

**Minutes of a meeting of the
Adur Planning Committee
3 October 2018
at 7.00**

**Councillor Carol Albury (Chairman)
Councillor Pat Beresford (Vice-Chairman)

Councillor Les Alden	Councillor George Barton
Councillor Stephen Chipp	Councillor Brian Coomber
**Councillor Lee Cowen	Councillor Robin Monk

** Absent

Officers: Head of Planning and Development, Planning Services Manager,
Solicitor and Senior Democratic Services Officer

ADC-PC/031/18-19

Substitute Members

Councillor David Balfe substituted for Councillor Lee Cowen.

Councillor David Simmons substituted for Councillor Carol Albury.

ADC-PC/032/18-19

Declarations of Interest

Councillor David Simmons declared a personal interest in Item 5 as a Member of West Sussex County Council.

ADC-PC/033/18-19

Minutes

RESOLVED, that the minutes of the Planning Committee meeting held on 10 September 2018 be confirmed as a correct record and that they be signed by the Chairman.

ADC-PC/034/18-19

Items Raised Under Urgency Provisions

There were no items raised under urgency provisions.

ADC-PC/035/18-19

Planning Applications

The planning applications were considered, see attached appendix.

***** The meeting was adjourned at 8.55pm and reconvened at 9.12pm***

ADC-PC/036/18-19

Public Question Time

The following questions were received from Mr David Johnson:-

Question 1 - How will Adur Council assure residents, that once planning permission is agreed for a certain proportion of social and affordable housing, that the agreed proportion of such homes will be timely built, despite any representations on construction or other difficulties from said developers?

Question 2 - New government planning guidance recognises the important issue of viability for planning authorities considering significant planning applications, usually expecting some 15-20% profitability/return on investment for developers and also their significant s106 or CIL contributions. On what basis, will applications with much poorer viability and doubts over s106 or CIL be seen as acceptable?

The Chairman agreed to provide written responses to these questions within 3 working days, in accordance with the Council's Constitution.

The Chairman closed the meeting at 10.38pm it having commenced at 7.00 pm.

Chairman

Application Number: AWDM/0961/17	
Site:	Land East of Shadwells Road at Mash Barn Estate, Mash Barn Lane, Lancing
Proposal:	Hybrid planning application seeking (1) Full planning permission for the demolition of existing buildings and erection of 249 dwellings with temporary access via Grinstead Lane, a Country Park, relocation and extension of the Withy Patch Gypsy and Traveller site, permanent access via a new roundabout on the A27, landscaping, two additional football pitches and other associated infrastructure (including pumping facility at the River Adur); (2) Outline planning permission (with only landscaping reserved) for a non-food retail store (Use Class A1); and (3) Outline planning permission (with all matters reserved other than access) for the erection of a further 351 dwellings, community hub, primary school, and landscaping. The application is accompanied by an Environmental Impact Assessment. <i>(Amended Description)</i>

As there was a large audience in the public gallery, the Chairman introduced himself, and outlined the Order of Business to be conducted at the meeting.

The Head of Planning & Development delivered a presentation, reminding the committee of the complexity and level of interest shown in the application. Members were advised that the application had been deferred from the Adur Planning Committee meeting held on the 18 July 2018 for two reasons:-

1. IKEA were to be requested to undertake further work in relation to the environmental impact of the proposed development taking into account the objections received; and
2. to enable further discussions to be undertaken with Lancing College in relation to the provision of a 4th Arm to the proposed A27 roundabout.

The Head of Planning & Development referred to an addendum report which included details of a Collaboration Agreement which had been signed by the Applicants, Lancing College and the District Council and which set out how all three parties would work together to ensure delivery of the 4th Arm, subject to the granting of satisfactory planning permission from the South Downs National Park Authority (SDNP). It was noted that the agreement had provided confidence to Lancing College about its future delivery to the extent that, the college had withdrawn its objections to this application and the proposed commercial development at the airport (AWDM/1093/170). The Head of Planning & Development read a statement to the Committee on behalf of Lancing College and the Applicant:-

'An agreement has been signed between Lancing College and the Club, whereby the two parties will work together supported by Adur District Council to prepare and submit a planning application to the South Downs National Park for a 4th arm to the new junction on the A27 and if this is granted, the Club will pay for and construct the new access for the College and Coombes Road'.

The addendum also included a position statement which had been agreed between the Applicant, Highways England and West Sussex County Council, outlining why they feel the development is acceptable in highway terms. It also addressed concerns relating to the proposed bridal path underneath the A27 and the removal of the Sussex Pad as part of the proposals.

The Committee was informed that a further 19 letters of objection had been received. The objections specifically related to the closure of Sussex Pad, traffic and congestion on the A27, concerns about the design and size of the IKEA store and on flooding grounds.

The addendum report incorporated additional comments and concerns from the Adur Flood Watch Group which had been received following the publication of the committee report and outlined a petition which had been received, signed by 1,613 local residents, objecting to the development due to the proposed closure of the Sussex Pad junction.

Representations had been received from the local branch of Friends of the Earth, which included photographs of dog walkers using the path adjacent to Ricardos, along the river. A verbal update had been provided by the County Council (WSSC) regarding the school provision on the development. The Committee was informed that the applicant was providing 2 hectares of land to serve as the site for a new school but WSSC was also seeking a significant contribution towards its construction. WSSC has stated that although it understands the viability issues of the development, the provision of Education is of great importance. The Committee is asked to consider whether the provision of a school and the education contribution requested by WSSC should take precedence over the provision of affordable housing on site.

A letter had also been received from the General Aviation Awareness Council in relation to airport safeguarding in respect of both applications. The applicants have commented that the development would have no impact on the operation of the airport subject to an amendment to the helicopter flying circuit.

The presentation highlighted the alternative treatment proposed to reduce the impact of the north elevation on the downs. It was noted that 'fins' would also be applied to the rear delivery yard section on the north elevation. The Committee was informed that the applicant felt that the lettering on the north elevation onto the A27 was important, however, the signage would be the subject of a separate planning application to be considered under the advertisement regulations.

Consideration was given to a petition from local residents regarding the levels of use of the existing Sussex Pad, the existing footpath and the importance of a safe route providing access to the South Downs National Park. The Committee

noted that some groups had suggested that a bridge was required but that Highways England did not support that view.

The Members were then invited to raise any questions with the Officer specifically on the presentation.

These queries were answered comprehensively in turn by the Officer and included:-

- the demand for a large number of school places created by the development;
- the impact of the proposed development on the Withy Patch Gypsy and Traveller Site;
- the level of provision of affordable housing as part of the proposed development;
- the viability appraisal for the proposed development;
- how the proposal aligned with the Adur Local Plan and the Adur & Worthing Economic Strategy.

There were further representations at the meeting from:-

Registered Objectors: John Davies, HeliFly
Chris Drew, West Beach Residents Association

Stuart Matthews
Ian Perry

Lancing Parish Council: Cllr Gloria Eveleigh

Ward Members: Cllr Lee Cowen
Cllr Liz Haywood

(In their absence, the Chairman read out both Ward Members' representations)

Adur Members: Cllr Brian Boggis

Registered Supporters: Martin Perry, the applicant
Tim Farlam
Colin Hannan

The Members debated the proposal at length, considering the advantages and disadvantages of the proposed development. The majority of the Committee recognised and supported the wider economic and housing benefits that the New Monks Farm scheme would deliver for the local economy. However, Members raised concerns regarding the impact of the proposed development on the highway and heritage assets.

Members acknowledged the significant need for affordable housing (the 180 affordable homes provided by this development would be of great benefit) and that there would be a number of job opportunities provided by the commercial aspects of the proposal.

A proposal to approve the application was seconded and following a vote, the application was approved:-

5 in favour
3 against

Decision

That the Committee delegated the decision to the Head of Planning and Development to approve subject to the completion of a S106 agreement and the Secretary of State confirming that he did not wish to 'call in' the application for his determination and the imposition of the following planning conditions:

During the delegation period, the Head of Planning and Development to clarify the safeguarding of the airport issues with the General Aviation Awareness Council.

General

1. The development for which full planning permission is granted shall be begun before the expiration of three years from the date of this permission.
2. The development for which full planning permission is granted shall be carried out in accordance with the approved plans listed in the schedule below.

Description	Drawing Number	Date Received

3. If, during development, contamination not previously identified is found to be present at the site then no further development within that Phase shall be carried out (unless otherwise agreed in writing with the local planning authority) until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
4. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (CEP v1.4, dated June 2017) and FRA Addendum (CEP v1.3, dated December 2017) and the following mitigation measures detailed within:
 - Crest height of the onsite flood defence embankment to be set no lower than 5.4mAOD
 - Finished first floor levels to habitable accommodation to be set no lower than 5.7mAOD
 - Finished floor levels to retail store and primary school to be set no lower than 4.5mAOD
 - Floor levels to the proposed traveller site are set no lower than (4.35mAOD) and highest (5.0mAOD) as shown on drawing number (2-401A)

5. Within one calendar year from commencement of the development a written Conservation Management Plan for the Shoreham Airfield Dome Trainer shall be submitted to and approved by the Local Planning Authority.
6. All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out no later than first planting and seeding seasons following the first occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards BS5837:2012.

Prior to Commencement

7. No Phase of the development shall commence until the measures which will be undertaken to protect the public water apparatus located within that Phase, have been submitted to and approved in writing with the Local Planning Authority.
8. No Phase of the development shall commence, including any works of demolition, until a Construction Management Plan for that Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period unless otherwise agreed in writing with the Local Planning Authority. The Plan shall provide details of:
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development.
 - the erection and maintenance of security hoarding,
 - the hours of construction,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
9. The overarching drainage scheme for the site shall be implemented in accordance with the details set out in the approved Flood Risk Assessment (FRA) (CEP v1.4, dated June 2017) and FRA Addendum (CEP v1.3, dated December 2017).

10. No Phase of the development shall commence unless and until a detailed scheme for the provision of surface water drainage for that Phase has been submitted to and approved in writing by the Local Planning Authority.
11. No Phase of the development shall commence until full details of the existing and proposed land levels of that Phase in relation to Ordnance Datum and to surrounding properties have been submitted to and approved in writing by the Local Planning Authority.
12. No Phase of the development shall commence until an Ecological Mitigation and Management Plan (EMMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority. The EMMP shall incorporate the recommendations of Chapter 11 of the Environmental Statement dated June 2016 and its appendices, and Chapter 11 of the Further Information to the Environmental Statement dated December 2017 and its appendices
13. No development of the pumping station or associated works below mean high water mark approved by this permission shall take place until a scheme for the provision and management of at least 840m² compensatory intertidal habitat creation, in accordance with Flood Risk Assessment (FRA) Addendum ((CEP v1.3, dated December 2017) and drawing ref. 6-301, has been submitted to and agreed in writing by the local planning authority. The scheme shall include:
 - Scaled plans showing the exact areas of intertidal habitat lost and gained
 - Methods for implementing and maintaining the compensatory habitat, including how any environmental risks will be mitigated
 - Timings

Thereafter the development shall be implemented in accordance with the approved scheme.

14. No Phase of the development shall commence until a Construction Environmental Management Plan for that Phase (including works to improve the footpath under the A27) in accordance with the approach outlined in the Environmental Statement, has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. Such a scheme shall include details of the following:
 - The timing of the works
 - The measures to be used during the development in order to minimise environmental impact of the works (considering both potential disturbance and pollution)
 - A map or plan showing areas designated for oil storage, washing down concrete/ cement, etc.

- A map or plan showing habitat areas to be specifically protected during the works.
- Any necessary pollution protection methods
- Information on the persons/bodies responsible for particular activities associated with the method statement that demonstrate they are qualified for the activity they are undertaking.

The works shall be carried out in accordance with the approved method statement approved for the relevant Phase.

15. No Phase of the development shall commence until a scheme for the provision and management of a buffer zone alongside all ditches within the Phase has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including domestic gardens and formal landscaping; and should form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during development and managed/ maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- details of any proposed footpaths, fencing, lighting etc.

16. No Phase of the development, except remediation, demolition, archaeological and drainage works, shall commence until a detailed watercourse management plan, in accordance with the approved Draft Watercourse and Flood Defence Bund Management Plan, including long-term ecological objectives, management responsibilities and maintenance schedules for all of the ditches within that Phase, has been submitted to and approved in writing by the Local Planning Authority. The water management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall include the following elements:

- details on how water levels in the ditches shall be maintained to achieve the long term ecological objectives of the plan
- details of maintenance regimes and management responsibilities
- details of eel passage through hydrological barriers as required by Eel Regulations
- details of monitoring and adaptive management

17. No works to the ditch network within any Phase of the development shall take place until a detailed scheme of the proposed alterations to the ditches within that Phase has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and any

subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall include the following:

- scaled plan and section drawings of channel profiles
 - details of how profiles and features have been incorporated to maximise ecological benefit
 - details of the design of the reed bed pond
 - details of the design of the sedge bed wetland
18. No construction of the proposed bridges shall take place until such time as the Technical Approval process as specified within BD 2/12 of the Design Manual for Roads and Bridges has been completed in regards of the proposed 5 Highway Bridges (HW01-05) and written confirmation has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
19. No Phase of the development except remediation, demolition, archaeological and drainage works for which planning permission is hereby granted, shall take place until a schedule of materials for that Phase, including for hard and soft landscaping, has been submitted to and approved in writing by the Local Planning Authority.
20. No development relating to the A27 access roundabout as shown on drawing VN40408_PL-015-J shall be carried out, except remediation, demolition, archaeological and drainage works, until the new Withy Patch Gypsy and Traveller Site have been completed in accordance with the approved plans.
21. The traffic signal control at the Sussex Pad junction associated with General Arrangement Drawing Number VN40408/PL-015 Rev J shall not be removed until the proposed improvements to upgrade the existing footpath ProW 2049 to a bridleway as shown in General Arrangement Drawing Number VD14260_SK-0101 Rev C and the new bridleway link between PRoW 2049 to Coombes Road as shown in General Arrangement Drawing Number HED-1172-LA-601 Rev 01 Masterplan and Elevation have been completed to the satisfaction of Highways England and West Sussex County Council as Local Highway Authority
22. No Phase of the development shall commence until the implementation of a programme of archaeological mitigation works within that Phase has been secured in accordance with a written Archaeological Mitigation Strategy and timetable which have been submitted to and approved in writing by the Local Planning Authority. The following heritage assets listed in the Environmental Statement Appendix 12.3 (Archaeology and Cultural Heritage Impact Assessment report) will be recorded:
- (a) HA001 (Shoreham Airfield dome trainer).
 - (b) HA025 (Over blister hangar)
 - (c) HA 027 (Daniel's Barn).
 - (d) HA 050 (WWII pillbox)
 - (e) HA 058 (WWII Type 24 pillbox).
 - (f) HA 061 (WWII field gun emplacement).

23. No development relating to the A27 access roundabout shall commence until details of a landscaping and ground improvement scheme for the vicinity of the Shoreham Airfield dome trainer Scheduled Monument has been submitted to and approved in writing by the Local Planning Authority.
24. Prior to commencement of the IKEA roof a Bird Hazard Management Plan which shall include measures to discourage roosting/nesting/loafing of birds on the roof of the IKEA shall be provided to and agreed in writing by the Local Planning Authority.

Prior to Occupation

25. No dwelling shall be first occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Residential Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
26. No dwelling shall be first occupied until covered and secure cycle parking spaces serving that unit have been provided in accordance with plans and details that shall be submitted to and approved by the Local Planning Authority.
27. No dwelling shall be first occupied until the car parking serving that unit has been constructed in accordance with the approved plans. These spaces shall thereafter be retained at all times for their designated purpose.
28. The football pitches hereby approved shall not be brought into use until the boundary fencing shown on the approved plans has been erected. Such fencing shall thereafter be permanently retained.
29. The two new football pitches hereby approved shall not be brought into use until pedestrian access to the smallholding to the south of the site has been re-provided around the north and east edges of the pitches and shall thereafter be permanently retained, unless otherwise agreed in writing by the local planning authority.”
30. No more than 60 dwellings shall be occupied until improvements to the Grinstead Lane approach to the A27 as shown in Drawing Number VN40408/PL-032 have been completed to the satisfaction of West Sussex County Council as Local Highway Authority.
31. No more than 250 dwellings shall be occupied until the existing helicopter circuits have been altered and implemented in accordance with the recommendations of York Aviation in its Technical Summary Note dated 7th September 2018 and details of the altered circuits shall be submitted to and

approved in writing with the Local Planning Authority in consultation with the airport operator.

Regulatory

- 32. The use of the football pitches hereby approved shall be limited to between the hours of 9am until 10pm every day.
- 33. The football pitches hereby approved shall not be floodlit.

Outline Planning Permission for 351 Dwellings, Non-Food Retail Store, Primary School and Community Hub

General

- 34. Each Phase of the development for which outline planning permission is hereby granted shall be commenced before the expiration of three years from the date of this permission or two years from approval of the last Reserved Matters relevant to that Phase as defined in Condition 32, 33 and 34 below, whichever is later.
- 35. The detailed design of the development proposed through Reserved Matters applications pursuant to the outline planning permission shall have regard to, and broadly accord with, the principles set out on the following parameter plans and supporting documents:

Description	Drawing Number	Date Received

- 36. Details of the Reserved Matters associated with the residential dwellings granted outline approval (the Residential Reserved Matters) shall be submitted to the Local Planning Authority within three years from the date of this permission to include:
 - (i) scale
 - (ii) appearance
 - (iii) layout
 - (iv) landscaping

No development of the dwellings granted outline permission, other than remediation, drainage and archaeological works, shall commence until the Residential Reserved Matters has been submitted to and approved by the Local Planning Authority.

- 37. Details of the Reserved Matters associated with the Non-Food Retail Store granted outline approval (the Retail Reserved Matter) shall be submitted to the Local Planning Authority within three years from the date of this permission:
 - (i) Landscaping

The submitted details shall include precise specifications of the proposed Green Roof including plant species and density of planting and cross sections identifying planting height to demonstrate screening of the remainder of the roof and a maintenance schedule.

No development of the Non-Food Retail Store, other than remediation, drainage and archaeological works, shall commence until the Retail Reserved Matter has been submitted to and approved by the Local Planning Authority.

38. Details of the Reserved Matters associated with the Primary School granted outline approval (the School Reserved Matters) shall be submitted to the Local Planning Authority within three years from the date of this permission:

- (v) scale
- (vi) appearance
- (vii) layout
- (viii) landscaping

No development of the Primary School, other than remediation, drainage and archaeological works, shall commence until the School Reserved Matters has been submitted to and approved by the Local Planning Authority.

39. The height of the proposed Non-Food Retail Store should not exceed 12.14 metres (16.64 - Above Ordnance Datum AOD) (other than plant and associated infrastructure which should not exceed 15.00 metres).

Prior to Commencement

40. The Non-Food Retail store hereby permitted shall achieve a BREEAM "Very Good" standard as a minimum. Within three months from commencement of the Non-Food Retail Store a BREEAM design stage assessment report shall be submitted to the Local Planning Authority confirming that this standard will be achieved. A post completion BREEAM report shall be submitted to the Local Planning Authority within 6 months of the substantial completion of the development hereby approved. The required BREEAM assessments shall be prepared, and any proposed design changes approved prior to commencement of the development, by a licensed BREEAM assessor.
41. No development of the Primary School shall take place until an acoustic report has been submitted to and approved in writing by the Local Planning Authority which contains details of how the School at all storeys and all facades will be glazed and ventilated in order to protect internal occupants from road traffic noise and to comply with the "good" levels in British Standard 8233 and the levels stated in BB93 or suitable equivalent. The scheme shall be implemented fully in accordance with the approved details and retained as such thereafter.
42. No development, other than archaeology and drainage works, of the residential dwellings hereby granted outline planning permission shall take place until a scheme for nature conservation enhancement has been

submitted to and approved by the Local Planning Authority. The scheme shall be fully implemented in accordance with the approved details and retained as such thereafter.

Prior to Occupation

43. The Non-Food Retail store shall not be occupied until such time as until a Servicing Management Plan has been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the loading and unloading of deliveries, in terms of location and frequency, and set out arrangements for the collection of refuse. Once occupied the use shall be carried out only in accordance with the approved Servicing Management Plan.
44. The Non-Food Retail store shall not be occupied until the bicycle and motorcycle parking have been provided in accordance with the approved drawings. Thereafter these spaces shall be kept available for use at all times.
45. No more than 249 dwellings shall be occupied until the Country Park has been completed in accordance with the approved plans.
46. The Non-Food Retail store or any more than 249 dwellings shall not be occupied until the proposed improvements to the A27 / Grinstead Lane / Manor Road Roundabout as shown in the General Arrangement Drawing Number VN40408/PL-010 Rev D have been completed to the satisfaction of Highways England and West Sussex County Council as local highway authority, or a contribution has been made for the cost of the works shown in Drawing Number VN40408/PL-010 Rev D, to be secured under Section 106 of the Town and Country Planning Act 1990.
47. No more than 249 dwellings shall be occupied until the Pumping Station on the bank of the River Adur has been completed in accordance with the approved plans.
48. The Non-Food Retail store or any more than 249 dwellings shall not be occupied until the proposed Development Access and Sussex Pad Junction Works as shown in the General Arrangement Drawing Number VN40408/PL-015 Rev J and the Coombes Road Merge / A283 Diverge Link Works as shown in General Arrangement Drawing Number VN40408/PL-030 Rev A have been completed to the satisfaction of Highways England and West Sussex County Council as local highway authority.
49. The Non-Food Retail store shall not be occupied until a Staff Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Staff Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Retail Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

50. The Non-Food Retail store or any more than 249 dwellings shall not be occupied until a bus gate between Hayley Road and the development has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Regulatory

51. The non-food retail store hereby approved shall not be open to the public before 10:00 am Monday to Friday (excluding browsing time and use of the ancillary restaurant from 09:30 hours).
52. No more than 250 dwellings shall be occupied until access from Hayley Road has ceased from which point it shall be limited to use by cyclists, pedestrian's buses or emergency vehicles only.
53. The approved landscaping scheme for each Phase shall be fully implemented in accordance with the approved details within the first planting season following the substantial completion of that Phase. Any trees, hedges or shrubs, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced with trees, hedging plants or shrubs of a type, size as previously approved unless agreed in writing with the Local Planning Authority.
54. Notwithstanding the provisions of Class A1 of the Town and Country Planning Act 1990, Use Classes (amendment) Order 2005, the use of the non-food retail store shall be limited to the sale of bulky goods, DIY products, furniture and homewares and those goods and departments referred to in the Retail Statement prepared by DWD and for any ancillary uses which are offered in support of the main retail function.
55. The non-food retail store hereby approved shall not be divided into more than one unit and shall be used for the purposes of a single retail operator unless otherwise agreed in writing with the LPA.

Application Number: AWDM/1093/17	
Site:	Shoreham Airport, Cecil Pashley Way, Shoreham (Brighton City) Airport, Lancing, West Sussex, BN43 5FF
Proposal:	Outline planning permission for the erection of new commercial buildings with an overall height of 14ms to provide up to 25000m2 of floorspace for Light Industrial (Use Class B1c), General Industrial (Use Class B2) and Storage and Distribution (Use Class B8) with access, landscaping and associated infrastructure (including a new pumping facility on the River Adur).

The Head of Planning & Development presented the application to Committee, advising Members that an Addendum Report and amended Design Code had been circulated in advance of the meeting.

The addendum report outlined the contents of 5 letters of objection received since the report had been published and Members were reminded that this was an outline planning application for up to 25,000sqm. It was noted that the applicant had agreed in principle to install electric charging points as part of the development in order to mitigate air quality concerns. Due to the size of the proposed development, there would also be a requirement for travel plans to be submitted in connection with subsequent Reserved Matters applications.

Members were shown photographs of the proposed development site along with possible layout plans for the proposed development. The Head of Planning & Development identified the no build area on the site plans which was intended to mitigate the impact of the development. The proposed inclusion of a 12m landscaping zone on the eastern boundary was also identified and highlighted to Members. This would provide a buffer to the river and the SSSI and provide some biodiversity compensation for the loss of the open grass area. Additional tree planting would also be undertaken on the northern boundary.

The Committee was informed that concerns had been raised regarding the heights of the proposed development in relation to the setting of historic buildings - Lancing Chapel being a Grade 1 Listed Building. The proposed height of buildings had been reduced from 14m to 13m during the course of the application. It was also noted that the developers were keen to work with potential occupiers, however, the height and form of the final buildings would not be known until the occupiers were identified.

Members considered the pallet of materials, including the most appropriate colours, to be used on the development and the different glazing options.

Members were advised that financial considerations were relevant material considerations and that this application had nothing to do with Ikea, it was a completely separate application and should be judged on its merits. It was a complex case and a difficult situation, as outlined by the Airport Administrator.

The Head of Planning & Development clarified that the Local Planning Inspector had inserted the word 'minimum' into the Adur Local Plan, not the Council. The latest NPPF had made it abundantly clear to local planning authorities that they should seek to meet the minimum objectively assessed needs for their communities. Therefore, there is a requirement to go beyond our objectively assessed needs for housing and employment. However, Adur was very constrained and could not meet its objectively assessed housing or employment needs. The difficulty was accommodating growth and development that was viable whilst protecting the environment.

Whilst debating the item, Members considered the importance of enabling the airport to continue whilst attracting the right level of investment on the site. Members acknowledged that there were already employers providing high skilled jobs on this site and hoped that the proposed development would expand such employment prospects for local people.

A proposal to approve the application was seconded and following a vote, the application was approved:-

5 in favour
2 against
1 abstention

Decision

That the Committee delegated authority to the Head of Planning and Development to grant planning permission subject to the completion of a s106 Agreement and the Secretary of State confirming that he did not wish to call in the application for his determination.

The Committee agreed that the a satisfactory amended Design Code had been submitted prior to the meeting.

General

1. The development for which outline planning permission is hereby granted shall be commenced before the expiration of five years from the date of this permission or three years from approval of the last Reserved Matter, whichever is later.
2. The detailed design of the development proposed through Reserved Matters applications pursuant to the outline planning permission shall have regard to, and broadly accord with, the principles set out on the following parameter plans and supporting documents:

Description	Drawing Number	Date Received

3. Details of the Reserved Matters associated with the outline approval shall be submitted to the Local Planning Authority within five years from the date of this permission to include:
 - (i) Scale
 - (ii) Appearance
 - (iii) Layout
 - (iv) Landscaping

Approval of all these Reserved Matters shall be obtained from the Local Planning Authority prior to the commencement of the development.

4. The reserved matters applications, submitted pursuant to Condition 3 above, shall be based upon and be in accordance with the general principles set out in the Design and Access Statement and the Design Code document dated September 2018.
5. No development of the pumping station or associated works below mean high water mark approved by this permission shall take place until a scheme for the provision and management of at least 840m² compensatory intertidal habitat creation, in accordance with Flood Risk Assessment (FRA) Addendum ((CEP v1.3, dated December 2017) and drawing ref. 6-301, has been submitted to and agreed in writing by the local planning authority. The scheme shall include:
 - Scaled plans showing the exact areas of intertidal habitat lost and gained
 - Methods for implementing and maintaining the compensatory habitat, including how any environmental risks will be mitigated
 - Timings of the work

Thereafter the development shall be implemented in accordance with the approved scheme.

Pre Commencement

6. No development shall commence until full details of the existing and proposed land levels of the development in relation to Ordnance Datum and to surrounding properties have been submitted to and agreed in writing by the Local Planning Authority.
7. Prior to the commencement of the development, an Ecological Mitigation and Management Plan (EMMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMMP shall incorporate the recommendations of Chapter 11 of the Environmental Statement dated June 2016 and its appendices, and Chapter 11 of the Further Information to the Environmental Statement dated December 2017 and its appendices.

8. Piling or any other foundation designs using penetrative methods associated with the development for which planning permission has been granted shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
9. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate addressing (but not necessarily be restricted to) the following matters,
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
10. No development shall take place unless and until a scheme for the provision of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. This should broadly be in accordance with the Flood Risk Assessment and appendices dated June 2017 and addendum Flood Risk Assessment and appendices dated December 2017.
11. No development above floor plate level shall take place until a schedule of materials has been submitted to and approved in writing by the Local Planning Authority.
12. No development above floor plate level shall take place until a schedule of details of hard and soft landscaping, has been submitted to and approved in writing by the Local Planning Authority.
13. No development above floor plate level shall take place until details of any means of enclosure or boundary treatments, have been submitted to an approved in writing by the Local Planning Authority.
14. Details of any external lighting on site shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any lighting on site. This information shall include a layout plan with beam orientation and schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed,

maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent or variation.

15. The commercial floorspace hereby approved shall achieve a BREEAM “Very Good” standard as a minimum. Prior to commencement a BREEAM design stage assessment report shall be submitted to the Local Planning Authority confirming that this standard will be achieved. The required BREEAM assessment shall be prepared, and any proposed design changes approved by a licensed BREEAM assessor prior to commencement of the development. A post completion BREEAM report shall be submitted to the Local Planning Authority within 6 months of the substantial completion of the development hereby approved.

Prior to Occupation

16. The commercial floorspace hereby approved shall not be occupied until the A27 access roundabout shown on drawing VN40408_PL-015-J has been completed to the satisfaction of Highways England and West Sussex County Council as local highway authority.
17. *Prior to bringing any part of the floor space into use of the development hereby permitted in conjunction with Conditions 1 or 2, the shared footway improvements on the northern side of the A27 Old Shoreham Road and to the east of Coombes Road shall be provided in accordance with Vectos Drawing No. VD14260-SK-0101 Rev C (GENERAL ARRANGEMENT OPTION A 2.5m FOOTWAY/CYCLEWAY) and HED Drawing No. HED-1172-LA-601 Rev 01 (River Adur to Coombes Road NMU Link — Master Plan and Elevation) and opened for use by the public.*
18. No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with the approved plans and details submitted to and approved in writing by the Local Planning Authority.
19. The commercial floorspace hereby permitted shall not be occupied until the approved Pumping Station on the bank of the River Adur has been completed and brought into operation to the satisfaction of the Local Planning Authority.
20. No unit of commercial floorspace shall be occupied until the car parking and covered and secure cycle parking serving that unit have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.
21. No unit of commercial floorspace shall be occupied until a Travel Plan, which shall include modal shift targets and a programme of implementation, monitoring and review, has been submitted to and approved in writing by the Local Planning Authority.
22. The proposed footways/footpaths shall be constructed in such a manner as to ensure that each unit, before it is occupied or brought into use, shall be

served by a properly consolidated and surfaced footway/footpath between the development and highway.

23. Prior to the first occupation of any unit, a suitable waste storage/collection area shall be provided in accordance with the approved plan/details that shall have been submitted and approved by the Local Planning Authority, that allows for the convenient storage of waste and unrestricted access at all times.
24. No development shall take place until plans showing provision for the loading and unloading of goods and an associated turning area have been submitted to and approved in writing by the Local Planning Authority. These shall be constructed to the satisfaction of the Local Planning Authority prior to the occupation or use of the development. Any provision shall thereafter be retained for such purposes.

Regulatory

25. No more than 25,000m² of commercial floorspace shall be provided within the site.
26. No goods, plant, machinery or materials shall be deposited or stored, or articles displayed, or processes undertaken, outside any building(s) on the site unless otherwise agreed in writing with the Local Planning Authority.
27. Notwithstanding the Use Classes Order the industrial units hereby approved shall only be occupied as Use Class B1 (c), B2 and B8 and for no other Use Class unless otherwise approved in writing with the LPA.