

**Minutes of a Meeting of the Worthing Planning Committee
held in the Gordon Room, Worthing Town Hall on
4 March 2020**

Councillor Paul High
Councillor Noel Atkins

Councillor Paul Baker
Councillor Jim Deen
Councillor Karen Harman

Councillor Martin McCabe
Councillor Helen Silman
Councillor Steve Wills

****Absent**

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

The Chairman confirmed the Public Speaking Protocol for this meeting would allow registered speakers 5 minutes each.

WBC-PC-67-19-20 Substitute Members

There were no substitute Members.

WBC-PC-68-19-20 Declarations of Interest

Councillor Paul High and Councillor Noel Atkins declared an interest as elected Members of West Sussex County Council.

Councillor Helen Silman declared an interest in AWDM/0325/19 as she had been contacted by residents but came to the meeting with an open mind.

Councillor Martin McCabe declared an interest in AWDM/0325/19 as he had been contacted by residents but came to the meeting with an open mind.

WBC-PC-69-19-20 Confirmation of Minutes

None to confirm.

WBC-PC-70-19-20 Items Raised Under Urgency Provisions

There were no items raised under urgency provisions.

WBC-PC-71-19-20 Planning Applications

The planning applications were considered, see attached appendix.

APPENDIX

1

Application No. **AWDM/0325/19**

Site: **Development Site At Former Teville Gate Car Park And Land To The West Teville Road, Worthing**

Proposal:

Redevelopment with a mixed use scheme comprising three blocks of 378 residential units, 83-bedroom hotel (3,684 sqm), a foodstore (Use Class A1) (1,852 sqm), a gym (Use Class D2) (1,426 sqm), in addition to retail, restaurant and cafe uses (Use Classes A1, A2, A3, A4 & A5) (999sqm) and associated infrastructure including 307 parking spaces, 352 cycle parking spaces, service areas, public realm with associated hard and soft landscaping and private amenity spaces. The application is accompanied by an Environmental Impact Assessment.

Before the Officer's presentation, the Chairman referred Members to two addendums to the report circulated via email and tabled at the meeting.

The Head of Planning and Development introduced the report and began by giving Members a brief history of the site and the viability issues in respect of previous development proposals. The Officer advised the Planning Services Manager would follow with details of the current scheme.

Members were shown a street view of the site from 2016 and advised the site had had a succession of planning permissions granted, the first being over 20 years ago, but so far none had been implemented. The Officer advised viability and other issues had affected any potential development proposals however, the Council had always had an interest in the site as it held the Lease on the old multi storey car park. The Council had also taken a proactive step in applying for public funding to help demolish the buildings on the site to assist the development coming forward.

The Officer stated that with the new proposal under consideration viability remained a key material consideration and the viability appraisal, submitted with the application, had made it clear from the outset it had been a scheme that could not deliver any affordable housing. However, unlike past development proposals, the current applicants had expressed a desire to deliver over 30% affordable housing, 116 affordable homes, but would need additional public sector funding, and many months of negotiation had taken place with Homes England in an effort to achieve this. The Officer referred Members to an addendum which included reference to Homes England's support. He advised there had also been ongoing discussions with regard to the s106 agreement.

The Officer advised the proposed development was estimated to attract a Community Infrastructure Levy (CIL) payment of over £3 million which would also be available for off site infrastructure improvements around the site.

The Planning Services Manager continued the presentation for Members by firstly advising Members of one further letter of objection, received since the papers were published, on the grounds of lack of parking.

Members were shown various photographs, together with numerous plans, to assist in their consideration of the application.

The Officer indicated where the three blocks, A (8 storeys), B (14 storeys) & C (22 storeys) were on the site location plan and included a plan of the previous scheme for comparison purposes. The Officer advised the key difference between the schemes was that the previous scheme had included Teville Gate House.

Members were shown a video fly-through of the proposal.

The Head of Planning and Development referred the Committee to the north elevation of the scheme and said that the key connection to Railway Approach had been the subject of discussions and as part of the negotiations on the s016 agreement, the applicants had agreed to make a contribution to public realm enhancements of Railway Approach. The Officer also advised that from the plans it gave the impression of a large amount of retail space however, there was no suggestion the proposal would be all retail floorspace but permission was being sought for a range of A class uses, which could include coffee shops, restaurants or estate agents.

The Officer concluded his presentation by referring to car parking provision, potential cycle paths and the viability report on page 102 of the report. He stated the applicants had endeavoured to mitigate any risks related to the project and signed up with operators in relation to a hotel, discount store, gym and a Registered Provider regarding the affordable housing.

Members raised a number of queries in relation to the presentation, which were answered in turn by the Head of Planning and Development, and included:-

- external space standards;
- AQMA/mitigation during construction period;
- adequacy of wind mitigation within development;
- location of disabled car parking spaces;
- daylight and sunlight assessments; and
- fire safety measures for high-rise buildings.

There were further representations from:-

Objector, as Chair of the Worthing Society:	Susan Belton
Objectors as members of the public:	Hartley Davies
	Emma Taylor

Supporters - applicant, architect and transport and highways consultant:	Jawad Sheikh
	John Southwell
	Ben Dawson

The meeting was adjourned at 8.24pm, and reconvened at 8.29pm.

Members considered the scheme and recognised there had been a long established need to redevelop the Teville Gate site.

Some Members raised concerns as to the density and height of the new towers and were unhappy with the suggestion within the report that nearby residential properties could receive daylight and sunlight below the suggested recommended levels. The Committee did, however, agree the proposal was within a sustainable location, with restricted parking to encourage the use of local transport, and would deliver much needed housing for the town, 30% of which would be affordable.

Within the debate, a Member raised a query regarding the report and the fact that the Design and Access Statement and references to legislation and British Standards were out of date. The Member requested this be updated, and agreed to include this during the delegation period. The Member also advised he would support the development but on the proviso a changing places toilet be included.

Following further discussion, the majority of the Members agreed the Officer's recommendation to grant planning permission as detailed below.

Decision

That planning permission be **GRANTED**, with the decision delegated to the Head of Planning and Development to secure completion of a s106 legal agreement to ensure the delivery of affordable housing provision, public realm improvements, and subject to an additional condition and amendments to conditions set out in the circulated addendum; an additional condition to ensure the development incorporates a changing places toilet; and that during the delegation period Officers seek an amended Design and Access Statement (DAS) to update references to legislation and British Standards; and the following conditions:-

01. Approved Plans
02. Full Permission
03. No development shall commence until a phasing plan has been submitted to and approved in writing. The phasing plan shall indicate the elements of the scheme to be implemented with each phase of the development including public realm improvements and car parking provision.

Reason: To control the development in detail and to ensure that appropriate infrastructure is provided to support each phase of the development.

04. No development shall commence within the site until:

A written scheme of investigation (archaeological work) which should include on-site field survey and recording and the analysis reporting publishing and archiving of the results has been submitted to and approved by the Local Planning Authority;

The approved programme of archaeological work has been carried out in accordance with the approved details.

Reason: In order to ensure that heritage assets of archaeological interest will be adequately recorded before development and subsequently will be adequately reported.

05. The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect and divert the public sewers and water apparatus, prior to the commencement of the development.

Reason: In order to ensure that sewers are adequately protected

06. Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

Reason: To ensure the development is satisfactorily drained

07. Development should not commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

Reason: To ensure the development is satisfactorily drained

08. Development shall not commence until full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

Reason: To ensure an adequate sustainable drainage system is maintained and managed

09. Prior to the occupation of the development hereby approved a detailed lighting design of all external lighting shall be submitted and approved by the Local Planning Authority.

Reason: In the interests of visual and neighbourhood amenity and the approved details maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

10. Prior to the commencement of the development hereby approved a Waste Management Plan in respect of residential and commercial uses shall be submitted to and approved by the Local Planning Authority and the approved details maintained thereafter unless otherwise agreed in writing by the Local Planning Authority

Reason: To ensure satisfactory provision is made for residential and commercial waste management

11. Prior to the occupation of the development hereby approved, details shall be submitted demonstrating adherence to Secure by Design principles in consultation with Sussex Police

Reason: To ensure that the development meets Secure by Design principles

12. Prior to the first residential occupation of the development hereby approved a scheme for noise mitigation for the outside amenity spaces shall be submitted to and approved by the Local Planning Authority and the approved details shall be maintained thereafter unless otherwise agreed in writing.

Reason: To ensure adequate mitigation against noise to external amenity areas.

13. Prior to the first residential occupation of the development hereby approved, a ventilation and glazing strategy for the development shall be submitted to and approved by the Local Planning Authority and the approved details shall be maintained thereafter unless otherwise agreed in writing.

Reason: To ensure adequate ventilation and glazing in the interests of amenity

14. Prior to the first residential occupation of the development hereby approved, a scheme shall be submitted to and approved by the Local Planning Authority demonstrate how the required level of air quality mitigation shall be achieved through the type and cost of the proposed measures.

Reason: To ensure adequate air quality mitigation

15. Demolition and construction works shall not take place outside 08.00 hours to 18.00 hours Mondays to Fridays and 09.00 hours to 14.30 hours on Saturday. There will be no construction on Sundays or Bank Holidays. Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: In the interests of the amenities of neighbouring residential properties

16. No development shall take place, including any works of demolition, 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 but not necessarily be restricted to the following matters:-

- the anticipated number, frequency and types of vehicles used during construction - HGV construction traffic routings shall be designed to minimise journey distances through the Worthing AQMA.
- 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,
- a commitment to no burning on site,
- 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.
- Methods to control dust from the site

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.

17. Prior to the commencement of development, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local authority:

i. A preliminary risk assessment which has identified: · all previous uses · potential contaminants associated with those uses · a conceptual model of the site indicating sources, pathways and receptors · potentially unacceptable risks arising from contamination at the site

ii. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

iii. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

v. Prior to commencement of development of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan and for the reporting of this to the local planning authority.

Any changes to these components require the express consent of the local authority. The scheme shall be implemented as approved.

Reason: To ensure adequate remediation is secured for any contaminants on the site.

18. The development shall be served by a communal heating system (CHP) as indicated in the sustainability report and capable of connection to a District Heat Network (DHN) if a Network is subsequently available to serve the development.

Reason: To sustain compliance with and contribute towards EU limit values or national objectives for pollutants.

19. Prior to the commencement of any development above ground level the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) particulars and samples of the materials to be used on all external faces of the building;

- (b) details of all elevations to show typical details of all external components including details of drainage;
- (c) details of the balconies and wind mitigation measures including details of drainage;
- (d) details of ground floor elevations including entrances;
- (e) details of escape doors, gates, doors bin storage entrance and bicycle storage entrance;
- (f) details of soffits, handrails and balustrades;
- (g) details of ground level surfaces including materials to be used;
- (h) details of external lighting attached to the building including anti collision lights, lighting to the soffits and lighting to pedestrian routes;
- (i) details of plant and ductwork to serve the commercial uses;
- (j) details of ventilation and air-conditioning for the commercial uses;

Reason: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy Policy 16.

20. Prior to the commencement of any development above ground level a schedule of materials and finishes and samples of such materials and finishes to be used for external walls, glazing and roof of the proposed building have been submitted to and approved in writing by the Local Planning Authority and the materials so approved shall be used in the construction of the building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity/setting of the Listed Building/ by endeavouring to achieve a building of visual quality in accordance with policy 16 of the Worthing Borough Core Strategy Plan.

21. Prior to the commencement of any development above ground level, details of the landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) Details of materials
- b) Street furniture and lighting
- c) Planters, tree pits and planting
- d) A timetable for the implementation of the hard and soft landscaping,
- e) A maintenance plan to ensure establishment of the soft landscaping. Development shall thereafter be carried out, and the planting maintained, in accordance with the approved details and timetable.

Reason: To protect and enhance the character of the site and the area and to ensure that its appearance is satisfactory.

22. Prior to their first opening, the operating hours of all commercial units on the site shall be submitted to and approved by the Local Planning Authority.

Reason: To comply with Worthing Core Strategy Policy 16, and in accordance with the NPPF.

23. Notwithstanding the provision of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) planning permission shall be obtained before any change of use of the 641 square metres commercial, to any use other than Use Classes A1, A2, A3,

B1(a), and D1 as detailed in the Town & Country Planning (Use Classes) Order 2010 (or any Order revoking or re-enacting that Order with or without modification).

Reason: In order that the Local Planning Authority can retain control over further uses which it considers could be harmful to the vitality and viability of the designated centres in accordance with adopted Worthing Core Strategy.

24. Deliveries to the commercial units shall only be made between the hours of 07.00 and 20.00 Monday to Saturday and 09.00 to 18.00 on Sundays.

Reason: To safeguard the residential amenity of the area in accordance with the Worthing Core Strategy.

25. Details of designated areas for external roof plant or machinery shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The erection or installation of roof plant and machinery is to be limited to these areas unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of amenity and the environment having regard to policy 16 of the Worthing Core Strategy.

26. Unless otherwise agreed with the Local Planning Authority, the commercial development hereby permitted shall be built to a standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) Scheme. A BREEAM design stage assessment will be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor. Within three months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the "Very Good" BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials having regard to the National Planning Policy Framework and Policy 17 of the Worthing Core Strategy.

27. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: In the interests of amenity having regard to saved policy BE1 of the Worthing Local Plan and policy 16 of the Worthing Core Strategy.

28. No raw materials, finished or unfinished products or parts, crates, packing materials, nor any other items shall be stacked, stored or displayed on the site except within the buildings or within enclosed storage areas approved in writing by the Local Planning Authority.

Reason: In the interests of amenity and highway safety having regard to saved policies RES7 and H18 of the Worthing Local Plan.

29. Prior to the commencement of development, details of the finished floor levels of the proposed buildings and any alterations to the ground levels of the site shall be submitted to and approved, in writing, by the Local Planning Authority and the development shall be carried out in strict accordance with such details as approved unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of amenity and the environment having regard to saved policy BE1 of the Worthing Local Plan and policy 16 of the Worthing Core Strategy.

30. No development of any kind (including site clearance and demolition) shall take place unless and until a scheme for the suppression of dust during demolition/site clearance and construction has been submitted to and agreed in writing by the Local Planning Authority. The scheme as agreed shall be implemented throughout the entire course of demolition/site clearance and construction.

Reason: To safeguard the amenities of the occupiers of neighbouring properties having regard to saved policy RES7 of the Worthing Local Plan.

31. Prior to the first occupation of the development the enhancement works to Railway Approach shall be undertaken, as indicated in the approved plans, in accordance with precise details first submitted to and approved in writing with the Local Planning Authority.

Reason: To control the development in detail and in the interests of visual amenity.

32. Prior to the first occupation of the development hereby approved a scheme for wind mitigation for the application site and immediately surrounding area shall be submitted to and approved by the Local Planning Authority and the approved details shall be maintained thereafter unless otherwise agreed in writing.

Reason: To ensure adequate mitigation against noise to external amenity areas.

33. No part of the development shall be first occupied until such time as the vehicular accesses and associated highways works serving the development have been constructed generally in accordance with approved drawings including recommendations of the relevant Road Safety Audits and details specified in the accompanying S106 Agreement and any subsequent S38/278 Agreements.
To specify the highway works to include relocation of bus stop, provision of shelter, real time passenger information (RTPI), toucan crossing for Teville and Chapel Road and connecting cyclepath.

Reason: In the interests of road safety.

34. No part of the development shall be first occupied until such time as any existing (and no longer required) vehicular accesses to/from the site have been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

35. No part of the development shall be first occupied until the car parking has been provided in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose. Approved Phasing Plan.

Reason: To provide car-parking space for the uses.

36. No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

37. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

38. No part of the development shall be first occupied until the shared-space area and associated access road, footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

39. No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated use.

Reason: In the interests of road safety.

40. No part of the retail elements of the proposal shall be first occupied until such time as until a Servicing Management Plan has been submitted to 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 Plan.

Reason: To safeguard the operation of the public highway.

41. Prior to the first use of the multi-storey car park, details of the management of the 100 public car parking spaces shall be submitted to and approved in writing with the LPA. The submitted details shall include pricing structure and details of barrier controls and the development shall be completed in accordance with the approved details.

42. To ensure the inclusion of a changing places toilet within the scheme.

Informatives

01 Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

02 A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link <https://beta.southernwater.co.uk/infrastructurecharges>.

03 A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

04 Section 59 of the 1980 Highways Act - Extra-ordinary Traffic
The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

05 Works within the Highway – Implementation Team
The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

06 Provision of Adoptable Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

07 Private Roads
The applicant is advised that for any estate roads/access paths that are to remain private/un-adopted, the Highway Authority would require provisions in any s106 agreement to confirm that such estate roads/access paths would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and casual parking are properly constructed, surfaced and drained, and that the works are appropriately certified from a suitably qualified professional confirming how they have been constructed and that they would be fit-for-purpose.

08 Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. Such works might include the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant is further advised that costs for such matters might be required.

09 Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

10 Traffic Regulation Order

The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed FILL IN AS NECESSARY (waiting restrictions, removal of parking bays, provision of loading bay, etc). The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

11 Stopping Up Order (Town & Country Planning Act)

The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping-Up Order. This process must be successfully completed prior to works commencing on-site. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process.

12 Land Dedication

The applicant is advised that any private land intended and/or required to be offered as public highway will be considered either by way of the S38/278 process (if required for highways access purposes etc.) or land dedication agreement route. The applicant should contact the Highway Authority in order to commence this process (and to establish which method is applicable).

13 Structures Check

The applicant is advised that any proposed structures are required to be subject to the Technical Approval process as specified within BD 2/12 of the Design Manual for Roads and Bridges. The applicant should contact the WSCC Structures team to commence this process. The applicant should note that the failure to obtain TA may prevent the future adoption of the structure as public highway or incur additional works to bring the works up to a suitable standard. Such approvals must be obtained before any works commence.

14 Temporary directional signs to housing developments (Major apps only 10 units +)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

WBC-PC-72-19-20 Addendum AWDM/0325/19: Development Site at former Teville Gate Car Park and Land to the West Teville Road, Worthing

WBC-PC-73-19-20 Heads of Terms for s106 Agreement

WBC-PC-74-19-20 Public Question Time

Following consideration of the application, a member of the public raised a query regarding the issue of levels of daylight and sunlight in Bridge Road once the scheme had been implemented, and requested more detail. The Head of Planning and Development agreed to provide further information at the conclusion of the meeting.

Another member of the public raised a query regarding Controlled Parking Zones (CPZs) as it was felt the proposed development would have a detrimental impact on parking zones in the area and asked what mitigation measures were being put in place.

The Head of Planning and Development acknowledged the zones were a major issue for the town and stated there was already a waiting list in Zone F. The Officer advised WSCC Highways were carrying out a Road Space Audit looking to review CPZs and this would include timings of restrictions and whether there was a need to extend CPZs in certain areas of the town.

The Chairman declared the meeting closed at 9.18 pm, having commenced at 6.30 pm

Chairman