

[REDACTED]

From: David Innes
Sent: 23 March 2017 13:33
To: Planning.Responses
Cc: Andrew Wood
Subject: FW: Y/5/17 - Cinders lane

WSCC Highways comments for upload to the portal.

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Save the environment - think before you print.

From: [REDACTED]
Sent: 23 March 2017 13:11
To: David Innes
Subject: Y/5/17

Hello David,

Please find attached the Highways response to the above consultation. Also attached is the WSCC Service Contribution request.

Kind regards,

Dominic

[REDACTED]

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

DATE: 28/02/2017

FROM: Eloise Short, Monitoring and Records Team

TO: Dominic Smith, Planning Applications Team

DISTRICT COUNCIL: Arun

Application Number: Y/5/17

The Provision of Service Infrastructure Related to: Cinders Nursery & Land R/O Cinders Lane Yapton BN18 0JJ

Planning Application details – Outline application for 51no. dwellings with all matters reserved except for access. This application is a Departure from the Development Plan.

Without prejudice to the informal representations of the County Council in respect of the above planning proposal, I am writing to advise you as to the likely requirements for contributions towards the provision of additional County Council service infrastructure, other than highways and public transport that would arise in relation to the proposed development.

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

The planning obligation formulae below are understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2012*.

The advice is as follows:

1. School Infrastructure Contribution

1.1 The Director for Children and Young People's Services advises that it appears that at present primary/secondary/further secondary schools within the catchment area of the proposal currently would not have spare capacity and would not be able to accommodate the children generated by the assumed potential residential development from this proposal. Accordingly, contributions would need to be requested. However, the situation will be monitored and further advice on all of the main education sectors, (i.e. Primary/Secondary/Further Secondary) should be sought if this planning application is to be progressed.

1.2 Financial Contribution

The financial contribution sought by the County Council would be based on: the estimated additional population that would be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings) for occupation by persons already residing in the education catchment area; the County Council's adopted floorspace standard for education provision; and the estimated costs of providing additional education floorspace. As the housing mix is not known at this stage, I propose the insertion of a formula into any legal Agreement in order that the school infrastructure contribution may be calculated at a later date. The formula should read as follows:

The Owner and the Developer covenant with the County Council that upon Commencement of Development the Owner and/or the Developer shall pay to the County Council the School Infrastructure Contribution as calculated by the County Council in accordance with the following formula:-

DfE Figure x ACP = School Infrastructure Contribution where:

Note: x = multiplied by.

ACP (Additional Child Product) = The estimated additional number of school age children likely to be generated by the development calculated by reference to the total number of dwellings, less any allowance for affordable dwellings, as approved by a subsequent reserve matters planning application. The following criteria are used to generate a child product:

Dwelling Size		Occupancy	
		House	Flat
1 bed	=	1.5	1.3
2 bed	=	1.9	1.9
3 bed	=	2.5	2.4
4+ bed	=	3.0	2.8

Using the above occupancy rates to determine an overall population increase the following factors are applied. According to 2001 census data, there are 14 persons per 1000 population in each school year group for houses and 5 persons per 1000 population in each school year group for flats. There are 7 year groups for primary (years R to 6) and 5 for secondary (years 7 to 11). For Sixth Form, a factor of 0.54 is applied to the Child Product figure as this is the average percentage of year 11 school leavers who continue into Sixth Form colleges in West Sussex.

DfE Figure = Department for Education (DfE) school building costs per pupil place (for pupils aged 4 to 16) as adjusted for the West Sussex area applicable at the date when the School Infrastructure Contribution is paid (which currently for the financial year 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 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 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:-

$Y \times (Z / M)$ = 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.

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

FROM: Dominic Smith

**TO: Arun District Council
FAO: David Innes**

SUBJECT: Y/5/17/OUT-Outline application for 51no. dwellings with all matters reserved except for access. This application is a Departure from the Development Plan.

Cinders Nursery & Land R/O, Cinders Lane, Yapton, West Sussex, BN18 0JJ

DATE OF SITE VISIT:

RECOMMENDATION: OBJECTION/MORE INFORMATION

Background

The proposal seeks outline planning permission with resolution of access matters only for 51 residential dwellings. At present the site currently has greenhouse and 2 residential dwellings. The proposal will utilise an existing vehicle access and pedestrian link from Cinders Lane (a private road) onto Bilsham Road. Bilsham Road is a single carriageway "B" class local distributor road designated as the B2132. The road is subject to a 30 mph speed limit. The pedestrian link will connect to an existing footway which links to local amenities including bus stops.

The Yapton Submission Neighbourhood Plan (NP) 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. This site has been allocated with the NP to accommodate up to 60 dwellings.

The applicant engaged in pre-application discussions with the Local Highway Authority (LHA) in commencing in May 2016 and concluding in January 2017. During this time, the extent of the transport statement was scoped, as well as advice provided on the access arrangements and outputs of the Road Safety Audit: Stage 1.

The application is supported by a Transport Statement (TS); this includes TRICS data. Upon inspection of the information and statements submitted, the LHA raise an objection to the proposals on grounds of highway safety, as the application does not satisfactorily demonstrate that safe and suitable access can be achieved, contrary to paragraph 32 of the National Planning Policy Framework. Detailed comments are provided in the report below.

Access and Stage 1 Road Safety Audit (RSA)

As the proposal is over 10 units, the WSCC Road Safety Audit requires a Stage One Safety Audit (RSA) and Designers Response to be provided. These documents must be signed and dated by the respective authors and be submitted alongside a Designers Response and, if appropriate, Exception. The LHA were aware of this work being undertaken during the pre-application period but a copy of the RSA was not provided. Based on a summary of the RSA provided by the consultant, it was advised that an Exception Report, in accordance with HD19/15, may be required to consider matters relating to visibility at the access. Having assessed the TS and planning portal that this information is missing, a holding objection would be raised pending the receipt of these documents. Notwithstanding the above the following comments on the scheme at present would be provided.

The existing access will be widened to accommodate the proposals, further comments on the acceptability of the access modifications will be provided once the RSA has been submitted. The doctors surgery immediately to the north of the site is severed from the same access, the proposals include a re-design to the access for the surgery. In accordance with the speed limit of 30 mph visibility splays of 2.4 by 43 metres can be achieved in both directions from the existing junction onto the B2132. Finally, tracking for larger vehicles should be provided, demonstrating they can successfully negotiate the access safely.

Layout and Road Widening

The internal arrangements including the road widening were agreed in principle with WSCC at the pre-application stage. 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 application will include the widening of Cinders Lane and the provision of footways for pedestrians. The proposal includes a new access and widening of Cinders Lane to accommodate the additional movements. The access road will initially be widened to 5.5 metres enabling two vehicles to pass one another. A footway will also be provided at a minimum of 1.2 metres in width. Advisory signage is to be provided to inform the direction of priority for site users.

Refuse collection will take place from within the site. It has been stated that swept path diagrams will be 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.

It has not been stated if the revised access road will be constructed to adoptable standards. Given comment in the TS, it would appear that the Lane will remain in private ownership. Should the Applicant wish to offer the internal layout for adoption, an adoptable layout plan would be required at the layout reserved matter stage alongside a Design Audit of the internal layout.

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 assess 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 27 two way movements in the morning and 26 during the evening peak hours with 236 trips over a 12 hour period. The applicant has undertaken a comparison between the existing uses. The proposal would result in an additional 20 movements in the AM and PM peak and an additional 139 movements over a 12 hour period, an increase of 11 trips per hour.

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 B2132 access, 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 B2132 in light of the carriageway width and presence of other vulnerable road users. Given the construction of B2132, 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 Cinders Lane. This would then provide a 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 is to be a minimum of 1.2 metres. A footway of these dimensions would appear achievable within the limits of the site.

In terms of sustainability there are several bus services operating in the nearby vicinity of this site. There are 4 route services which provide 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 B2132 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 2.2miles North West of the site in Barnham, this is reachable via bus which is a 21 minute journey and on foot approximately 45 minutes. 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 north-west 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. There is no evidence to suggest that the existing arrangements for pedestrians are inadequate or result in safety issues.

Conclusion

In the absence of a Stage 1 Road Safety Audit being submitted alongside the application, the LHA raises an objection to the proposed development on the followings grounds:

- The Applicant has failed to demonstrate that safe and suitable access can be achieved, contrary to paragraph 32 of the National Planning Policy Framework

It is recommended that a RSA is submitted for consideration, alongside relevant supporting documentation.

Dominic Smith
Strategic Planning