

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 24 July 2017 08:41
To: Planning Scanning
Subject: FW: Y-40-17
Attachments: image001.emz; image002.emz; image003.emz; image006.emz; image008.emz; image010.emz

From: Jamie Brown [REDACTED]
Sent: 21 July 2017 15:21
To: Planning.Responses
Subject: Y-40-17

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 17/07/2017

FROM: Jamie Brown
TO: Arun District Council
FAO: Simon Davis

SUBJECT: Y/40/17/OUT-Outline application with some matters reserved (access only) - erection of 34No. dwellings with access from Hoe Lane, Flansham. This application affects the setting of a Listed Building. This application is a Departure from the Development Plan.

Bonhams, Hoe Lane, Bognor Regis, West Sussex, PO22 8NP

RECOMMENDATION:

☐☐☐☐ ☒ ☐

Advice

Modification

More

Information

Objection

No Objection

Refusal

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

At present the site is occupied by two dwellings known as 'Bonhams' and 'Flints' and an area of currently undeveloped land. The proposal seeks Outline Planning permission for access only for 34 residential dwellings. The proposal will utilise a revised vehicle access onto Hoe Lane and a pedestrian link onto Newpound Lane. Hoe Lane is a single carriageway "D" class local distributor road. The road is subject to a 30mph speed limit, this then links to the A259 Flansham Lane via the recently installed roundabout. At this point the A259 is subject to a 30 mph speed limit.

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. Upon inspection of the information and statements submitted, the LHA (Local Highways Authority) would not raise

an objection to the proposals from the highway point of view. Detailed comments are provided in the report below.

Access and Visibility

Access to the proposed is via an existing upgraded bellmouth which is located to the south of Hoe Lane. The applicant proposes a pedestrian and cycle link to the east of the site, with tactile paving provided to link to the existing footway.

The RSA has identified 2 problems with the proposed access and footway link. In summary the issue has been addressed within the Designer's Response.

Problem 3.1- The Audit Team found that there is a risk of surface water accumulating of flowing into private or highway land. It is recommended that at the Detailed Design Stage investigation should be undertaken for additional gullies and lateral channels. The Designer has responded and agrees with the Auditors recommendations and confirms that this can be discussed further at the detailed design stage of the application.

Problem-3.4-The Auditor notes that there is a risk of cyclists running into the footway and into the site. It is advised that the proposed footway extension works may need to be reviewed to include appropriate relocation of the existing corduroy tactile paving to make pedestrians aware of the shared surface conditions and also to incorporate suitable signing and narrow marking guides. The Designer has responded and agrees with the Auditors recommendations and confirms that this can be discussed further at the detailed design stage of the application.

Conclusion following RSA-The principle of this arrangement is accepted subject to the successful conclusion of the Stage 2 Detailed Design Stage. The sites spine road would include a 1.5 metre wide footway on the western side footway and has a mix of shared surface and footway arrangements; this is in line with MfS parameters. This is considered acceptable for the anticipated number of vehicle movements.

The visibility splays have been based upon 85th percentile recorded by ATC surveys. Speeds of 23.5 mph and 22.8 mph have been recorded onto Hoe Lane. However with the trimming of vegetation, the applicant has demonstrated that visibility splays of 2.4 by 43 metres are achievable in both directions. These sightlines are in accordance the requirements set out within Manual for Streets (MfS) and exceed the splays required for the recorded speed limit from the ATC surveys. Taking account of local context and traffic flows, the LHA consider that MfS guidance is appropriate in this instance. As such, 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 Hoe Lane. 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. The works for the access would be subject to a Section 278 Agreement with WSCC's Implementation Team.

Layout and Parking

Whilst it is acknowledged that permission for the sites layout is not sought, there are no initial concerns with the indicative layout. The access road will take the form of a 6.0 metre wide shared surface arrangement with 8 metre kerb radii. This is considered suitable as this will be a low speed, low traffic environment. MfS2 identifies that shared space is appropriate where vehicles flows are less than 100 per hour, the proposal would meet this criteria. 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 been stated that the access road not be constructed to adoptable standards achieved under a Section 38 Agreement.

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.

Cycle Parking has been provided in accordance with the WSCC Residential Cycle Parking standards at a ratio of 1 space per 1-2 bed per house. Cycle parking can be agreed at the Reserved Matters Stage of the proposals.

Trip Generation and Capacity

The TS provided in support of this application does estimate potential vehicular trip generation

arising from this proposal. The proposal will result in a 161 trips throughout the day. The TS suggests that there will be 18 and 16 two way movements in the morning and evening peak hours. The LHA acknowledges that the TRICS outputs are based upon sites considered to be comparable in terms of planning use class and location to that proposed, in accordance with TRICS Best Practice Guidance. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings. This proposal would not trigger the 30 vehicle movement threshold to warrant formal junction assessments.

It is recognised that this proposal would give rise to a more intensive use of Hoe Lane and the surrounding network including the A259 and B2259. However, this proposal is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

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 Hoe Lane. 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 Hoe Lane in light of the carriageway width and presence of other vulnerable road users. Given the construction of Hoe Lane, 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 Local Area Highway Manager 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 footway along the east side of Hoe Lane, with a crossing point via tactile paving to the adjacent footway. This would then provide a workable route for pedestrians and cyclists towards the village centre and the nearest bus stops. Details have been provided of this improvement with a 2.0 metre footway shown. A footway of these dimensions would appear achievable within the limits of the highway. Some form of positive drainage may also be required, given that the carriageway presently appears to drain to the verge, however this can be accommodated as part of the detailed design stage of the application. The RSA considers the footway improvement. Those matters that are raised regarding this can have been resolved as part of the Designers Response.

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

- Leading into the site, pedestrians would be required to walk through an area of land that is unlit. Lighting on the link should either be confirmed or explored.
- The footpath should be a bound surface which would be more attractive 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.

Outside of the site the LHA accept that traffic conditions within the immediate area are conducive for walking and cycling. The new footway link will make egress and access from the site more accessible. Outside of the site there are tactile paving links which lead to the existing footway network. There is however a very limited range of services and facilities within the immediate vicinity itself that could be reached. Notably, the only facility that could be used to meet some day to day needs is the village store/post office on the A259. This would not though meet all needs and travel to a larger retail store would be necessary. There are otherwise no notable employment, retail or health provisions within the village or the surrounds that could reasonably be reached on foot.

There is no dedicated cycle infrastructure or off road cycle routes located on the A259 in this area. The traffic conditions may facilitate cycle movements for the more experienced cyclist; however the relief road part of the A259 is lit and wide to allow cycling to take place. The B2259 is more attractive as the capacity of this road has lessened since the opening of the Bognor Regis relief road. Journeys to wider services and employment centres of Bognor Regis and Littlehampton would be mainly along the A259 and are only conducive to safe cycling for experienced riders due to higher speed limits and road layout.

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 the immediate vicinity of the site and along the nearby A259 and B2259. 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 43 metres to the south have been provided at the proposed site vehicular access onto Hoe 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.

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

No part of the development shall be occupied until provision of the footway alongside Hoe Lane has been constructed in accordance with plan 2017/3615/001.

Reason: In the interests of road safety and local amenity.

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 additional facilities at Yapton CofE 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 St Philip Howard Catholic High School's Sixth Form.

2. Library Infrastructure Contribution

- 2.1 The County Librarian advises that the proposed development would be within the area served by Bognor Regis 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:-

$L/1000 \times AP$ = 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 providing additional stock at Bognor Regis 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).

- 3.4 Fire and Rescue Service Contribution to be used towards supply and installation of additional fire safety equipment/smoke alarms to vulnerable person's homes in West Sussex Fire Rescue Services Southern Area serving Yapton.

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