

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

|                                 |                                                                                                                                                                                                                                            |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TO:</b>                      | Arun District Council<br>FAO: Anita Gardner                                                                                                                                                                                                |
| <b>FROM:</b>                    | Highways, WSCC                                                                                                                                                                                                                             |
| <b>DATE:</b>                    | 13/12/2018                                                                                                                                                                                                                                 |
| <b>LOCATION:</b>                | Land South Of, Cornfield Close, Littlehampton, BN17 6LD                                                                                                                                                                                    |
| <b>SUBJECT:</b>                 | LU/330/18/PL<br>Demolition of existing buildings & the erection of 77 residential homes with associated access, car parking, cycle parking, refuse/recycling storage, landscaping, earthworks & infrastructure.                            |
| <b>DATE OF SITE VISIT:</b>      |                                                                                                                                                                                                                                            |
| <b>RECOMMENDATION:</b>          | <input type="checkbox"/> Advice <input type="checkbox"/> Objection<br><input type="checkbox"/> Modification <input checked="" type="checkbox"/> No Objection<br><input type="checkbox"/> More Information <input type="checkbox"/> Refusal |
| <b>S106 CONTRIBUTION TOTAL:</b> | Yes-£609,621 (Breakdown provided below)                                                                                                                                                                                                    |

### Background

WSCC in its role of Local Highway Authority (LHA) has been consulted for access, capacity and accessibility aspects to these proposals. The proposals are supported by way of a Transport Statement (TS).

The application site is located immediately to the south of Cornfield Close in Littlehampton, West Sussex. Cornfield Close is a cul-de-sac which takes access from and runs parallel to Worthing Road (A259) approximately 250m west of The Body Shop roundabout. The speed limit is 40 mph in this location. It is understood that the site was used as a caravan site in the past to provide long-term as opposed to short-term holiday accommodation.

There are a number of large strategic sites within close proximity to this proposed siting of 77 dwellings. There are other committed developments in the nearby area such as an additional 80 units on the eastern side of the A259 Windroos Nurseries.

The Arun Local Plan recognises that expected development in this area will only increase the current traffic issues. Where this proposal is situated the A259 is due to be upgraded from single carriageway to dual carriageway (plan attached of the proposed improvements), the Cornfield Close junction becomes a 'left in/left out' arrangement. The overall benefit of these proposals will be to reduce current and future traffic congestion by increasing road capacity. The improvements are aimed to reduce queuing. The main works are expected to start in late spring/early summer 2019. The said works are expected to last for between 12 and 18 months.

### Access and Visibility

Vehicular access to the site will be taken from A259 via the existing priority junction with Cornfield Close. As stated above the A259 Cornfield Close junction is planned to become left-in, left-out as part of the LHA's planned highway improvements for the A259 corridor.

The existing junction is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity from the site. Even though with the proposed improvements to the A259 there will be only a requirement for visibility to be measured from the east at present sightlines from the junction are considered acceptable, with 120 metres being achievable in both directions. 120 metre splays would be in accordance with the Design Manual for Roads and Bridges (DMRB) parameters for a 30 mph road.

The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There has been one recorded accident at either the junction with the A259. However on inspection of the most recently available accident records there is no evidence to suggest that the junction is operating unsafely, or that the proposed would exacerbate an existing safety concern.

### **Capacity on the Network**

In assessing trip generation and its impact, it is standard practice to do this on an hourly and daily basis in order to establish the day to day impact resulting from a development proposal. In addition to the information submitted by the Applicant, the LHA have used the Trip Rate Information Computer System (TRICS) to assess the likely trip generation of the proposed use. This is industry standard software that is supported as an assessment tool through the now archived WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

It has been demonstrated that the proposed development would result in an approximate increase of 33 two-way vehicle movements during the AM peak hour, and 32 during the PM peak hour when compared to the site's former use. This equates to approximately one trip every two minutes during the peak hours. The application will not result in a 'material' increase in traffic movements over the existing use in line paragraph 108 of the National Planning Policy Framework (NPPF). Taking into account the improvements to the A259 we are satisfied that from a capacity perspective there will not be a severe residual impact.

### **Internal Layout and Parking**

Within the TS detail is provided to extend Cornfield Close into the site and used as the setting out point for a new site access road. It has not been stated formally if the new estate road is to be adopted under a Section 38 Agreement with WSCC, this will need to be confirmed. It is proposed that the access road is to be 5.5m in width with a 2m wide footway along the western side, this would be in line with Manual for Streets (MfS) parameters. Within the appendices swept path diagrams have been provided demonstrating how a larger vehicle can turn within the site and access the existing junction. The applicant proposes the addition of dropped kerbs to allow pedestrians to cross Cornfield Close and use the existing footway on the western side of Cornfield Close that leads to the A259. The works for these improvements would be subject to a Section 278 Agreement with the LHA's Implementation Team.

### **Accessibility and Sustainability**

In terms of accessibility the southern area of Littlehampton is accessible by pedestrians, which includes a greater retail offering, leisure pursuits and a greater variety of employment. Whilst the presence of the A259 might present a psychological barrier for access into Littlehampton, there are a number of signalised crossing points along the A259. There is currently a pedestrian crossing with central refuge is present at the A259 Cornfield Close junction, and will continue to exist following the A259 corridor improvements.

The applicant proposes to provide a pedestrian footway of 2 metres with tactile paving along the frontage of Cornfield Close. Moving out of the immediate site pedestrian footways exist along both sides of A259 and with the proposed improvements these will be 3.0 wide with a cycle/footway facility. Pedestrian crossings are also to be located along this route linking the north and the south of the route.

The closest railway station is located 1.3 miles to the south of the site and is part of the Southern network providing services to a range of urban centres such as Portsmouth, Brighton and London offering a much wider range of employment opportunity. Rail services are within both a reasonable walking and cycling distance and can be accessed directly via the existing footway network or by bus.

Similar to pedestrian journeys, a threshold of 5km is considered to be a suitable maximum cycle journey distance. As part of the A259 improvement scheme there will be a dedicated cycle infrastructure for off road cycle routes along the A259. The cycle route will allow more suitable access into Littlehampton and other nearby retail facilities.

### **Conclusion**

The LHA does not consider that the proposed would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Any approval of Planning Permission would be subject to the following conditions:

#### ***Access Road***

No part of the development shall be first occupied until the roads, footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

#### ***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.

### **INFORMATIVES**

#### ***Works within the Highway – Implementation Team***

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

#### ***Temporary directional signs to housing developments***

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing

developments that are to be located on the highway. Further details of the process and how to apply are available here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

## Section 106 Contributions

### Summary of Density per Infrastructure Demands

|                                                                                                  |         |               |          |        |
|--------------------------------------------------------------------------------------------------|---------|---------------|----------|--------|
| <b>Education</b>                                                                                 |         |               |          |        |
| Locality                                                                                         |         | Littlehampton |          |        |
| Population Adjustment                                                                            |         | 161.7         |          |        |
|                                                                                                  | Primary | Secondary     | 6th Form |        |
| Child Product                                                                                    |         | 1.9902        | 1.9902   | 1.0747 |
| Total Places Required                                                                            |         | 13.9314       | 9.9510   | 2.1494 |
| <b>Library</b>                                                                                   |         |               |          |        |
| Locality                                                                                         |         | Littlehampton |          |        |
| Contribution towards Angmering / Arundel / East Preston / Ferring / Findon Valley / Tier 7 Sites |         | £0            |          |        |
| Contribution towards Rustington / Willowhale                                                     |         | £0            |          |        |
| Contribution towards Bognor Regis / Littlehampton                                                |         | £25,887       |          |        |
| Population Adjustment                                                                            |         | 164.3         |          |        |
| Sqm per population                                                                               |         | 35            |          |        |
| Sqm Required                                                                                     |         | 0.00          |          |        |
| <b>Waste</b>                                                                                     |         |               |          |        |
| Adjusted Net. Households                                                                         |         | 77            |          |        |
| <b>Fire</b>                                                                                      |         |               |          |        |
| No. Hydrants                                                                                     |         | TBC           |          |        |
| Population Adjustment                                                                            |         | 164.3         |          |        |
| £/head of additional population                                                                  |         | £15           |          |        |
| <b>TAD- Transport</b>                                                                            |         |               |          |        |
| 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              | £249,651                 |
| Education - Secondary            | £268,677                 |
| Education - 6 <sup>th</sup> Form | £62,941                  |
| Libraries                        | £25,887                  |
| Waste                            | No contribution required |
| Fire & Rescue                    | £2,465                   |
| No. of Hydrants                  | TBC                      |
| TAD                              | No contribution required |

|                           |                 |
|---------------------------|-----------------|
| <b>Total Contribution</b> | <b>£609,621</b> |
|---------------------------|-----------------|

*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 3<sup>rd</sup> 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 77 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 31<sup>st</sup> 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 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 facilities at River Beach Primary School.

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

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

The contributions generated by this proposal shall be spent on expansion of the facilities at Littlehampton Library.

Fire and Rescue Service Contribution to be used towards new technological equipment such as fire lances and thermal imaging cameras in West Sussex Fire Rescue Services Southern Area serving Littlehampton.

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.

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 WSCC.

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**

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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 2018/2019, updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- **£17,920 per child**
- Secondary Schools- **£27,000 per child**
- Sixth Form Schools- **£29,283 per child**

## 2. Library Infrastructure

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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:

$$\text{Contributions} = \text{SQ M Demand} \times \text{Cost Multiplier}$$

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.

$$\text{Square Metre Demand} = (\text{Adjusted Population} \times \text{LFD}) / 1000$$

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is **£5,252** per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2018/2019 period.

### 3. Fire & Rescue Service Infrastructure

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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**