Town and Country Planning Act 1990

Appeal Ref: APP/Y3805/A/12/2174337

Local Authority Ref: AWDM/0096/12

Appeal by: Woodcock Holdings Limited c/o Agent Mr Tim Rodway

Appeal Site: 82, Underdown Road, Southwick, Brighton, West Sussex

Proposal: Demolition of existing bungalows and outbuildings and erection of 8 dwellings (comprising a terrace of four 3-bedroom 2 storey dwellings with rooms in roof at front of site and a terrace of four 2-bedroom 2 storey dwellings at rear) and 11 car parking spaces

Representation by West Sussex County Council (WSCC) in respect of a contribution towards Highways (TAD) in respect of the Appeal Site

1. Introduction

1.1 West Sussex County Council ("WSCC") were consulted by Adur and Worthing District Council ("AWDC"), acting as Planning Authority, on planning application AWDM/0096/12. WSCC considered the implications of the proposed development upon the highway network, ecology and archaeology, and assessed the level of contributions required to mitigate the impact of the development upon the local County Council Infrastructure, in this case highways. The WSCC consultation response dated 13th February 2012 was forwarded to AWDC and confirmed that WSCC would have no objection to the development, subject to the conditions and Section 106 Contributions contained therein (Appendix WSCC 1). The following contribution was identified to be secured by way of a Section 106 planning obligation:

(a) Highways (TAD) Contribution £8,370;

2. Total Access Demand (Highways) contribution

2.1. The TAD Methodology derives from the Revised Parking Standards and Transport Contributions Methodology adopted by West Sussex County Council as Supplementary Planning Guidance in 2003. The purpose of the TAD contribution is to improve the accessibility of the site by sustainable transport.

2.2 TAD is based on a formula as recommended within Regulation 122 of the Community Infrastructure Levy to improve transparency and predictability. The TAD methodology formula has two elements that consider 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 2011/2012 was £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 the County Council's estimated costs of providing sustainable transport infrastructure cost multiplier (£450 in 2011/2012).

Sustainable transport contribution = (net car parking – occupancy) x 450

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

2.3 Based upon the above formula, a contribution of £8,370 would be sought. Given the size of the contribution, this would be pooled with other contributions in order to deliver identified schemes to improve the accessibility of the site by sustainable transport modes.

3. How the contribution will be used.

3.1 The purpose of the TAD Contribution is to be used to achieve measures that would promote and influence travel patterns for new residents. Such improvements would also potentially confer a wider benefit to the surrounding community. The schemes identified below all fulfil this criterion.

3.2 The Highway Authority has identified several schemes within this vicinity that could be delivered by way of contributions from development. These schemes include:

- Pedestrian improvements consisting of a crossing at Southwick Square near Woolworths building, which will be of benefit to residents moving into the new development who wish to walk into the town centre and make use of the local amenities
- A pedestrian enhancement scheme at Southwick Street near Croft Avenue which can be utilised by people moving into the development who wish to walk to the railway station, but avoid the main road
- Pedestrian improvements consisting of a zebra crossing at Southwick Square on the east side which will benefit residents moving into the development who wish to walk into town and utilise the local amenities
- Pedestrian improvements consisting of a new crossing at The Green near Southwick Square which will benefit pedestrians from the development who wish to either walk into town or walk to the local railway station nearby
- Pedestrian improvements consisting of a crossing along Southview Road near The Cricketers Square which will benefit pedestrians from the development who wish to either walk into town or walk to the local railway station nearby – Southview Road will form part of their route
- An ETP scheme (education, training and publicity) scheme along Kingston Lane, near the schools – this is a scheme to support behavioural changes towards road safety and will benefit

residents moving into the new development who have children who will attend the local schools

- Access improvements to Southwick station which will benefit both pedestrians and cyclists who wish to travel to the train station by means other than the car, for commuting and other journeys by rail

These improvements would provide for improved pedestrian, cycling and passenger transport facilities to encourage less car dependency and the use of sustainable transport modes.

4. Satisfying statutory tests

This methodology satisfies the three statutory tests in the Community Infrastructure Levy Regulations (SI 2010/948) in the following ways:

(i) *Necessary to make the development acceptable in planning terms* – in line with the NPPF, the proposed TAD contribution would enable the provision of improved infrastructure at identified locations, which would encourage and promote the use of walking, cycling and the use of passenger transport.

(ii) *Directly related to the development* – the identified schemes are situated close to and would directly benefit future residents of the development, should the Appeal be permitted.

(iii) *Fairly and reasonable related in scale and kind to the development* – the contribution is based upon a formula and is hence influenced by the size of the development.

5. Conclusion

WSCC submits that the infrastructure contributions and obligations set out in this statement are in full accordance with the requirements set out in the

National Planning Policy Framework (2012) and in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and, as such, requests that the Inspector includes these requirements, should it be determined that planning permission is granted.

Appendix 1