

## **Walberton Neighbourhood Plan Review Regulation 14 – WSCC Services Officer Level Comments – August 2020**

Thank you for the opportunity to comment upon the Pre-Submission Neighbourhood Plan Review for Walberton.

The focus of the County Council's engagement with the development planning process in West Sussex is the new Local Plans that the Districts and Boroughs are preparing as replacements for existing Core Strategies. Whilst welcoming the decisions of so many parishes to prepare Neighbourhood Plans, the County Council does not have sufficient resources available to respond in detail to Neighbourhood Plan consultations unless there are potentially significant impacts on its services that we are not already aware of, or conflicts are identified with its emerging or adopted policies.

In general, the County Council looks for Neighbourhood Plans to be in conformity with the District and Borough Councils' latest draft or adopted development plans. The County Council supports the District and Borough Councils in preparing the evidence base for these plans and aligns its own infrastructure plans with them. The County Council encourages Parish Councils to make use of this information which includes transport studies examining the impacts of proposed development allocations. Where available this information will be published on its website or that of the relevant Local Planning Authority.

In relation to its own statutory functions, the County Council expects all Neighbourhood Plans to take due account of its policy documents and their supporting Sustainability Appraisals, where applicable. These documents include the West Sussex Waste Local Plan, Minerals Local Plan, West Sussex Transport Plan and the West Sussex Lead Local Flood Authority Policy for the Management of Surface Water. It is also recommended that published County Council service plans, for example Planning School Places and West Sussex Rights of Way Improvement Plan, are also taken into account.

### **Strategic Transport Assessment and Site Allocations**

The Strategic Transport Assessment of the Adopted Arun Local Plan, tested the cumulative impact of strategic development allocated within the Adopted Arun District Local Plan. The Strategic Transport Assessment and its subsequent updates have identified the additional travel demand as a result of planned development, over and above development already committed plus background growth.

The County Council has supported Arun District Council with the preparation of the Strategic Transport Assessment and consider that, subject to delivery of various mitigation measures, the proposed strategic developments could come forward without leading to severe impacts on the transport network.

The purpose of the Strategic Transport Assessment was to undertake an assessment of the transport implications of development proposed by the Adopted Arun Local Plan on the highway network, identify the impacts and appropriate and feasible mitigation. Mitigation measures have then been included in the

Infrastructure Delivery Plan that accompanies the Adopted Arun Local Plan. The Strategic Transport Assessment took account of the sites allocated in the Adopted Arun Local Plan and included a forecast estimate of background traffic growth.

In considering the Neighbourhood Plan Review for Walberton, the size and location of proposed site allocations have been taken into account when considering if further transport evidence is required at this stage.

The overall level of development proposed in the Walberton Neighbourhood Plan Review is in accordance with the forecast estimate of background traffic growth assumed in the Strategic Transport Assessment. The Strategic Transport Assessment indicates that there will be no severe impacts on the transport network that cannot be mitigated to a satisfactory level. The County Council considers that this provides sufficient evidence to justify the overall level of development proposed in the Walberton Neighbourhood Plan Review. Therefore, it is not necessary to produce further transport evidence before allocating the sites proposed in the Neighbourhood Plan Review for Walberton.

The Strategic Transport Assessment indicates that over the plan period, traffic conditions in some locations are likely to worsen due to the effects of background traffic growth. If not addressed through improvements to the highway network, this could exacerbate existing congestion issues, or lead to congestion in previously uncongested locations. Therefore, as development takes place there will be a need for improvements and / or financial contributions to be secured towards the delivery of these improvements.

The County Council have no overriding concerns about the transport impacts of the Walberton Neighbourhood Plan Review. However, given that the pre-submission Neighbourhood Plan Review for Walberton includes the proposed allocation of small scale housing sites, it should be noted that site specific matters in the Neighbourhood Plan will need to be tested and refined through the Development Management process (through the provision of pre-application advice or at the planning application stage) or as part of a consultation for a Community Right to Build Order. Whilst the County Council supports the proactive approach undertaken to allocate sites in the Neighbourhood Plan, we are unable to comment on site specific matters at this stage. In considering site specific matters, please refer to the attached Development Management guidance.

## **Minerals and Waste**

The [West Sussex Waste Local Plan 2014](#) (WLP) and the [West Sussex Joint Minerals Local Plan 2018](#) (JMLP) form part of the development plan for Walberton as well as the Arun Local Plan and South Downs National Park Local Plan; as such there should be reference to these in the Neighbourhood Plan Review on page 10. Areas of the plan area are safeguarded under Policy M9 of the JMLP and given the proposed Neighbourhood Plan Review contains housing allocations, this should be considered further. Further information can be found in the [Minerals and Waste Safeguarding Guidance](#).

## **General Comments**

It would aid in the understanding of the plan if the proposals map were made clearer and location maps for proposed allocations were provided alongside their respective policy. It is currently unclear where each of the proposed allocations are.

## **Specific Comments**

*PROW Section Page 20:*

Point b refers to 'footways'; this would fall under the remit of Highways rather than Public Rights of Way.

Point 4 refers to the upgrade of Old Scotland Lane – it is not clear if the parish wish to improve the existing right of way or to upgrade it to a higher status allowing horse or carts (Restricted Byway) or even vehicles (Byway Open to All Traffic).

*Education Section Page 25* - the number on role referred to for the primary school is now out of date; please provide reference to [Planning School Places](#) for the most up to date pupil numbers.

*Key Housing Aims Page 37* - there is no mention of the benefit an improved PROW network can bring to development from a sustainability perspective. This should be explored further to ensure that development coming forward in the parish provides access for a range of users.

*Policy HP2 2020 Windfall Sites*

Whether mitigation measures would be required, and whether these should be supplied through contributions would be assessed on case-by-case basis. It should be noted that some developments may not be subject to s106 contributions due to ADC adopting CIL earlier in the year. The legal tests for when you can use a s106 agreement would also apply (set out in regulation 122 and 123 of the CIL Regulations 2010):

- a. necessary to make the development acceptable in planning terms
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

### *HP18 2020 Fontwell Field*

It is requested that requirement for the provision of childcare facilities is removed from this policy as there is currently no evidence or justification for its provision. The level of proposed development in the Neighbourhood Plan would not necessitate the provision of an entire facility; the parish will be aware that developers can only be required to mitigate the impact of their development in line with the CIL regulations.

The Plan suggests that development in Fontwell has created a need for additional childcare places, however there is no evidence to support this in the plan or in the evidence base. WSCC request that further evidence is provided to support this claim.

No detailed location plan has been provided for this site in the plan; given the size of the allocation this should be included with the policy.

### *Policy GA2 Footpath Bridleway and Cycle Path Network*

Point b) refers to footways; it should be noted that this is not within PROW remit but Highways instead.

### *Policy CL9 2020 Community Child Care Facilities*

Given the uncertainty of a childcare facility coming forward over the plan period, it suggested that this policy be moved to a Community Aim. The Parish could investigate using their proportion of CIL to contribute to the provision of the facility.