WEST SUSSEX COUNTY COUNCIL **DATE: 11/11/2010**
INFRASTRUCTURE CONSULTATION

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

SUBJECT: **ADC/402/10**

67 Manor Road, Lancing

Erection of 2x3-bed dwellings

CONSULTATION DATE: 19/10/2010

RECOMMENDATION:

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

S106 contribution: £ 3,780.00

The Highway aspect of 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.

WSCC considers issues of highway safety, capacity, archaeology and conservation architecture regarding this application.

Highways

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. ADC/389/07 to which no highway objections were raised after the submission of a safety audit. This application was approved by the LPA, however this permission has now expired.

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.

From an inspection of the submitted plans it is recommended that the LPA attach conditions securing the provision of 2.4x43m visibility splays, and also a shared access width of 4.5m onto Manor Road. The applicant is also advised to contact the Area Engineer, West Sussex County Council, Clapham Common, Clapham, Worthing, BN13 3UR, (Tel no: 01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

The application 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 development is to be situated in a sustainable location, however it is recommended that the LPA secure the provision of cycle parking to the amount of 1-space per bedroom at the site.

WSCC notes that the legal line of Public Footpath 2067 runs adjacent to this site…

In summary, WSCC would not be minded to raise an objection to the proposals subject to conditions regarding visibility, access design and cycle parking – and WSCC can advise on the appropriate wording for these conditions. Furthermore, the LPA are advised that the application does not include sufficient space for the expected number of vehicles at the development.

The Provision of Service Infrastructure Related to Development at
67, Manor Road, Lancing, West Sussex

Planning Application details - 2 detached three-bedroom dwellings, detached garage and re-located access to Manor Road.

Summary of Contributions:

Net Population Increase	4.4
Net Parking Spaces	4
Net Commercial Floor Space sqm	0
Total Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£3,780

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

The calculations have been done on the basis of an increase in an additional 4 car parking spaces.

Further to the monetary contributions The County Fire Officer advises that the proposed development may 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). Confirmation will be made as soon as possible. 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 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.

Archaeology

Summary and conclusions

- No objection is raised on archaeological grounds to the proposals, subject to suitable archaeological safeguards (archaeological investigation and recording in advance of and during new construction works).

- (Ref. PPS 5, Policy HE12 and accompanying *Historic Environment Planning Practice Guide* para. 140) : **Further information required before determination of the application** : submission by the applicant to the Local Planning Authority of a Written Scheme of Archaeological Investigation (archaeological investigation and recording in advance of and during new building works), this Written Scheme to be referred to in a suitable planning condition (see below). The County Council will be happy to comment on a draft of such a Written Scheme of Investigation.

- It is recommended that provision be made through the use of a suitable planning condition for the archaeological investigation and recording of the Plot 1 house and garage footprints, and "watching brief" on ground excavations within the Plot 2 house footprint, so that any archaeological Heritage Assets may be suitably investigated and recorded, and the findings made public.

Planning Condition (Archaeology)

No ground excavations landscaping works or infrastructure works pursuant to the planning permission will commence on the site until the implementation of a programme of archaeological work in accordance with a Written Scheme of Archaeological Investigation which has been submitted to the Local Planning Authority and agreed in writing.

Reason **:** To ensure appropriate investigation and recording of archaeological Heritage Assets on the site prior to commencement of new building works.

Policies: refer PPS 5 (Planning for the Historic Environment), esp. Policy HE12.3 and PPS 5 Practice Guide, paragraphs 134 -140; 1996 Adur District Local Plan, Saved Policy AB1 (Archaeology)

Technical comments

Exploratory archaeological investigation, carried out on the site in 2008 in connection with Condition 12 of previous permission ADC/0389/07, found well-preserved buried archaeological features - ditches, pits, post-holes - of medieval (12th- to 15th-century) date, at shallow depth, the first evidence from archaeological investigation for the beginnings of Lancing village.

New ground excavations for the construction of the Plot 1 house may cut through further buried medieval features; in the event of development, it will be important for these to be adequately recorded before development begins. This need has been recognised in the Design and access Statement - "further (archaeological) survey work is required before the foundations are excavated for Plot 1" (DAS, 6th paragraph).

The proposed garage site also overlies medieval features, which are likely to be affected by new foundation works, and should also be the subject of archaeological recording before development.

The Plot 2 house occupies the footprint of the former 67 Manor Road house, an area found in 2008 to have been disturbed during previous building construction. The County Council have previously suggested to the applicant's agent that new ground excavations for construction of Plot 2 be observed by an archaeologist, so that any surviving archaeological features can be rapidly recorded (J Mills, WSCC, e-mail to Peter Wilson, copied to Carlos Hone, Adur District Council, 27-5-09).

The access to the new properties is proposed as a gravel drive with two car parking spaces in each garden. At their shallowest, archaeological features on the site were found to exist at 250mm below present ground surface; these were at the very front of the site. It is understood, in discussion with the applicant's agent, that the proposed access is likely to be raised, in relation to the present ground levels, so that the intended making of a gravel drive may involve only shallow excavation below present ground level, very unlikely to cut down anything like 250mm; therefore in the access area, it is anticipated that buried archaeological remains will not be exposed or cut into and would very largely or wholly be preserved intact.

On the basis of these understandings concerning ground raising and depth of excavations for making of the gravel drive, there should be no need in the access area of the site for archaeological mitigation measures.

Provision for archaeological recording within the Plot 1 house footprint and garage footprint should be made through the use of a suitable planning condition.

Conservation Architecture

The proposed two houses will hold an important corner site, and the design is a polite and conservative housing solution. The employment of stock brick and first floor vertical tile hanging, together with clay tile pitched roofs will be acceptable in this location.

Liam Riddy
Local Development