From: Chris Pratt <chris.pratt@westsussex.gov.uk>
Sent: 20 March 2014 09:36
To: developmentcontrol
Subject: Strategic Planning Response
Attachments: AWDM-186-14.docx

Please could this Strategic Planning Response be distributed to the relevant officer please.

Kind Regards

Chris Pratt

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WEST SUSSEX COUNTY COUNCIL **DATE: 20-03-2014**
STRATEGIC PLANNING CONSULTATION

FROM: Chris Pratt **TO: Adur & Worthing Councils**
FAO: Matthew Porter

SUBJECT: AWDM/0186/14 - Erection of semi-detached houses on land to east of Colepen cottage (re-submission of AWDM/1580/13).

Colepen, East Street, Lancing, West Sussex

RECOMMENDATION:

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

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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no.AWDM/1580/13 to which no objections were raised.

A re-submission has come in for the same proposals. The applicant has undertaken a Parking Demand Survey which outlines the availability of on-street parking in the area. Previously no concerns were raised to the parking from the Highway Authority, although it was acknowledged that the development wasn't offering any off-street parking and that on-street parking in the area may be limited.

After reviewing the submitted survey, it is understood that the minor increase can be accounted for within the on-street parking in the area. My comments regarding the provision of cycle parking are still valid and should be conditioned to any planning consent. It is still proposed to close off the existing crossover and re-instate the dropped kerb to provide an additional parking space; my comments regarding this are also still valid.

No concerns would be raised to this application from a highway safety perspective subject to a condition securing cycle parking.

INFORMATIVE

The applicant is advised to contact the Coastal Team, Community and Economic Development, Communities and Infrastructure Directorate, Centenary House, Durrington Lane, Durrington, Worthing, West Sussex BN13 2QB to obtain a license for the site access works. Phone: 01243 642105.

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

£2,700

Note: The above summary does not include the installation costs of fire hydrants. Where these are required on developments, (quantity as identified above) as required under the Fire Services Act 2004 they will be installed as a planning obligation and at direct cost to the developer. (Section 106 of the Town and Country Planning Act). Hydrants should be attached to a mains capable of delivering sufficient flow and pressure for fire fighting as required in the National Guidance Document on the Provision of Water for Fire Fighting 3rd Edition (Appendix 5)

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 *National Planning Policy Framework, 2012*.

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.

Further to the monetary contributions The County Fire Officer advises that the proposed development will not need to include the provision of a fire hydrant connected to adequate supplies of water for fire fighting (Contact: David Boarer – Fire Services 01243 813667). It should also include suitable access for fire brigade vehicles and equipment.

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 2014.

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 2012/2013 is £1,000 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 (£500).

Sustainable transport contr. = (net car parking – occupancy) x 500

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

Chris Pratt
Strategic Planning