

**Development Management Committee
12 December 2017**

Additional Information

PJM1 - S17/1728

Proposal: Conversion of existing public house and motel and erection of 2 no. buildings to create 29 dwellings, with access, car parking, and landscaping

Site Address: The Towngate Inn. 3 Towngate East. Market Deeping

Additional Information:

A Market Deeping Town Councillor has raised queries in relation to the 1.8m footway to the Peterborough Road and the provision of the affordable housing.

Condition 6 requires a 1.8m wide footway. The Councillor has queried why not 2m as per Department for Transport recommended minimum.

Also the Councillor has queried why the affordable housing provision is not to be provided on-site where Core Strategy policy H3 says that "All developments comprising 5 or more dwellings should make appropriate provision for affordable housing within the development site.

Officers Comments:

Lincolnshire Highway Department have been consulted regarding the query about the footpath and have forwarded the following response:

"This condition has remained since the application back in 2015 in line with our Development Road Specification in use at the time and also to match up to the existing footway that runs up to the access on the B1524."

Regarding affordable housing contributions, which has changed since assessing the previous scheme (S14/2994), the Government has clarified its stance on Vacant Building Credit which is a consideration when determining the provision of affordable housing. I copy below the current extract from the Planning Practice Guidance.

"National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful

use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace.

What is the process for determining the vacant building credit?

Where there is an overall increase in floorspace in the proposed development, the local planning authority should calculate the amount of affordable housing contributions required from the development as set out in their Local Plan. A ‘credit’ should then be applied which is the equivalent of the gross floorspace of any relevant vacant buildings being brought back into use or demolished as part of the scheme and deducted from the overall affordable housing contribution calculation. This will apply in calculating either the number of affordable housing units to be provided within the development or where an equivalent financial contribution is being provided.

The existing floorspace of a vacant building should be credited against the floorspace of the new development. For example, where a building with a gross floorspace of 8,000 square metre building is demolished as part of a proposed development with a gross floorspace of 10,000 square metres, any affordable housing contribution should be a fifth of what would normally be sought.”

This confirms that affordable housing should be calculated by excluding any existing floorspace on the site.

The below is a table of existing and proposed floorspace. This shows that the new floorspace is only 38.16% of the total scheme. On this basis only 38.16% of the overall affordable housing is required.

Table of floorspace at Towngate

	Block A	B	C	D	Total
Existing space	0	659	354	0	1013
Proposed space	232.8	698	354	353.2	1638
additional space	232.8	39	0	353.2	625
Affordable housing % = amount of new space/amount of total proposed space					38.16

The issue of the provision of 4 affordable units on the site will be management of those units within shared blocks, the repairing responsibilities of those units, communal and service charges which will further add to the affordability of the units. Due to the flats being in blocks the four units cannot be split into their own separate areas and would share facilities on the site, therefore a Registered Provider cannot take on full ownership of the affordable units and would only be leasehold.

Therefore in this instance because of the affordability issues, the shared area issues between home owners and affordable housing occupiers sharing the same amenities it is

proposed that the affordable housing requirement is provided elsewhere off site. This avoids the Affordable Housing tenants being marginalised.

The easiest solution is for the developer to pay a commuted sum to assist with the provision of affordable housing, in the first instance in The Deepings or secondly in the area of South Kesteven. This will benefit the local authority and the tenants. The Council has identified potential sites in The Deepings for development. The local authority can also use funding to purchase built units and place units within

The commuted sum has been worked out based on the following:

The affordable housing requirement is 3.81 units (rounded up to 4 units). The development site is a mixture of one and two bedroom apartments. Therefore the units provided also are required to be a mixture based on local housing needs of 1 x 2 bedroom apartments and 2 x 2 bedroom apartments. The policy on the tenure split is 60% as affordable rent and 40% as shared ownership. In this instance to assist with the calculation the split of the tenure will be 50/50. The commuted sum calculation is:

Open Market Value – Value Paid for Affordable Units = Commuted Sum. Affordable rent is paid at 40% OMV and Shared Ownership at 60% OMV

The calculation is as follows:

Open Market Value as per SPD

One Bedroom Unit	= £120,000	x 2	= £240,000
Two Bedroom Unit	= £140,000	x 2	= £280,000
			= £520,000
1 x One Bedroom Unit	= £120,000	x 40%	= £48,000
1 x Two Bedroom Unit	= £140,000	x 40%	= £56,000
			= £104,000
1 x One Bedroom Unit	= £120,000	x 60%	= £72,000
1 x Two Bedroom Unit	= £140,000	x 60%	= £84,000
			= £156,000

Therefore:

OMV (£520,000) - (£104,000 + £156,000) = **£260,000 Commuted Sum**

The applicant has also submitted a revised car parking layout which has seen the addition of a further car parking space making a total of 41 spaces serving the proposed development.

Highway Matters

Lincolnshire Highway Department have been re-consulted in relation to the amended car parking layout and have no objections.

As a result of these amended plans two conditions have been amended.

Alterations/Additional Conditions:

Condition 2 is replaced with the following condition:

The development hereby permitted shall be carried out in accordance with the following list of approved plans submitted as part of the application:

Drawing Number: AP0001_A received on 11th September 2017
Drawing Number: AK0401 Rev P03 received on 6th December 2017
Drawing Number: AK0402 Rev P03 received on 6th December 2017
Drawing Number: AK0403 Rev P03 received on 6th December 2017
Drawing Number: AK0405-PO5 received on 6th December 2017
Drawing Number: AP0407_P02 received on 5th September 2017
Drawing Number: AK0406_P02 received on 5th September 2017

Reason: To define the permission and for the avoidance of doubt.

Condition 23 is replaced with the condition below:

The arrangements shown on the approved plan AK0405-PO5 received on 6th December 2017 for the parking/turning/manoeuvring/loading/unloading of vehicles shall be available at all times when the premises are in use.

Reason: To enable calling vehicles to wait clear of the carriageway of Towngate East and to allow vehicles to enter and leave the highway in a forward gear in the interests of highway safety.

Changes to Recommendation

No change to recommendation.