing access where it joins Toddington Lane reveals that visibility splays have not been shown. These should be provided in accordance with guidance contained in

Manual for Streets. A 2.4m 'x'/minor road distance would be suitable on this occasion for the number of dwellings proposed. Based on a 30mph speed limit on this section of Toddington Lane, this will necessitate re-locating plots 1-3 as they would obstruct the 'y'/major road distance of 43m in the trailing traffic direction (looking north from the access road). A visibility splay should also be provided in the leading traffic direction looking south from the entrance. Any vegetation or landscaping in advance of the splays should also be carefully considered to prevent obstruction of said visibility splays. Anything other than grass would need to be considered by way of a 'licence to plant' if shown on land forming part of the public highway which would need to be discussed with the Local Highway Manager at WSCC. Pedestrian visibility splays should also be shown either side of any pedestrian access points.

A footway is shown running northwards from the access point, terminating at the western end of the site adjacent the former Hollyacres Nursery site. The currently scales at 1.5m wide – it should be 2.0m wide. Also, any path should be shown connecting to the existing footway currently terminating where Phase 1 of the Hollyacres site has been built. If the applicants intend to construct and occupy their site in advance of Hollyacres Phase 2 being built, then they will need to provide a suitable footway connection westwards from their site connecting to the one already built. A plan showing how they will be able to provide such a footway is required.

With regard to the configuration of the houses within the scheme, seven of these are shown fronting Toddington Lane. Given that the parking for these properties is shown behind them and given that on occasion, some residents tend not to favour this arrangement, possibly leading to parking on the highway, it is recommended the layout be re-configured to show the majority of houses facing inwards with parking to the front of them. This is particularly important given that the site is on a bend in Toddington Lane where on-street parking should be discouraged as far as is practicable for road safety reasons. It may be that the LPA would wish for some frontage development so early discussion with the planning case officer and, indeed, the CHA should be undertaken. If some housing is retained facing the road, careful design of car parking for those properties should be given. Also see comments below about parking.

Steps down to Toddington Lane – These should be removed and replaced with a suitably dimensioned and gradient ramp to suit all users. Visibility should be provided where this path emerges to the back of the footway running around the boundary of the site and consideration given to a possible safety barrier that might be required.

All changes to the layout should be sent back to the Road Safety Audit Team for a further response.

Parking.

As documented above, the location of some of the parking spaces could lead to indiscriminate parking on the public highway on a bend in the alignment of Toddington Lane and possibly close to the railway crossing. Also, the parking spaces dimensions are too short (they should be 2.4m wide by 4.8m long – slightly wider where they immediately adjoin buildings/walls etc.). Also, it cannot be determined how large the car barns are. Manual for Streets recommends 3m wide by 6m long. Visitor parking is lacking in certain parts of the layout (particularly for plots 4-10). This should be looked-at again. The applicant should also set-out how parking numbers have been established. The WSCC Parking Calculator should be used. Finally, parking and access arrangements for Toddington Farm cottages need to be shown alongside that for the new development to see if both work alongside one-another.

Street lighting.

Additional street lighting columns will need to be provided on the highway alongside the development – and possibly south of the access point. A plan should be provided to the LPA and CHA to consider. The LPA should also show this plan to Network Rail for their comments given proximity of the railway crossing to the site.

SSE Contracting would be able to provide a street lighting scheme design. Please note that a charge is likely to be made for this.

Traffic Regulation Order (waiting restrictions etc.) contribution.

To deter possible on-street parking from taking place if it is caused by the development after occupation, a suitable sum of money (currently circa. £8000) towards a possible Traffic Regulation Order (TRO) for waiting restrictions should be secured from the development and retained for a set period of time. This should be secured by S106 Agreement.

Network Rail.

Given the proximity of the railway and railway crossing, Network Rail should be consulted for comments about the proposal.

Conclusion.

In the absence of key infrastructure requirements and suitable replies to the Stage 1 Road Safety Audit, a highway objection is raised. The issues arising can be found in detail in the text above and summarised below. Should the applicant wish to provide further information to try to address these points, this should be made available to the LPA for them to re-consult the CHA:

1. Road Safety Audit – revised responses required.
2. New footway – to be shown on a plan provided at appropriate width and to connect westwards to existing footway (currently outside Hollyacres Phase 1).
3. Visibility – Both site access and appropriate pedestrian visibility to be provided at access points.
4. Site access with Toddington Lane – To be amended as-per recommendations made above in main text and provided with swept-path diagrams showing access and egress by service vehicles (fire appliance and refuse).
5. Landscaping/planting – to be shown revised and not interfering with sight lines etc.
6. Signage – Plan to be provided.
7. Internal layout and configuration of parking (including provision for the existing/remaining properties south of the site) – To be provided as-per the recommendations made above in the main text and shown on an amended drawing.
8. Steps – To be shown removed and replaced with a suitably graded ramped alternative.
9. Road Safety Audit – Revised response from the Audit Team to be made available following them having sight of any revised scheme.
10. Parking – Location, dimensions, visitor parking and how numbers were determined to be provided.
11. Street lighting – To be shown on amended drawing.

Thank you.

Tim Townsend
Planning Services

**STRATEGIC PLANNING DIVISION:
SECTION 106 CONSULTATION RESPONSE ON EDUCATION CONTRIBUTIONS ONLY**

DATE: 21/06/2017

FROM: Eloise Short, Monitoring and Records

TO: Planning Applications Team

DISTRICT/BOROUGH COUNCIL: Arun

Application Number: LU/162/17

The Provision of Service Infrastructure Related to Development at Land North & West of Toddington Farm Cottages, Toddington Lane, Wick, Littlehampton, West Sussex, BN17 7PP

Planning Application details - Demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access. Departure from the Development Plan.

Summary of Density per Infrastructure Demands

Education			
Locality	Littlehampton		
Population Adjustment	24.6		
	Primary	Secondary	6th Form
Child Product	0.3102	0.3102	0.1675
Total Places Required	2.1714	1.5510	0.3350

Summary of Contributions

S106 type	Monies Due
Education - Primary	£34,017
Education - Secondary	£36,610
Education - 6 th Form	£8,576
Total Contribution	£79,203

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".

The calculations have been derived on the basis of an increase in (10) 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/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.**

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

The contributions generated by this proposal shall be spent on additional equipment at The Littlehampton Academy.

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

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**