

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 08 November 2017 08:52
To: Planning Scanning
Subject: FW: WA/73/17 Land East of Wandleys Lane and West of West Walberton Lane, Fontwell.
Attachments: WA7317.docx; WA 73 17.docx

From: Stephen Gee [<mailto:Stephen.Gee@westsussex.gov.uk>]
Sent: 07 November 2017 12:01
To: Juan Baeza
Cc: Planning.Responses
Subject: WA/73/17 Land East of Wandleys Lane and West of West Walberton Lane, Fontwell.

Juan,

Please find attached comments on planning application ref WA/73/17.

Regards

Stephen

Stephen Gee|Consultant (Senior Planner) County Highways (Development Management), Planning Services, [West Sussex County Council](#) | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH | Internal 23306 | External 0330 222 3306 | E-mail: Stephen.Gee@westsussex.gov.uk

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

DATE: 25th October 2017

FROM: Eloise Short, Monitoring and Records Team

TO: Stephen Gee, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: WA/73/17

The Provision of Service Infrastructure Related to: Land East of Wandleys Lane, and West of West Walberton Lane, Fontwell

Planning Application details – Outline Planning Application with some matters reserved for up to 157 No. residential dwellings including 30% affordable. 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 2017/2018 are – Primary £15,666, Secondary £23,604, Further Secondary £25,600), updated as necessary by the Royal Institute of Chartered Surveyors Building Cost Information Service All-In Tender Price Index.

- 1.3 The contributions generated by this proposal shall be spent on expansion at Walberton and Binsted CofE Primary School.

The contributions generated by this proposal shall be spent on expansion at Ormiston Six Villages Academy.

The contributions generated by this proposal shall be spent on a restructure of the sixth form to cater for the additional student population at St Philip Howard Catholic High School Sixth Form.

2. Library Infrastructure Contribution

- 2.1 The County Librarian advises that the proposed development would be within the area served by a new Tier 7 facility for Six Villages 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 or facilities. 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:-

$L/1000 \times AP = \text{Libraries Infrastructure Contribution}$ 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

$L/1000$ = Extra library space in sqm. per 1,000 population x the library cost multiplier (which currently for the financial year 2017/2018 are 30sq.m and £4,591 per sqm respectively).

- 2.3 The contributions generated by this proposal shall be spent on a new Tier 7 facility for Six Villages or a project to enhance library space with improved digital access at Littlehampton Library should the community facility either not progress or progress without space for Library facilities.

3. Fire & Rescue Service Infrastructure

3.1 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.

3.2 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).

- 3.3 Fire and Rescue Service Contribution to be used towards the re-development or re-location of fire stations and associated vehicles and equipment in West Sussex Fire Rescue Services Southern Area serving Walberton.

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.

cc: Karen Wallace, WSCC Library Services (via email),
Tracey Dunn, WSCC Children and Young People's Services (via email),
David Boarer, WSCC Fire Services (via email),

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 7th November 2017

FROM: Stephen Gee TO: Arun District Council
FAO: Juan Baeza

SUBJECT: WA/73/17/OUT - Outline Planning Application with some matters reserved for up to 157 No. residential dwellings including 30% affordable. This application is a Departure from the Development Plan.

Land East of Wandleys Lane, and West of West Walberton Lane, Fontwell

DATE OF SITE VISIT: 21st July 2017

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £ TBC

The application is for the development of up to 157 residential dwellings at land East of Wandleys Lane. Pre application discussions took place with the applicant and their Highway Consultants in May and June 2017.

Location

The site is located on Wandleys Lane, south of Fontwell. To the west of the site is the WA/22/15/OUT Dandara site which has planning permission for 400 homes and employment space.

Access

A vehicular access will be provided onto Wandleys lane with a 6m wide access road and 6m kerb radii. Visibility splays of 48m x 2.4m to the left and 45m x 2.4 to the right are provided in accordance with surveyed speeds and Manual for streets.

A walking and cycling access will be provided to the east of this and will link into the provision proposed by WA/22/15/OUT.

Background Conditions

Section 5.2.4 details that adjustment to baseline vehicular flows have been made but no further narrative on the adjustments has been made. Junction counts are available from a number of recent applications that could reduce the effect/confirm the acceptability of any manual adjustment.

A possible error has been highlighted within the surveyed traffic flows as replicated below with a substantial jump in vehicles between 07-15 and 07-30 this should be investigated and supporting comments provided.

A27 FROM WEST LEFT TURN TO A27 NORTHWEST					
	CAR	LGV	HGV & BUS	MCY	TOT
0700-0715	211	99	30	1	341
0715-0730	823	10	29		862
0730-0745	242	72	16	4	334
0745-0800	213	63	39	2	317
0800-0815	219	71	37	1	328

Trip generation / Distribution / Assignment

Trip generation has been developed utilising TRICS, through the pre application process a sensitivity test was undertaken and as such those included within the Transport Assessment are accepted.

The development is anticipated to generate 74 two way AM peak trips and 76 two way AM peak trips. Trips have been distributed according to Census Journey to Work data and assigned according to network information contained within GIS software.

It should be noted a number of figures appear to be incorrectly labelled 7.13-7.18 referred to within the text as 8.XX.

Modelling

The following junctions are shown to operate within capacity and no further concern is raised.

- Site Access;
- Wandleys Lane / West Walberton Lane;
- Arundel Road / West Walberton Lane.

Concerns are raised about the modelling of the following junctions and further information is requested:

A29/Wandleys Lane

The modelling shows that the junction would work well within capacity. The results are questioned as within the Arun local plan modelling the junction is highlighted as being over capacity all be it at a 2031 base year. A review of the local plan modelling and commentary should be provided. It should be noted that at A29 / Wandleys Lane no mitigation is proposed because it is not considered appropriate to undertake junction improvements which could result in facilitating additional through traffic on Wandleys Lane, which is a minor road. Should revised modelling show a severe impact alternative mitigation away from the junction to reduce the impact should be explored.

A27 Arundel Road/ Arundel Road / A29 Fontwell Avenue

The junction is responsibility of Highways England and as such we will provide further comment with regard to the modelling and mitigation proposed once these have been agreed. From an initial review concerns are raised about:

- Internal link lengths are all set at 60PCUs
- A PM peak hour of 17:30 to 18:30 is stated which does not correlate to that stated in the TA (5.2.5) of 16:30-17:30.
- Different inputs utilised to application WA/44/17/OUT at Tye Lane which were agreed with Highways England this as resulted in significantly different outputs and impact of the mitigation scheme proposed that appears to just replicate that of the Tye Lane application.

Once the modelling parameters have been agreed, comments can be provided on the suitability of the mitigation measures proposed and their impacts on the local highway network.

A27 Arundel Road / A29

The results of the junction modelling does not corresponded with modelling outputs contained within the Arun Local plan transport study and within other local applications, it is noted that Highways England have made a number of comments on the junction modelling and these should be addressed.

Junction Mitigation

A27/A29

Improvements to the A27/A29 junction should be discussed following the provision of revised modelling. It is noted that applicant is agreeable to a monitory contribution made towards amending the strategic improvements already being promoted at this junction to be delivered by the permitted development of WA/22/15/OUT.

Wandleys Lane upgrade

It is proposed to upgrade Wandleys Lane to the north east of the site to include a 6.0m wide carriageway, a 1.8m wide footway. The potential for lighting the section of Wandleys Lane has also been explored. The principal of improvements to this section have been discussed as part of the pre application process.

A safety Audit has been carried out on the improvements but no contrary to reports within the TA, no designer's response has been provided in Appendix E, this is not in conformity with WSCC Safety Audit Policy and as such an objection is raised.

Wandleys Lane

Wandleys Lane is described within the TA as "a single carriageway subject to a 30mph speed limit, it is generally rural in nature with intermittent residential frontage to the west of the site access and more regular residential frontage to the east of this."

It should also be noted that Wandleys Lane also has a 7.5t weight limit.

Daily Flows

Two sets of weekly counts are available from current applications on Wandleys Lane

	Northbound	Southbound
November 2016	290	158
May 2017	310	200

Whilst the anticipated daily flows are low, a significant proportion of trips is currently made in the peak periods and would be expected to do so as a part of the development proposals.

The predicted peak hour flows are along Wandleys lane are shown below

AM peak

	Standard Distribution		Sensitivity Test ¹ with A27 westbound traffic using Wandleys Lane/A29.	
	Northbound	Southbound	Northbound	Southbound
South of site access	60	44	60	67
North of site access	89	26	66	26

PM peak

	Standard Distribution	
	Northbound	Southbound
South of site	64	23

¹ Requested to understand the impact of route choice should Arundel Road experience significant queueing making the A29 approach to the A27/A29 junction more attractive to residents heading towards Chichester in the AM peak.

access		
North of site access	54	50

Commentary should be provided on the suitability of the southern section of Wandleys Lane to accommodate the predicted flows and impact upon pedestrians, cyclists and equestrians.

The benefit of Wandleys Lane as a local equestrian route is developed within the Walberton neighbourhood plan. It would be beneficial to establish the sustainable transport demand of Wandleys Lane with counts.

Public Transport

The developer recognises that the existing bus service has a low frequency and as such proposes to enhance bus provision to/from the site. The TA states this could either be provided via a contribution to local bus operators or via the provision of a bespoke shuttle to Barnham station or an agreement with the developer of the land West of Wandleys Lane. Further information should be provided to WSCC.

Contributions

In line with other local developments including WA/22/15/OUT contributions towards improving the A29 are to be requested from the application.

Sustainable Transport

A pedestrian link along Wandleys Lane is to be provided to the north of the site and a linkage made to provision included within the WA/22/15/OUT application. The provision would make services included within Fontwell village (including restaurants, public house, petrol station and shop). A plan of local amenities has been included within 4.7.1 but no information is contained that address the potential for sustainable transport opportunities to a number of key amenities including existing employments and educational facilities.

West Walberton Lane is included within the 5 village's cycle routes and a requirement for improving the link was included within the WA/22/15/OUT application.

Parking

A total of 391 parking spaces are to be provided across the site. The level is broad conformity with the ADC standards of 370 spaces and WSCC parking demand calculator of 421 spaces.

The transport assessment states a total of 292 cycle parking spaces are proposed on site and the planning statement 314 (clarification should be provided), no information has been provided on where the spaces are to be provided within the residential units but this can be conditioned/ addressed at reserved matters.

The planning statement also states a car parking plan is provided within the Transport Assessment but this is not the case.

Vehicle tracking

Vehicle tracking has been provided which appears to show a HGV can serve the site. A colour plan should be provided to confirm this.

Framework Travel Plan

A framework travel plan has been provided within the TA and comments will be provided separately.

Conclusion

An objection to the proposal is raised:

Adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of access and would not therefore give rise to increased hazards to highway users.

Additional information required

- Commentary on baseline flows and effect of accident on A29;
- Commentary on Wandleys lane / A29 modelling;
- Revised modelling for A27/A29 Fontwell east and west junctions;
- Designers response for Wandleys Lane improvement;
- Commentary on suitability of Wandleys Lane south of the site to accommodate flows;
- Information concerning proposed public transport provision to the site;
- Information of sustainable transport potentials to school and employment opportunities.
- Colour/improved quality vehicle tracking.

Stephen Gee
Planning Services