WEST SUSSEX COUNTY COUNCIL **DATE: 22 April 2011**
INFRASTRUCTURE CONSULTATION

FROM: **Debbie Farrell** **TO:** **Worthing Borough Council**
FAO: **Matt Porter**

SUBJECT: **(WB) 11/0151/OUT - OUT plan. app. for demolition of existing church building & erection of 2.5 storey apartment block comprising 5 x 2-bed units & 2.5 storey townhouse block comprising 3 x 3-bed units, together with alteration of vehicular access onto Grand Avenue, new access drive and turning space with 11 parking spaces, cycle parking & bin stores.**

Christian Science Church, 117, Grand Avenue, Worthing, West Sussex

CONSULTATION DATE:

RECOMMENDATION:

Advice		**Modification**	X	**More Information**	
Objection		**No Objection**	X	**Refusal**	

TAD contribution: £ 945

Local Development Division has been consulted on this application and considers highway safety and capacity. There have been no specific issues identified with regard to highways other than those detailed below, therefore LDD would not wish to raise an objection to the proposals subject to any conditions identified below.

The site is located off Grand Avenue, Worthing, a classified road (C253) subject to a 30mph speed restriction. This section of the road on which the application site is located is predominately residential, the carriageway is wide and there is some evidence of on-street parking.

The application is for the demolition of the existing Church Building and for the construction of 8 residential properties with associated vehicular and cycle parking.
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The site currently has 2 vehicular access points serving a large parking area (24 spaces) to the front of the building. It is presumed that these access points operated on an in/out basis. Visibility from both these access points is restricted by trees in the footway with the southern access point affording slightly better visibility.

11 parking spaces are proposed for the development. WSCC car ownership parking demand tool raises a figure of 12 spaces for a development of the proposed tenure mix (8 allocated and 4 unallocated). However, given that Grand Avenue can accommodate on-street parking, the 1 space deficit would not raise any highway concerns.

It is proposed for the southern most access point to be closed with the northern access point retained and widened to 4.1m. Although visibility is restricted by trees, I am mindful that there could also be a restriction to visibility from vehicles parked on the carriageway a practice which, in this instance, is outside of our control. However, given the existing D2 designation it is feasible that the site could be used, without the need for Planning Permission, by another activity which could generate many more traffic movements. I consider that the proposal would not represent an

intensification of use and therefore would not raise a highway objection on the grounds of reduced visibility.

Pedestrian visibility of 2m x 2m x 0.6m to the north and south of the vehicular access is required, this may mean that some of the shrubbery shown on the plans is omitted.

Cycle parking has been shown on the Site Plan, however it is not covered and given its location adjacent to the high l would not consider it to be secure. It is therefore recommended that the cycle parking is to be relocated to within the site and a secure compound provided.

Debbie Farrell
Local Development

Access
C.9.A
No development of the site shall commence until the vehicular access serving the proposed dwelling has been constructed in accordance with the approved drawing.
Reason – In the interests of road safety.

C.9.B. and C.8.D.
Car parking space
The dwelling, hereby approved, shall not be occupied until the car parking has been constructed in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated use.
Reason - To provide car-parking space for the dwelling.

C.9.B. Cycle Parking
Cycle parking
No dwelling, hereby approved, shall be not occupied until covered secure cycle parking spaces have been provided in accordance with a detailed construction plan to be submitted to and approved by the planning authority.
Reason – To provide alternative travel options to the use of the car in accordance with PPG 3.

Pedestrian Visibility

No development shall be commenced until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Grand Ave. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level.
Reason – In the interests of road safety.

Summary of Contributions:

Net Population Increase	13.1
Net Parking Spaces	-11
Net Commercial Floor Space sqm	0
Total Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£945

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal in terms of demand on Highways and Sustainable Transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *ODPM Circular 05/2005 Annex B*.

All TAD (Total Access Demand) contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 8 Net dwellings.

And

The calculations have been done on the basis of a decrease of additional 11 car parking spaces.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (http://www.westsussex.gov.uk/s106).

Deed of Planning Obligations

a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.

b) The deed would provide for payment of the financial contribution upon commencement of the development.

c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2011.

d) Review of the contribution towards the provision of Transport and Sustainable Infrastructure should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, parking spaces, nature or tenure, may generate a different contribution requirement and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the altered figures are 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.

Should you require further information in relation to the calculation of the contributions, please see below:

TAD- Total Access Demand

The methodology is based on total access to and from a development. An **Infrastructure Contribution** is required in respect of each occupant or employee provided with a parking space, as they would be more likely to use the road infrastructure. The **Sustainable Transport Contribution** is required in respect of each occupant or employee not provided with a parking space which would be likely to rely on sustainable transport.

TAD = Infrastructure contribution + Sustainable Transport contribution

a) Infrastructure Contribution

Contributions for Infrastructure are determined by the net increase in car parking spaces, multiplied by WSCC's estimated cost of providing transport infrastructure per vehicle- Infrastructure cost multiplier. The Infrastructure cost multiplier as at 2010/2011 is £900 per parking space.

Infrastructure contributions = Car parking spaces x Cost multiplier.

b) Sustainable Transport Contribution

This is derived from the net car parking increase subtracted from the projected increase in occupancy of the development. The sustainable transport contribution increases where the population is greater than the parking provided. The sustainable transport figure is then multiplied by County Council's estimated costs of providing sustainable transport infrastructure cost multiplier (£450).

Sustainable transport contr. = (net car parking – occupancy) x 450

Note: occupancy is determined by projected rates per dwelling and projected people per commercial floorspace as determined by WSCC calculation figures.