WEST SUSSEX COUNTY COUNCIL **DATE: 4/9/2009**
INFRASTRUCTURE CONSULTATION

FROM: **Liam Riddy** **TO: Adur District Council**
FAO: Keith Morgan

SUBJECT: **ADC/309/09**

6 & 8 Fairview Road, Lancing

2 detached dwellings at rear of existing dwellings

CONSULTATION DATE: 6/8/2009

RECOMMENDATION:

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

S106 contribution: £ 4,960.00

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

West Sussex County Council was consulted previously on highway matters for this location under planning application no. ADC/181/07 to which no highway objections were raised, however it was not supported due to lack of information regarding aspects of the design.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

The proposal is for two dwelling units with access onto Fairview Road via a new access point. From an inspection of the plans alone it is apparent that WSCC would require more information to assess highway safety at this location.

Visibility from the access point is not shown clearly on the plan, and splays of 2.4x43m should be provided at this location and should not cross land that is not under the control of the applicant. This information should be provided to WSCC on a new plan.

The gradient of the access driveway shown on the plan is 1:8, and current standards adopted by WSCC would require the access drive to be a maximum of 1:20 for the first 5.5m of the driveway. The driveway should also be 4.5m wide for this distance also, and should be made of a fixed material in order to prevent loose material from being dragged onto the publicly maintainable highway.

Additionally, off street parking for Number 8 should be retained in order to minimise any impact on parking on Fairview Road.

The Provision of Service Infrastructure Related to Development at
Land to rear of 6 - 8, Fairview Road, Lancing, West Sussex

Planning Application details - 2 detached dwellings at rear of existing dwelling (No's 6 and 8 Fairview Road) with access and parking spaces (Outline with all details reserved)

Summary of Contributions:

Net Population Increase	5.4
Net Parking Spaces	7
Net Commercial Floor Space sqm	0
Total Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£4,960

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 2 Net dwellings and an additional 7 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 2010.

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 2008/2009 is £800 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 ($400).

Sustainable transport contr. = (net car parking – occupancy) x 400

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

Liam Riddy
Local Development