

From: Jamie Brown
Sent: 10 February 2017 13:40
To: Planning.Responses
Cc: Joan Phillips
Subject: Y-1-17

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 08/02/2017

FROM: Jamie Brown **TO: Arun District Council**
FAO: David Innes

SUBJECT: Y/1/17/OUT-Outline Application with some matters reserved for the erection of 56No. dwellings with associated open space and creation of new access.

Bonhams Field, Main Road, Yapton, West Sussex, BN18 0DX

DATE OF SITE VISIT: 01/02/2017

RECOMMENDATION:

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Advice
Information
Objection

Modification

More

No Objection

Refusal

S106 contribution total (see below for breakdown): See Explanation Below

Background

The proposal seeks Outline Planning permission for access only for 56 residential dwellings. The proposal will result in a new vehicle access and pedestrian link onto Main Road. Main Road is a single carriageway "B" class local distributor road designated as the B2233. The road is subject to a 30mph speed limit, this then changes to 40mph approximately 140 metres to the north of the proposed site access. The pedestrian link will connect to an existing footway which links to local amenities including bus stops.

The applicant engaged in pre-application discussions with the Local Highway Authority (LHA) in September 2016. At this time a basic scope was advised on what would be expected at the planning application stage. The advice did not include a site meeting or any specific recommendations.

The Yapton Submission Neighbourhood Plan has been submitted to and accepted by ADC. This sets out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure. The need for small-scale housing development has been identified with the provision of 100 houses within the next 15 years.

The application is supported by a Transport Statement (TS); this includes TRICS data and a Stage 1 Road Safety Audit (RSA) with Designer's Response. The LHA undertook a site inspection on Wednesday 1st February 2017. Upon inspection of the information and statements submitted, the LHA would not raise an objection to the proposals from the highway point of view. Detailed comments are provided in the report below.

Access

Access to the proposed is via a new 6 metre bellmouth. The applicant should include an area dropped kerbing and tactile paving to the link the existing footway over the new bellmouth; this should can be added at the Stage 2 Technical stage of the application. To the south east of the site a pedestrian link to Newpound Lane is to be provided.

The RSA has identified 2 problems with the proposed access arrangements. The RSA viewed has got 'draft' stamped on it. The applicant will need to release a non-draft version so that we can keep it for our records. In summary the issues have been satisfactorily addressed within the Designer's Response and both elements can be sorted at the Stage 2 Technical stage.

Problem 2.1- The Audit Team found that there were some pieces of information missing from the location drawing. The Designer has responded and accepts with the Auditors recommendations further detail will be provided at the Stage 2 phase of the application.

Problem 2.2- Relates to the provision of tactile paving at the access as touched on in the introduction of this section, the Auditor suggests that this can be agreed at the Stage 2 Stage also. The Designer has also agreed to these provisions these amendments will be provided.

Given the close proximity to the change in speed limit a speed survey has been undertaken, to ascertain the 85th percentile road speeds. Adjusted for wet weather the speeds are:

- 35.6 mph-northbound
- 34.5 mph-southbound

The visibility splays have not been based upon 85th percentile recorded by ATC surveys. The splays have been based on the posted limit of 43 metres for a 30 mph road, for the recorded 85th percentile speed of 35.1 mph splays of 54 metres would be required to the north and 53 metres to the south. With the trimming of vegetation, the stated visibility splays are achievable in both directions. We would seek that a condition is attached to any granting of consent covering the inclusion of these splays. With the addition of the splays stated this junction is considered to be adequate to accommodate the vehicular movements arising from this proposal.

The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There have been no recorded injury accidents in the vicinity of the site access onto Main Road. There is no evidence to suggest that the road is operating unsafely, or that the proposed would exacerbate an existing safety concern.

In conclusion the principle of the access is acceptable following assessment of the RSA. The works for the access would be subject to a Section 278 Agreement with WSCC's Implementation Team.

Layout

Whilst it is acknowledged that permission for the sites layout is not sought, there are no initial concerns with the indicative layout, designed in accordance with Manual for Streets (MfS) parameters. The access road should take the form of a 4.8 metre wide arrangement with the internal footways designed with 2.0 metre widths. This is considered suitable as this will be a low speed, low traffic environment. Refuse

collection will take place from within the site. Swept path diagrams have been provided showing larger vehicles turning paths within the site. The applicant should liaise with ADC's Waste Collection Team to discuss the suitability of this arrangement from their perspective.

It has not been stated if the access road will be constructed to adoptable standards; this would be achieved under a Section 38 Agreement. This however can be confirmed at a later stage.

87 parking spaces are to be provided. Parking provision is stated as meeting the requirements of the WSCC Parking Demand Calculator (PDC); the parking allocation is in accordance with the demand from the PDC. From checking and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands.

Trip Generation and Capacity

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 WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal through the TRICS database. The recognised peak is 08.00-09.00 and 17.00-18.00. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings. It suggests that there will be 38 two way movements in the morning and 31 during the evening peak hours.

In the absence of an adopted Local Plan, it is therefore necessary to consider the impact of the development in accordance with NPPF parameters. The NPPF does not require a full transport assessment to be provided where the development proposal is not considered to generate a 'significant' level of traffic. This threshold is accepted to be in accordance with the Department for Transport 'Guidance on Transport Assessment, appendix b which is set at 80 dwellings. In addition, the development will not increase entry flows into junctions by 30 or more movements during the course of any hour. Whilst it is acknowledged that the proposed development would give rise to intensification in use of Main Road, the proposal accords with the NPPF in that it cannot be demonstrated the proposed development would have a severe impact on the operation of the local road network.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Main Road. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Main Road in light of the carriageway width and presence of other vulnerable road users. Given the construction of Main Road, the applicant would be required to enter into a Section 59 agreement under the 1980 Highways Act. Such an agreement would enable the LHA to recover from the developer the cost of repairing any damage that occurs to the highway as a consequence of the development. The developer should seek early engagement with the WSCC Asset Management team to prepare the s59 agreement should permission be granted.

Sustainability and Accessibility

The TS considers the accessibility of the site by walking, cycling, and passenger transport. Improvements are proposed to pedestrian infrastructure, namely to provide a length of internal footway connecting to the southern side of Main Road. This would then provide a workable route for pedestrians towards the village centre and the nearest bus stops. Details have been provided of this improvement with a footway shown. The footway should be 2.0 metres. A footway of these dimensions would appear achievable within the limits of the site.

There are a couple of issues that would need consideration to the footway; however these can be addressed at a Reserved Matters stage as these are within the site boundary:

- Pedestrians would be required to walk through an area of woodland that is unlit. Lighting on the link should either be confirmed or explored.
- The footpath should not have an unmade surface which would not be practice for elderly or less mobile users or people with wheel chairs. Conformation of a bound and pliable surface is sought.

It is considered that the footway link is in accordance with Paragraph 3.2.7 of LTN 1/04 where attractive walking and cycling opportunities should be attractive to users in order to make them a viable and appropriate facility.

In terms of sustainability there are several bus services operating in the nearby vicinity of this site. Two busses operate solely on school days, Compas bus 228 from Ormiston Six Villages Academy to Tangmere and the 665 Stagecoach from Littlehampton to Chichester High School.

For all other bus travel there is the 66 compass travel bus. The timetable indicates that there are 8 services per day, this service links Bognor Regis, Barnham, Yapton and Walberton. Bus stops are located to the east of the site, one in North End Road and the second further along the B2233 which is served with a shelter. There are also bus services from Yapton village hall further to the east.

The Nearest Rail service is located 1.2miles North West of Bonhams Field in Barnham, this is reachable via bus which is a 16 minute journey and on foot approximately 24minutes. Barnham station operates with regular services to Bognor, Brighton, Portsmouth and London Victoria, which offers an alternative to the use of a car for commuting. Road speeds are considered conducive to cycle this route to Barnham, however the road is of a more rural nature and not serviced with street lighting columns therefore more experienced cyclists would be able to cycle to the train station or for shorter commuting.

The proposed internal site footpath to the east of the development creates a useful link into the site for cyclists or pedestrians. Pedestrian footways are linked and supported with dropped kerb crossing areas which consider the needs of people with disabilities by all modes of transport. Yapton is considered a sustainable area, with local shops and amenities within walking distance of the site. There is a nearby school- Yapton Primary which is located to the rear of the site in North End Road. This is linked via street lit pedestrian footpaths.

Within Yapton there is a shop/post office, hairdresser and takeaway, as well as community and recreation areas within walking distance, making this a desirable and sustainable location.

In line with Paragraph 32 of the National Planning Policy Framework (NPPF) Safe and suitable access to the site can be achieved for all people, there is an existing footpath leading to Barnham and Yapton fronting the site; although this is not street lit through its entirety to the east and the walk is also through a more rural area that may be undesirable for some to walk. To the West the footway is lit. Tactile paving is present at the mini roundabout leading to North End Road- encouraging pedestrians to cross at a safe location.

The National Planning Policy Framework (NPPF) states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In this respect, the site is located within a reasonable walking distance of the village store and passenger transport infrastructure. Paragraph 29 of the NPPF also states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Whilst paragraph 29 goes on to say that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas, residents of the proposed development would inevitably still be reliant upon the use of the private car for the significant majority of daily trips, however it is recognised that this is a small scale development intended to be provide for local housing needs.

The previous 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists within Yapton There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

Conclusion

The LHA does not consider that the proposed would have 'severe' residual 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.

In the event that planning consent is granted, the following conditions are recommended,

Access

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

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),
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 54 to the north and 2.4 by 53 metres to the south have been provided at the proposed site vehicular access onto Main Road 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.

INFORMATIVES

S278 Works

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 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

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.

- 1.3 The contributions generated by this proposal shall be spent on expansion at Yapton Primary School.

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

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

2. **Library Infrastructure Contribution**

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

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

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 2016/2017 are 30sq.m and £4,560 per sqm respectively).

- 2.3 The contributions generated by this proposal shall be spent on a proposed tier 7 facility within a community space at Six Villages Library.

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:-

$Y \times (Z / M) = \text{Fire and Rescue Infrastructure Contribution where:}$

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.

Jamie Brown
Strategic Planning

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