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Sent: 05 May 2017 14:44
To: Planning.Responses
Subject: LU-94-17

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 02/05/2017

FROM: Jamie Brown
TO: Arun District Council
FAO: Anita Gardner

SUBJECT: LU/94/17/OUT-Outline application with all matters reserved for residential re-development comprising of 10 No. dwellings & associated works (resubmission following LU/327/16/OUT).

Westholme Nursery, Toddington Lane, Littlehampton, West Sussex, BN17 7PP

RECOMMENDATION:

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Information	Modification	More
Objection	No Objection	Refusal

Background and Summary

The proposal for an Outline residential development of 10 dwellings onto Toddington Lane. Littlehampton. Toddington Lane is a 'D' class road subject to a 30 mph speed limit. Pre-application advice has been sought from the Local Highways Authority (LHA) in March 2016. These comments were based on 5 dwellings although there was some further discussion on the addition of further dwellings in May 2016. It was indicated at this time there would be no objections to the principle of 5 dwellings. The previous application at this site in December 2016 raised an objection due to the lack of a Stage 1 Road Safety Audit (RSA). This has now been submitted. The LHA have considered the additional information and are satisfied with the additional information provided, therefore No Objections will be raised to this application.

Access and Stage 1 RSA

The scheme proposes access from an existing vehicular crossover onto Toddington Lane. Whilst it is stated there will not be any changes to the access, it does appear at present to require some upgrading in the form of surface improvements for the proposed usage. These works would be undertaken with a licence agreement with the WSCC Implementation Team under a Section 278 Agreement. The access appears have the provision visibility splays of 2.4 by 43 metres indicated. The splays provided are considered acceptable for the 30 mph speed limit. Based on the information within the supporting statement it would appear the site will be serviced by a refuse vehicle.

The RSA has been undertaken and no problems with the access arrangement have been recorded within the RSA, we are therefore satisfied with this aspect of the application.

Swept Path Diagrams and Layout

Swept path diagrams were requested demonstrating how larger vehicles can safely enter the site. This has still not been provided, having measured the submitted plan there does appear to be sufficient space for larger vehicles to turn within the turning head to the east of the site, however this could require some modification and enlargement of the design. We are satisfied that this can be provided via a condition to any planning consent, ensuring the design of the access road takes into account refuse collection vehicles.

The application form does not indicate if the internal road will be offered for adoption. In principle, the layout would be acceptable subject to detailed design and the demonstration of adequate turning facilities. The access road would be acceptable to work as a 'Shared Surface' environment, this would be sufficient for the low speeds anticipated. Parking provision does meet the requirements of the WSCC Parking Demand Calculator, we are satisfied with the provisions provided.

Trip Generation and Capacity

The proposal will see a likely increase in traffic movements to and from the site and a more notable change to the peak traffic times on the network. However the LHA consider the intensification is not such that would warrant an objection on capacity aspects and the proposals would not be contrary to Paragraph 32 of the National Planning Policy Framework (NPPF).

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Toddington Lane 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.

INFORMATIVE

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with 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.

Section 106 Contributions

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 £15,558, Secondary £23,442, Further Secondary £25,424), updated as necessary by the Royal Institute of Chartered Surveyors Building Cost Information Service All-In Tender Price Index.

- 1.4 The contributions generated by this proposal shall be spent on additional facilities 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.

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.

Jamie Brown
Strategic Planning

Jamie Brown MCIHT| Planner, County Highways, Planning Services, Economy, Planning, and
Place Directorate

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