From: Lucy.Seymour-Bowdery@westsussex.gov.uk
Sent: 12 April 2011 08:04
To: developmentcontrol
Subject: ADC/84/11
Attachments: ADC8411.rtf

FAO: Carlos Hone

Please find attached the Local Development response for ADC/84/11

Kind Regards,
Lucy

Lucy Seymour-Bowdery | Senior Technician, Local Development, West Sussex County Council | Location: 2nd Floor, Northleigh
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Think sustainably. Do you have to print? Can you double side? Do you need colour?
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WEST SUSSEX COUNTY COUNCIL **DATE: 11/04/2011**
INFRASTRUCTURE CONSULTATION

FROM: Local Development **TO: Adur District Council**
FAO: Carlos Hone

SUBJECT: ADC/84/11 Demolition of bungalow and garage and erection of 2 semi-detached dwellings with attached garages

21 Halewick Lane, Sompting, Lancing, West Sussex

CONSULTATION DATE: 21/03/2011

RECOMMENDATION:

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

TAD contribution: £1,890

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/363/07 for 4 dwellings to which a highway objection was raised due to lack of a safety audit, poor access and lack of parking and turning. The application was refused by Adur District Council and the appeal was dismissed due to the potential harm to the area's character and appearance. However, the inspector concluded that the proposal would not materially affect highway safety. No highway objections were raised to a subsequent application for three dwellings under ADC/297/09, but the application was refused due to overdevelopment.

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 the demolition of an existing bungalow and the erection of two semi detached dwellings with access onto Halewick Lane via an existing modified access point and a new access. The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access. There is no concern over visibility from the proposed points of access onto Halewick Lane.

As stated in the consultation to the previous application under ADC/297/09, the site is located on Halewick Lane close to its junction with Meadowview Road. Whilst it would not be desirable for vehicles to reverse onto Halewick Lane at such a close proximity to the junction, the principle of a new access in this location was established in the appeal under ADC/363/07 in which the inspector acknowledged that there are many existing examples that have not created safety issues. Given that the principle of this scheme has been accepted by the inspector, no highway objection to this proposal is raised. Any new planting along the frontage should be no higher than 0.6m metres above carriageway level to ensure adequate pedestrian visibility.

An appropriate level of car parking has been proposed. These spaces should be 2.4m x 4.8m in accordance with guidance from Manual for Streets. It should be confirmed that there is sufficient space to ensure that vehicles do not overhang the public highway. Cycle parking should be included and must be secure, covered and provide 2 spaces per dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the LPA.

If the LPA are minded to approve this application, a condition securing access, car parking, cycle parking, pedestrian visibility and construction and plant materials should be included.

Informative
The applicant is 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.

Summary of Contributions:

Net Population Increase	2.2
Net Parking Spaces	2
Net Commercial Floor Space sqm	0
Total Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£1,890

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 1 Net dwellings

And

The calculations have been done on the basis of an increase in an additional 2 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.

Lucy Seymour-Bowdery
Local Development