WEST SUSSEX COUNTY COUNCIL **DATE: 24/01/2011**
INFRASTRUCTURE CONSULTATION

FROM: Jamie Brown **TO: Adur District Council**
FAO: Keith Morgan

SUBJECT: ADC/0481/10- COU from bathroom showroom/shop to 3 x 1-bed flats with assoc. alterations & partial demolition of showroom at the rear.

41-43, Penhill Road, Lancing, West Sussex, BN15 8HA

CONSULTATION DATE: 13/12/2010

RECOMMENDATION:

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

S106 contributions:
TAD: £1,755
Total S106 Contribution: £1,755

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.

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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Upon inspection of my records West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. ADC/337/10 to which no objections were raised to a similar proposal.

Since the previous application in October 2010 WSCC has adopted new parking standards. The sites parking requirements have been entered into the new calculator which indicates that the site does not include sufficient space for the expected number of vehicles at the development. The applicant should demonstrate that the total number of parking spaces available at the development, either through provision of off-street parking spaces, on-street spaces (on or off the public highway) or a combination of both, is sufficient to accommodate the expected number of vehicles at the development. If some or all vehicles are expected to park on the public highway, then the applicant will need to demonstrate, using a car parking capacity survey, that there is sufficient available space to accommodate the expected number of vehicles. Guidance on the County Council's approach to residential parking and car parking capacity surveys can be found on our website.

The applicant is informed that any bin storage should not take place within the publicly maintainable highway in the interests of safety.

Cycle parking should be included however; this must be secure, covered and be capable of storing at least one cycle per bedroom of the proposed dwelling. The actual details of the cycle

parking facilities should be submitted to and approved by the Local Planning Authority (LPA). To accommodate cycle parking it would be recommended that any cycle store should have minimum dimensions of 2m x 1m. The Section 106 contributions have been re-calculated according to the latest cost multipliers.

Section 106 Contributions

Summary of Contributions:

Net Population Increase	3.9
Net Parking Spaces	0
Net Commercial Floor Space sqm	0
Total Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£1,755

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 3 Net dwellings

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.

Jamie Brown
Local Development