

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 7th April 2014

**FROM: Alison Meeus TO: Arun District Council
FAO: Simon Davis**

SUBJECT: Y/22/14 - Outline Application with some matters reserved for a proposed residential development of site with 1 x 4 bedroom house, 13 x 3 bedroom houses 3 x 2 bedroom houses & 1 x 2 bedroom flat over garages, incorporating parking & access to main road, via a redefined alignment of Kings Close & Highway improvement works at existing crossover.

Land At, Kings Close, Yapton, West Sussex

DATE OF SITE VISIT: 7th April 2014

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £

The above outline planning application regarding the site access and layout for the development of 18 dwellings at Kings Close in Yapton, has been reviewed by WSCC as the Local Highway Authority (LHA). WSCC raise no objections in principle, however clarification over the layout of the development proposals, and the submission of a full Stage One Road Safety Audit is requested.

Access

The existing access to Kings Close will be re-defined and aligned to provide a clearer point of access into the close. Improvement works include the re-alignment of the existing kerb-line on Main Road, incorporating new 6000mm kerb radii, and tactile paving.

Drawing 1320-01 provides evidence that visibility splays at the existing access are above the 43m recommended in Manual for Streets (MfS) for roads with vehicle speeds of 30mph. During a visit to the site it was noticed the visibility splay to the west of the access, encroaches into the existing parking lay-by. This is in regular use as it serves the local Co-op Store and other local shops along Main Road. MfS guidance suggests that the impact of obstacles to visibility in built up areas is common, yet it does not appear to create significant problems in practice. WSCC raise no objection to the proposed point of access.

Layout

▪ Shared Surface

The proposed layout indicates a shared surface layout will be built. However the drawings and plans provided do not show the extent of highway adoptions and where the shared surface begins. It is not clear what materials or features will be used to mark this change from public highway to private. The eastern side of the proposed 'shared use access road' proposes a kerb edging of 10mm, which needs to be increased to 40mm if it is to be classed as a shared surface. The proposed service strip also appears too narrow, the LHA recommend 2m, or 1m either side. It is not clear where this is intended.

- Pedestrian Priority Zone

If the road is to adopt a shared surface layout the inclusion of a pedestrian priority zone is confusing. Is this a formal footway? A footway would require kerb up stands of 125mm as a minimum, but the inclusion of a footway would not follow a shared surface layout. If it is a footway the LHA have concerns. It is too narrow outside Plot 15 and on the corner of the Co-op site and it does not link well into Plot 1, where no footway is provided.

Please confirm if the layout will be shared use and if it is what these pedestrian priority zones are? Are they service margins? And if so can these be indicated on the drawings.

- Parking

The proposal to provide 35 car parking spaces, including 7 visitor spaces, has been reviewed using the WSCC car parking demand calculator. The calculator indicates that based on the parking provision below the recommended number of spaces is 28, plus 10 visitor parking spaces. Spaces are 2.4m x 4.8m and meet recommended standards for width and length. Therefore WSCC are satisfied that the proposed parking provision meets maximum standards.

- Turning

Turning spaces have been created within the development to allow access for refuse collection.

- Stage One Road Safety Audit

A Stage One Road Safety Audit needs to be carried out as the Local Highway Authority consider this to be an intensification of use of an existing access. The audit should include swept path analysis of the turning heads to ensure these are capable of accommodating a large refuse vehicle.

Alison Meeus Strategic Planning

Conditions

Access (details approved, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Prevention of Surface Water Draining onto Public Highway

No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 73 metres to the west and 2.4 metres by 63.5 metres to the right have been provided at the proposed site vehicular access onto Main Road in accordance with the approved planning drawing 13020-03. 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.

Car parking space (details approved)

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

Garages

The garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development

Construction

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.

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.

Private Roads

The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and casual parking are properly constructed, surfaced and drained, and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

LOCAL DEVELOPMENT DIVISION: SECTION 106 CONSULTATION RESPONSE

DATE: 15TH April 2014

FROM: Adam Charlton, Monitoring and Records

TO: Ali Meeus, Planning Applications Team

DISTRICT/BOROUGH COUNCIL: Arun

Application Number: Y/22/14

The Provision of Service Infrastructure Related to Development at Land At, Kings Close, Yapton, West Sussex

Planning Application details - Outline Application with some matters reserved for a proposed residential development of site with 1 x 4 bedroom house, 13 x 3 bedroom houses 3 x 2 bedroom houses & 1 x 2 bedroom flat over garages, incorporating parking & access to main road, via a redefined alignment of Kings Close & Highway improvement works at existing crossover.

Education				
Locality		Barnham/Westergate		
Population Adjustment		38.0		
		Primary	Secondary	6th Form
Child Product		0.5203	0.5203	0.2810
Total Places Required		0.0000	0.0000	0.0000
Library				
Locality		Littlehampton		
Contribution towards Angmering / Arundel / East Preston / Ferring / Findon Valley		£0		
Contribution towards Rustington / Willowhale		£0		
Contribution towards Bognor Regis / Littlehampton		£4,480		
Population Adjustment		38.0		
Sqm per population		35		
Sqm Required		0.00		
Waste				
Adjusted Net. Households		18		
Fire				
No. Hydrants		1		
Population Adjustment		38.0		
£/head of additional population		£13		
TAD- Transport				
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	No contribution required
Secondary	No contribution required
Education - 6th Form	No contribution required
Libraries	£4,480
Waste	No contribution required
Fire & Rescue	£494
No. of Hydrants	1
TAD	No contribution required

Total Contribution	£4,974
---------------------------	---------------

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 obligation and at direct cost to the developer. (Section 106 of the Town and Country Planning Act). Hydrants should be attached to a mains capable of delivering sufficient flow and pressure for fire fighting as required in the National Guidance Document on the Provision of Water for Fire Fighting 3rd Edition (Appendix 5)

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

The basis for this advice is contained in the County Council's adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1".

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 18 Net dwellings.

Further to the monetary contributions The County Fire Officer advises that the proposed development may need to include the provision of 1 fire hydrant connected to adequate supplies of water for fire fighting (Contact: David Boarer – Fire Services 01243 813667). It should also include suitable access for fire brigade vehicles and equipment.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Deed of Planning Obligations

- a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.
- b) The deed would provide for payment of the financial contribution upon commencement of the development.
- c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2014.
- d) 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.
- e) 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.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

Where the developer intends to keep some of the estate roads private we will require provisions in any s106 agreement to ensure that they are properly built, never offered for adoption and that a certificate from a suitably qualified professional is provided confirming their construction standard.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106

agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Please see below for a Breakdown of the Contribution Calculators for clarification of West Sussex County Council's methodology in calculating Contributions. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Breakdown of Contribution Calculation Formulas:

1. School Infrastructure Contributions

The financial contributions for school infrastructure are broken up into three categories (primary, secondary, sixth form). Depending on the existing local infrastructure only some or none of these categories of education will be required. Where the contributions are required the calculations are based on the additional amount of children and thus school places that the development would generate (shown as **TPR- Total Places Required**). The TPR is then multiplied by the Department for Children, Schools and Families school building costs per pupil place (**cost multiplier**).

School Contributions = TPR x cost multiplier

a) TPR- Total Places Required:

TPR is determined by the number of year groups in each school category multiplied by the child product.

TPR = (No of year groups) x (child product)

Year groups are as below:

- Primary school- **7** year groups (aged 4 to 11)
- Secondary School- **5** year groups (aged 11 to 16)
- Sixth Form School Places- **2** year groups (aged 16 to 18)

Child Product is the **adjusted education population** multiplied by average amount of children, taken to be 14 children per year of age per 1000 persons (average figure taken from 2001 Census).

Child Product = Adjusted Population x 14 / 1000

Note: The adjusted education population for the child product excludes population generated from 1 bed units, Sheltered and 55+ Age Restricted Housing and Social Rented Housing as a nil child product is assumed for these dwellings.

b) Cost multiplier- Education Services

The cost multiplier is a figure released by the Department for Education. It is a school building costs per pupil place as at 2013/2014, updated by Royal Institute of Chartered Surveyors Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- **£13,416 per child**
- Secondary Schools- **£20,215 per child**
- Sixth Form Schools- **£21,924 per child**

2. Library Infrastructure

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:

Contributions = SQ M Demand x 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.

Square Metre Demand = (Adjusted Population x LFD) / 1000

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is **£3,930** per square metre. This figure was updated by WSCC's Quantity surveyor for the 2013/2014 period.

3. Fire & Rescue Service Infrastructure

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): £13 per person

Northern Division (Horsham, Crawley, Mid Sussex): £50 per person in Horsham, £92 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

4. TAD- Total Access Demand

The methodology is based on total access to and from a development. An **Infrastructure Contribution** is required in respect of each occupant or employee provided with a parking space, as they would be more likely to use the road infrastructure. The **Sustainable Transport Contribution** is required in respect of each occupant or employee not provided with a parking space which would be likely to rely on sustainable transport.

TAD = Infrastructure contribution + Sustainable Transport contribution

a) Infrastructure Contribution

Contributions for Infrastructure are determined by the net increase in car parking spaces, multiplied by WSCC's estimated cost of providing transport infrastructure per vehicle- Infrastructure cost multiplier. The Infrastructure cost multiplier as at 2012/2013 is £1,000 per parking space.

Infrastructure contributions = Car parking spaces x Cost multiplier.

b) Sustainable Transport Contribution

This is derived from the net car parking increase subtracted from the projected increase in occupancy of the development. The sustainable transport contribution increases where the population is greater than the parking provided. The sustainable transport figure is then multiplied by County Council's estimated costs of providing sustainable transport infrastructure cost multiplier (£500).

Sustainable transport contr. = (net car parking – occupancy) x 500

Note: occupancy is determined by projected rates per dwelling and projected people per commercial floorspace as determined by WSCC.

cc: **David Boarer, WSCC Fire Services (via email)**
Deborah Lewis, WSCC Library Services (via email)