

From: [REDACTED]
Sent: 31 August 2018 16:10
To: Planning.Responses
Subject: Y-62-18

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	29/08/2018
LOCATION:	Clays Farm, North End Road, Yapton, Arundel, BN18 0DT
SUBJECT:	Y/62/18/OUT Outline application with some matters reserved (appearance, landscaping, layout & scale) for 33 No. residential dwellings, access, landscaping & associated works. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	
S106 CONTRIBUTION TOTAL:	See Explanation Below

Background

The proposal seeks Outline Planning permission for access only for 33 residential dwellings. WSCC in its role of Local Highway Authority (LHA) has been consulted for Highway Safety, Capacity and Accessibility. The LHA has made comment on the indicative internal arrangements of the site, however final detail on certain areas will be required at the latter Reserved Matters stage. The proposal will result in a new vehicle access onto North End Road. North End Road is a single carriageway "B" class local distributor road designated as the B2132. The road is subject to a 30mph speed limit.

The applicant engaged in pre-application discussions with the Local Highway Authority (LHA) in July 2017. At this time a basic scope was advised on what would be expected at the planning application stage. The advice did not include a site meeting or any specific recommendations.

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

The application is supported by a Transport Statement (TS); this includes TRICS data and a Stage 1 Road Safety Audit (RSA) with Designer's Response. The LHA undertook a site inspection on Wednesday 1st February 2017. Upon

inspection of the information and statements submitted, the LHA would not raise an objection to the proposals from the highway point of view. Detailed comments are provided in the report below.

Access and Stage 1 Road Safety Audit

Access to the proposed is via a new 4.8 metre bellmouth which will become a simple two way priority junction. The proposed access road will be a shared surface arrangement. It is assumed the road is to remain private and not to be adopted under a Section 38 Agreement. The LHA would request that this is confirmed prior to permission being granted. Within the TS there is no indication on this point.

The RSA has identified 6 problems with the proposed access arrangements. In summary the issues have been satisfactorily addressed within the Designer's Response and both elements can be addressed at the Stage 2 Technical stage or via Planning Condition.

The applicant has based vehicular visibility splays on Manual for Streets (MfS) Parameters of 2.4 by 43 metres in line with 30 mph speed limits. Problem 2.4 of the RSA makes reference to maintaining viability and as per the Auditors comments a condition will be attached to secure splays of 2.4 by 43 metres.

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 North End Road. There is no evidence to suggest that the road is operating unsafely, or that the proposed would exacerbate an existing safety concern.

In conclusion the principle of the access is acceptable following assessment of the RSA. The works for the access would be subject to a Section 278 Agreement with WSCC's Implementation Team. The final details of the Access will need to go through a Technical Check as part of the S278 Agreement works. Technical Approval will only then be issued for the access arrangements.

Layout

Whilst it is acknowledged that permission for the sites layout is not sought, there are no initial concerns with the indicative layout, designed in accordance with Manual for Streets (MfS) parameters. The access road should take the form of a 4.8 metre wide shared surface arrangement. This is considered suitable as this will be a low speed, low traffic environment. Refuse collection will take place from within the site. Swept path diagrams have been provided showing larger vehicles turning paths within the site. The applicant should liaise with ADC's Waste Collection Team to discuss the suitability of this arrangement from their perspective.

The internal roads should be designed in accordance with Manual for Streets principles. It is assumed the internal roads will be a 'Shared Surface' arrangement and not offered for adoption under a Section 38 Agreement. The LHA would draw the applicant's attention to the Government's Inclusive Transport Strategy (<https://www.gov.uk/government/publications/inclusive-transport-strategy>) on internal developments.

60 parking spaces are to be provided. Parking provision is not stated as meeting the requirements of the WSCC Parking Demand Calculator (PDC). The parking allocation will need to be in accordance with the demand from the PDC which is 76 car parking spaces. Further clarity will need to be provided on this aspect at the Reserved Matters Stage of the proposals.

Trip Generation and Capacity

In assessing trip generation and its impact, it is standard practice to do this on an hourly and daily basis in order to establish the day to day impact resulting from a development proposal. In addition to the information submitted by the Applicant, the LHA have used the Trip Rate Information Computer System (TRICS) to assess the likely trip generation of the proposed use. This is industry standard software that is supported as an assessment tool through the WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal through the TRICS database. The recognised peak is 08.00-09.00 and 17.00-18.00. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings. It suggests that there will be 19 two way movements in the morning and 17 during the afternoon peak hours.

Whilst it is acknowledged that the proposed development would give rise to intensification in use of North End Road, the proposal accords with the NPPF in that it cannot be demonstrated the proposed development would have a severe impact on the operation of the local road network.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from North End 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 North End Road in light of the carriageway width and presence of other vulnerable road users.

Given the construction of Main Road, the applicant would be required to enter into a Section 59 agreement under the 1980 Highways Act. Such an agreement would enable the LHA to recover from the developer the cost of repairing any damage that occurs to the highway as a consequence of the development. The developer should seek early engagement with the WSCC Asset Management team to prepare the s59 agreement should permission be granted

Sustainability and Accessibility

The TS considers the accessibility of the site by walking, cycling, and passenger transport. 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 along 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 1.6 miles North West of the site. This is reachable via bus which is a 16 minute journey and on foot approximately 32 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.

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 in close proximity of the site. 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 109 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 north and the walk is also through a more rural area that may be undesirable for some to walk. To the south the footway is lit. Tactile paving is present at the mini roundabout leading adjacent to the B2233, 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 immediate vicinity of the site and along North End Road to the mini-roundabout with the B2233. 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 109), 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 have been provided at the proposed site vehicular access onto North End Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

INFORMATIVES

S278 Works

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

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

Section 106 Contributions

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

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

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

The advice is as follows:

1. School Infrastructure Contribution

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

1.2 Financial Contribution

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

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

DfE Figure x ACP = School Infrastructure Contribution where:

Note: x = multiplied by.

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

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

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

DfE Figure = Department for Education (DfE) school building costs per pupil place (for pupils aged 4 to 16) as adjusted for the West Sussex area applicable at the date when the School Infrastructure Contribution is paid (which currently for the financial year 2018/2019 are – Primary £17,920, Secondary £27,000, Further Secondary £29,283), 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 internal alterations and reconfiguration to accommodate additional pupils and increase classroom provision at Yapton CofE Primary School (or its successor).

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 facilities at St Philip Howard Catholic High School 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 2018/2019 are 30sq.m and £5,252 per sqm respectively).

2.3 The contributions generated by this proposal shall be spent on 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 new anti-ventilation and UHP (ultra-high pressure) equipment which allows the fire service to control access and smoke penetration within the Southern area serving the parish of 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.

Appropriate occupancy rates using the latest available Census data will be used.

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
West Sussex County Council – Planning Services

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