WEST SUSSEX COUNTY COUNCIL **DATE: 09/11/2010**
INFRASTRUCTURE CONSULTATION

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

SUBJECT: ADC/0357/10- Three-storey flat-roofed house (with two bedrooms, integral garage and roof-terrace).

Car Park Opposite, 1-3, Ship Street, Shoreham-by-Sea, West Sussex

CONSULTATION DATE: 18/10/2010

RECOMMENDATION:

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

S106 contributions:
TAD: £1,260

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.

West Sussex County Council has been consulted on this application and considers issues of highway safety, capacity, archaeology and architecture. There are no concerns from a highways and archaeological perspective, however we would require further information from on architectural policies.

Highways
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 it would appear that West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. ADC/447/08 to which no objections were raised.

Ship Street is a one way street off the main route through Shoreham-by-Sea. Access will take place to the north of the site and parking will be located in a dedicated compound to the rear of the site. One car parking space is being proposed this is considered sufficient for the needs of this proposal. Cycle parking will be included according to the Design and Access Statement; this must be secure and covered.

Based on the submitted information the proposal is unlikely to result in a material increase in traffic movements in this location.

Architecture
This proposal is a minimalist architectural solution for this compact town centre site. We will require details of fenestration and the ground floor doors. The roof planting strip is not essential for this architectural solution.

Archaeology
Summary and recommendations

- No objection on archaeological grounds, subject to suitable archaeological safeguards (watching brief on ground excavations).

- A Written Scheme of Archaeological Investigation (Archaeological Watching Brief) should be prepared and submitted by the applicant, this Written Scheme to be referred to in a suitable planning condition (see below).

- It is recommended that provision be made through the use of a suitable planning condition for ground excavations on site to be observed by an archaeologist(s), so that any archaeological Heritage Assets may be suitably sampled and recorded, and the findings made public (ref. PPS 5 : Heritage Assets, e.g. archaeological sites, historic buildings, historic landscapes).

Planning Condition (Archaeology)

The Developer shall arrange for an archaeological organisation or appropriately qualified archaeologists to observe the excavations and record archaeological evidence that may be uncovered as a result of the development in accordance with a written scheme of investigation which shall be submitted to and approved by the Local Planning Authority prior to the commencement of development.

Reason: The site is potentially of archaeological interest.

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

The application site is a small plot in the historic core of Shoreham, where buried archaeological remains relating to the medieval occupation of the town should be expected to exist or to have existed.

There will have been a degree of previous ground disturbance from the building that existed on the site - the former no. 4 Ship Street, still existing in 1974. Ordnance Survey mapping). The building footprints of that building and of the present building are similar, so that new wall foundation excavations might overlap at least partly the old building's foundation trenches.

However, a certain proportion of the ground disturbance that would accompany new building works may expose or cut through surviving archaeological remains. Such remains should not be damaged by new foundation works without adequate archaeological record.

In view (a) of the archaeological sensitivity of the site, (b) of the potential damage from new development to buried archaeological features that may exist here; but (c) also of the small size of the site, and (d) of some previous ground disturbance expected from construction and demolition of the former 4, Ship Street, only a modest level of archaeological safeguard is proposed.

Provision for arrangements for an archaeologist to attend the ground excavations, to record any archaeological features associated with the medieval and early post-medieval town, visible in new building and infrastructure excavations, should be made through the use of a suitable planning condition. The condition should make reference to a suitable agreed Written Scheme of Archaeological Investigation (PPS 5, Policy HE12).

Section 106 Contributions

Summary of Contributions:

Net Population Increase	1.8
Net Parking Spaces	1
t Commercial Floor Space sqm	0
otal Access (commercial only)	0.0000
Number of fire hydrants	0

Total TAD Contribution due

£1,260

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 dwelling.

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The calculations have been done on the basis of an increase in an additional 1 car parking space.

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.

Jamie Brown
Local Development