

From: Jamie Brown [REDACTED]
Sent: 11 January 2018 15:36
To: Planning.Responses
Subject: Y-49-17

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 09/08/2017

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

SUBJECT: Y/49/17/OUT-Outline application with some matters reserved for the demolition of all existing structures & redevelopment of the site with up to 45 dwellings (30% affordable (up to 14) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road. This application is a Departure from the Development Plan & may affect the setting of a listed building.

Land at Street Buildings, North End Road, Yapton, BN18 0DT

ADDITIONAL INFORMATION-RSA AND TRICS DATA

RECOMMENDATION:

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

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

Background

Following clarification of the interim consultation responses received it was agreed that the Local Highway Authority (LHA) would require the provision of a Stage 1 Road Safety Audit (RSA) in accordance with its adopted Road Safety Audit Policy and the provision of the TRICS Output data to support the capacity aspects of the application. The LHA objected to the proposals pending the receipt of these documents. This addendum therefore provides the Stage 1 Road Safety Audit (RSA) and the TRICS Output data requested by the LHA. The proposals will be accessed for vehicles from Maypole Lane and pedestrian access from the existing access from North End Road.

TRICS Data

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

arising from this proposal. It suggests that there will be 23 two way movements in the morning and evening peak hours. The LHA acknowledges that the TRICS outputs are based upon developments of a larger scale compared with the current development, however the sites used are still 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. It is recognised that this proposal would give rise to a more intensive use of Maypole Lane; 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.

Access and Stage 1 Road Safety Audit (RSA)

The RSA has identified 2 problems with the proposed access arrangements.

- Problem 5.1- The Auditor advised that the applicant provides sufficient passing places over the length of Maypole Lane. The Designer has agreed to this side of the proposals and the passing bays will be provided within the public highway. This has been discussed with the WSCC Implementation team and the LHA are satisfied that this can be undertaken at the Stage 2 Technical Stage of the application as part Section 278 Works.
- Problem 5.2- Provide measures to deter parking and injudicious use of the NMU access. The Auditor advises that the applicant provides a suitable surface for NMU's. The Designer agrees with this recommendation and confirms that it will be dealt with at the detailed design stage of the application. The LHA are satisfied with this approach.

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 Maypole 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 access will require upgrading and 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 layout matters is not sought, there are no initial concerns with the indicative layout and the following constitutes advice should amendments to the indicative layout be submitted. The access road will take the form of a 5.5 metre wide shared surface arrangement with 8 metre kerb radii.

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.

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 Maypole 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 Maypole Lane in light of the carriageway width and presence of other vulnerable road users. Given the construction of Maypole 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 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 eastern side of North End 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 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 1.3miles 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 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 the vicinity of the site and North End Road. There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

Conclusion

Having considered the applicants latest submissions, 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.

Safety Audit Recommendations

No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

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 Agreement

No part of the development shall be occupied until provision of the passing places alongside Maypole Lane has been constructed in accordance with an approved plan in accordance with the RSA recommendations.

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

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 additional facilities at Yapton CofE Primary School.

The contributions generated by this proposal shall be spent on additional facilities at St Philip Howard Catholic High School.

The contributions generated by this proposal shall be spent on additional equipment 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 Arundel 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 providing additional stock at Arundel 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 to vulnerable persons 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
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