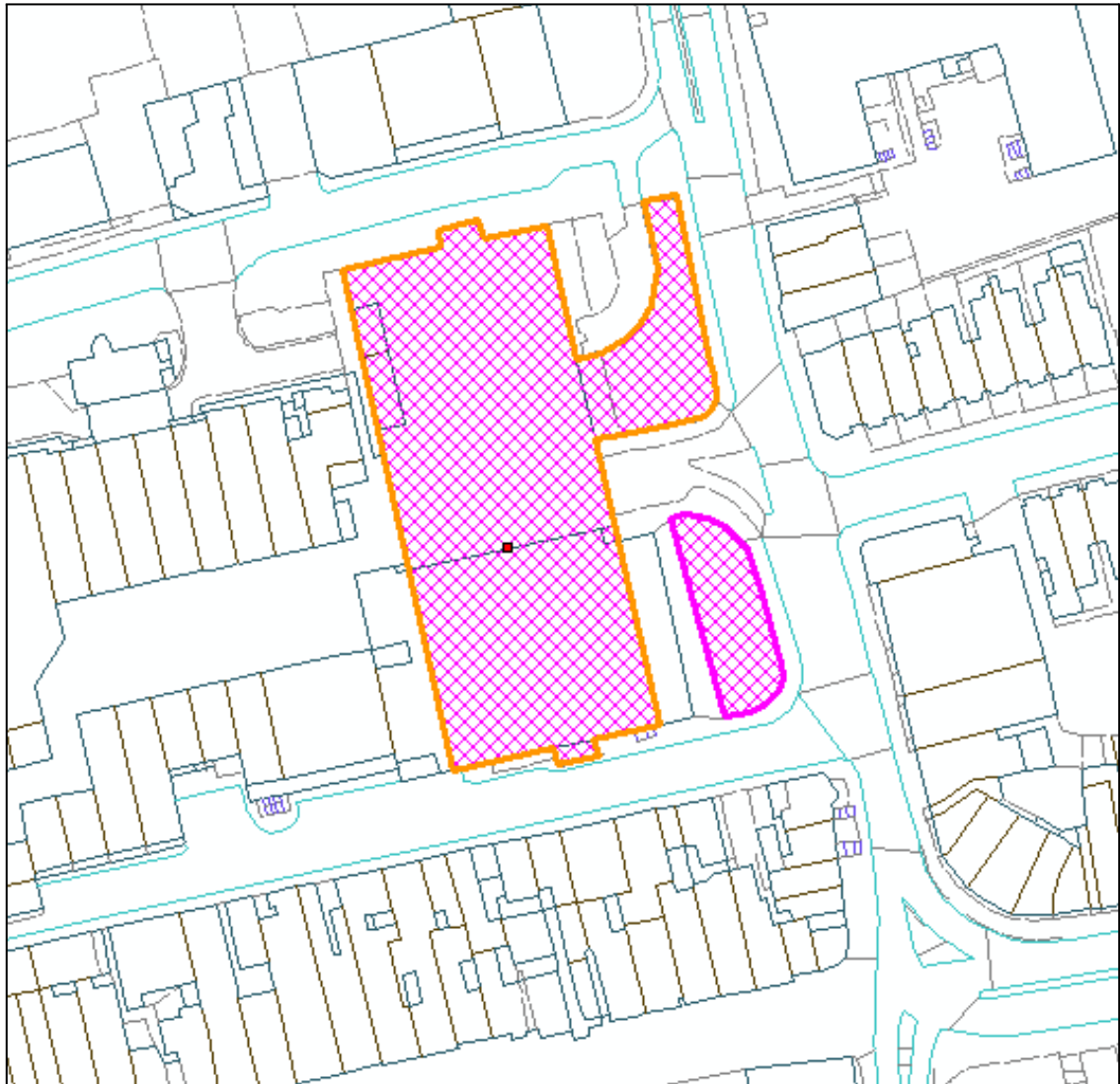


Application Number:	AWDM/1439/23	Recommendation - APPROVE
Site:	Multi Storey Car Park, High Street, Worthing	
Proposal:	Proposed two storey Energy Centre, Thermal Store, electrical sub-station, car-park rooftop plant, and riser pipework	
Applicant:	Hemiko	Ward: Central
Agent:		
Case Officer:	James Appleton	



Not to Scale

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Proposal, Site and Surroundings

The application proposes an energy centre and a sub station on the two landscaped areas in front of the High Street Multi-Storey Car Park (MSCP) and industrial style Air Source Heat Pumps (ASHP's) located on the top floor of the MSCP. Heat for the energy centre would be generated by the ASHP's located on the top of the MSCP and a service riser running up the front elevation of the MSCP would connect the ASHPs with the energy centre.

The energy centre is effectively a plant room and is proposed to be enclosed by a simple 2 storey steel frame utilitarian structure *'designed to serve its purpose of generating low carbon and affordable heat to customers'*. As the energy centre would generate some noise it has been specifically designed to prevent noise breakout to the surrounding area. The applicant submits that this has been achieved by avoiding glazing and utilising noise attenuating louvres and panels.

The energy centre has been set back from the road to avoid a planned cyclepath along the west side of the High Street (public consultation on this route was undertaken last year). The energy centre is hemmed in by the access and egress roads to the MSCP. The energy centre measures 11.4 by 14.8 metres. Adjacent to the energy centre would be a thermal store which is an insulated tank of hot water required for the system to work. Gas boilers would provide a backup heat and top up heat required during peak demand periods.

The application has been amended since it was first submitted to increase the level of green walling to improve its appearance, enhance biodiversity and complement its green energy production. The initial design incorporated a strong accent colour (orange) for the thermal store and service riser but this has now been replaced with a more muted dark grey matching the grey clad exterior of the building (where not hidden by the green wall).

Original Design



Amended Plans



As indicated previously the application proposes 3 large ASHP's on the top deck of the HSMCP. These would be screened by dark grey louvres which would measure 3 metres in height. Initially only one ASHP would be installed but the other two would be installed as demand increases with additional developments connecting to the network.

The building will be in place for 40 years after which point alternative heat sources are expected to be incorporated into the heat network as it grows and as low carbon heat generating technology evolves.

In support of the application the applicant states that:

Hemiko Ltd is developing the Worthing Heat Network (WHN), a low-to-zero-carbon (LZC) district heating network in Worthing. The project has won £4.4m of grant funding from the Department for Business, Energy and Industrial Strategy (BEIS) to further the development of the WHN and it is planned to move into the construction phase in December 2023.

Hemiko Ltd are a specialist district heating developer who will be funding the delivery of the scheme via an Energy Services Company (ESCO) Special Purpose Vehicle (SPV) of which Worthing Borough Council hold a golden share in. Hemiko have secured funding to develop and deliver zero-carbon heat networks across the UK which will form a key contributor to the UK's decarbonization targets. In addition to provision of funding Hemiko hold in house expertise in the design, construction and operation of heat networks and will be the Principal Contractor building the Worthing Heat Network on behalf of the ESCO. Hemiko have extensive experience in building and operating heat networks in the UK.

The Worthing Heat Network is a key element in Worthing Borough Council's Carbon Neutral Plan (AECOM, 2019) which identified the scheme as the most economic and efficient way to decarbonize the Civic Quarter and other large users of heat such as the Hospital and new planned residential developments. Once the Worthing Heat

Network is built it will produce a range of benefits including:

- Delivering low carbon heat and significantly improving air quality in the town centre by offsetting gas combustion; providing a simple and more economical option for the decarbonisation of heat in individual buildings within close proximity to the heat network;
- providing a means to aggregate heat from sources not able to be accessed by single buildings such as recovering heat from waste water treatment plants;
- create a greater incentive for developers to build in Worthing as meeting carbon emission regulations and local planning conditions will be cheaper in Worthing due to the heat network, thus influencing investment into Worthing;
- speed up the decarbonisation of both Council and Privately Owned building stock, bringing substantial carbon savings earlier; and,
- providing new skills and jobs for local residents, as well as delivering additional local social value.

A Heritage Statement submitted in support of the planning application concludes that,

'It is the conclusion of this Heritage statement that the proposed development, subject to satisfied to details being provided in relation to the scholar scheme, facing materials, boundary treatment and landscaping, (all of which can be covered by condition) would have no harmful impact upon the setting or significance of any heritage assets, including listed buildings, conservation areas, and non-designated heritage assets. On the contrary, the development would reinforce the area's historic character with a complementary built form and would result in a significant improvement in the appearance of the site, which is not befitting the setting of the Warwick Gardens Conservation Area. The proposed development is considered to be compliant with all relevant heritage related policy and legislation.'

Relevant Planning History

Only include this section if there is history of direct relevance on the property or immediate vicinity.

Consultations

Do not cut and paste in non-Word format or copy verbatim or include extraneous or non-planning matters but provide a precis of their contents insofar as they relate to planning considerations, making sure to state whether they object and to cover all their main points.

West Sussex County Council: comments that,

In terms of traffic movements the proposals for the Energy Centre are unlikely to result in a large increase in vehicular activity and would not warrant any concerns from a capacity perspective. Any temporary lane or pavement suspensions may be required during the course of construction will be required from the LHA's Area Engineer and Street Works. Active travel improvements along the High Street are identified within the adopted Adur and Worthing Local Cycling and Walking Infrastructure Plan (LCWIP), and there has been recent community engagement undertaken on the principles of active travel improvements through this area earlier

this year.

Whilst the scheme has not been prioritised to be taken forward as a scheme at this time, development in this area that encroaches on the potential footprint of the scheme could compromise the delivery of future LCWIP improvements. Although the drawings suggest verge space is available between the east side of the proposed energy centre buildings and the existing footway, the GA drawings do not clarify the exact widths in this location. No detailed design exists for the potential cycle path in this at this time, but in order to protect space for a potential future segregated cycle and pedestrian path (assuming 2.5m 2-way cycle space, 2m footway and offsets for kerb height changes) a 5.3m width has been assumed for a similar cycling scheme on the A259 east of Shoreham in Adur District (ie. from the existing footway/road kerb). This 5.3m width would ideally be required to meet LTN1/20 cycle design guidance expectations for segregating pedestrians and cyclists in high footfall areas, so we would ask that more information is provided about the available width.

Adur & Worthing Councils:

The **Sustainability Team** comment that,

“Summary

Worthing Borough Council declared a climate emergency in 2019 and has set targets to be carbon neutral in its operations by 2030 to be net zero carbon town by 2045. The Worthing Local Plan is a key tenet in this ambition as it explicitly seeks to protect and enhance the valued qualities of our environment and support the move to net zero carbon.

If approved, the proposed development will deliver significant climate change mitigation benefits to the residents and businesses of Worthing through the delivery of long-lasting low carbon heat infrastructure, generating substantial immediate reductions in carbon emissions and making significant progress towards becoming a carbon neutral town.

Relevant Policies

The approval of this application is materially beneficial, either directly or indirectly, to many objectives and policies within the Local Plan, including:

SO21 - Heat Networks are explicitly mentioned in SO21 as the Local Plan seeks to facilitate affordable, clean and secure energy.

SP2 Climate Change - which notes that the Council will support and promote the creation of low carbon heating/cooling networks.

SP3 Healthy Communities - which aims to provide high quality and energy efficient homes.

DM16 Sustainable Design - requiring all new build housing will achieve a minimum 20% CO2 reduction compared to the Building Regulations Part L 2013 standard.

DM17 Energy - requiring:

- *Major developments must demonstrate that the heating and cooling systems have been selected in accordance with the heating and cooling hierarchy*
- *Major development[s] within areas identified as heat networks should demonstrate how they have considered connecting to a district heating networks*
- *The development of renewable, low carbon or decentralised energy schemes will be supported*

Comments

Heat represents almost a quarter of UK emissions and as such forms a key challenge to decarbonising buildings within the UK.

Heat Networks currently meet about 2% of overall UK demand for heating, a figure which the Committee on Climate Change estimates could reach 18% by 2050 – the date by which the Climate Change Act legally requires the UK to reduce emissions by 100% compared to 1990 levels. The recently passed Energy Act 2023 contained further indications that Heat Network Zoning will become law in due course, with a focus on urban areas such as Worthing due to the density of heat demand.

The delivery of a low carbon heat network in Worthing as part of the council's journey to be a net zero area by 2045 has been an ambition of the council for some time. Evidence presented in the council's Carbon Neutral Plan, Local Plan and subsequent Heatmapping and Masterplanning work has repeatedly demonstrated that this is the most economical way for the council to facilitate low carbon heat, both for its own buildings but also for residential and commercial sites across the town.

The proposals subsequently present a significant decarbonisation opportunity for the town. Considerable Air Source Heat Pump capacity will be installed on the rooftop of the car park. This will allow phase 1 of the heat network (5 council buildings plus Worthing Hospital) to save almost 3,000 tonnes of carbon per annum. This sum is 20% greater than the annual operational emissions from Adur District & Worthing Borough Councils combined. Emissions from heating each building will reduce by up to 80%.

In addition, the proposals are sized to allow the heat network to grow organically as new connections are made. This futureproofing is welcomed given the likelihood of Worthing being designated a Heat Network Zone by DESNZ in the near future and will make it significantly easier for future Planning Applications to meet the council's sustainability requirements, particularly DM17.

Gas and ancillary plant are to be located in two ground floor buildings external to the car park. This is vital to ensure the continued operation and flexibility of the energy centre. The removal of two trees is regrettable, however it is felt that, given the significant carbon savings the development enables, the sustainability credentials of the scheme are to be commended. The green wall is welcomed, however it is recommended that a contribution to enhancing the natural environment through S106

contributions is sought to offset the net loss of onsite biodiversity.

It is noted in the application that the building will be in place for 40 years, however it is likely that this building will remain until it is no longer required (i.e. other energy centre sites have been developed across the town). There is no guarantee that this will be within the timeframe indicated.”

The **Parking Services** team has submitted a recent survey of the car parks which reveals that there is considerable spare capacity within town centre car parks and therefore the loss of the top floor of parking would not be an issue in terms of meeting current demand. It is further stated that,

‘The analysis conducted by our parking services team shows that current car parking capacity (1537 spaces) is much higher than current usage (972). The removal of 107 spaces from High Street therefore makes no difference at present. (Even more so when just High Street is considered - which is reported as having 400 vacant spaces at present).

*The analysis from Parking Services suggests that even if/when Union Place or Grafton are closed there will still only be a slight deficit **during the busiest months**. Please note the analysis doesn't include the new MSCP being built as part of the WICC. This will add another 190-odd spaces to take us back to a position of spare capacity. It also assumes that all HMRC/NHS tickets are in constant use.’*

Environmental Health comments that,

‘The acoustician needs to check the calculations once plant models have been confirmed, but based on the information the acoustician has been provided by the applicant, the predicted noise levels at the nearest noise sensitive receptors are acceptable. It is also evident based on the initial calculations that there is plenty of head room should some of the plant be noisier so I have no worries here. Please can we see the updated report when complete so we have this information on file.’

Representations: *None received at the time of writing this report*

Relevant Planning Policies and Guidance

Worthing Local Plan 2020-2036:

DM5 Quality of the Built Environment; DM6 Public Realm; DM7 Open Space, Recreation and Leisure; DM8 Delivering Infrastructure; DM15 Sustainable Transport & Active Travel; DM16 Sustainable Design; DM17 Energy; DM18 Biodiversity; DM19 Green Infrastructure; DM20 Flood Risk and Sustainable Drainage; DM22 Pollution; DM23 Strategic Approach To The Historic Environment; DM24 The Historic Environment

Supplementary Planning Document ‘Sustainable Economy’ (WBC 2012)
‘Infrastructure Delivery Plan’ (WBC 2010)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations

For Listed Buildings (and their setting) and Conservation Areas

Section 73A and also Section 72 Planning (Listed Building & Conservation Areas) Act 1990 which require the Local Planning Authority (LPA) to pay special attention to the desirability of preserving or enhancing the appearance of the Conservation Area.

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The provision of a District Heat Network (DHN) for the Borough is central to the Council's objective of being carbon neutral by 2030 and 100% clean energy by 2050. To meet these targets all energy use must be delivered through zero carbon sources by that date.

To help meet this objective the Local Plan refers to the Council's plan to facilitate the delivery of a District Heat Network for the town centre (and other cluster locations through the Borough) and to require all developments in these clusters to connect to the Network. The Plan states that the '*development of renewable, low carbon, or decentralised energy schemes will be supported and community initiatives encouraged where proposals are for appropriate locations.*' Policy BM17 requires that,

Applicants for major development within areas identified as heat network opportunity clusters should demonstrate how they have considered connecting to district heating networks where:

- i) they exist at the time of permission being granted;*
- ii) the heat network route lies adjacent to the site; and,*
- iii) Otherwise it is feasible and viable to do so. Alternatively, where a heat network route is planned but has not been delivered, sites adjacent to the planned heat network routes should consider being heat network ready to enable a future connection.*

The provision of the town centre DHN is dependent on the current application being progressed, at some pace, to ensure that two major developments closeby can be connected (Union Place and the Gas Works site). The developers for both sites

have been in detailed discussion with the applicants and to commit to connecting to the DHN both schemes need certainty that the DHN will be operational at the point that these two developments are completed.

In addition, the DHN will provide an alternative green energy supply to the Town Hall and Worthing Hospital ensuring that reliance on large gas boilers will no longer be required. The first phase connections would save 3,000 tonnes of carbon per annum and make a significant first step towards the Council's green commitments. In addition the removal of gas boilers would improve air quality for the town centre.

It is considered, therefore, that there is no objection in principle to the development. The key considerations relate to:

- The design of the development and its impact on the streetscene
- Its impact on heritage assets and nearby Conservation Areas
- Access and Loss of Car Parking
- Impact on the amenities of local residents and,
- Delivery of Biodiversity Net Gain.

Design and Layout

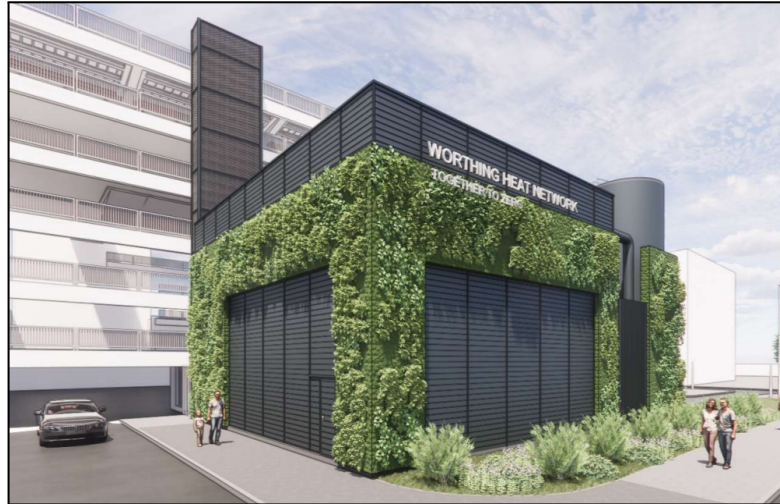
A number of pre-application discussions took place with the applicant and the design has evolved since the original scheme was put forward. As it is effectively a plant room and in some respects a temporary structure (potentially 40 years) the applicant has been keen to resist a more permanent building relying on more simple cladding options. The initial design concept based on an energy centre in London proposed a timber clad structure and was proposed to be single storey (see below). However, the requirement to set back the building from the High Street (to leave space for a future cyclepath) meant that the building has had to fit onto a smaller site area between the access and egress to the MSCP. This has resulted in a requirement for a two storey building and a need to separate the sub-station onto the southern landscaped area.

Initial timber clad design option



Whilst, other timber clad options were considered (including taking references from the towns beach huts) your Officers felt that the timber clad approach would be visually too harsh in such a prominent location. A green wall to help screen the plant room was suggested as it would help to compensate for the loss of the landscaped

area in front of the site (and the loss of semi-mature trees). Since the original submission various options have been considered with varying amounts of green walling. The finalised design has sought to reduce the overall height of the structure, by not seeking to fully enclose the thermal store and by providing a visual break between the building and external plant. The use of a more muted dark grey helps to reduce the visual presence of the structure.



The connecting pipework running up the side of the car park is also finished in a dark grey. This could match the blue of the car park railings to blend in with the car park structure and Members' views will be sought at the meeting. In any event a condition would require samples and precise details of external cladding materials.

The principle of a green wall is supported. It is used in various locations around the country and can help to enliven blank facades. A copy of examples are shown below. The key to the success of any green walling will be ensuring high quality maintenance and effective watering systems and replacement of dead and dying plants are key to ensure that the initial effect is retained.



Hanningtons Estate, Brighton



Fenchurch Street London

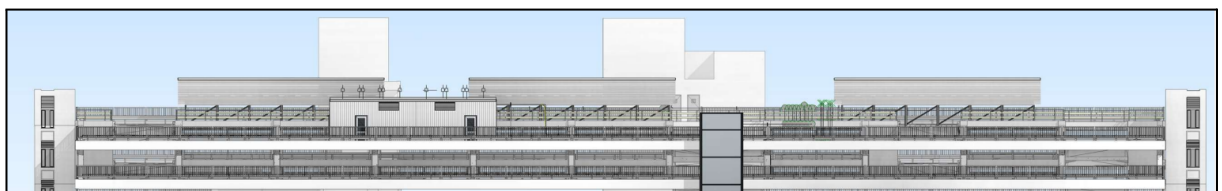
The necessity for the substation to be located as a separate building is disappointing and its design is very functional, being enclosed in dark grey metal cladding. The

option of relocating this within the MSCP was explored but the ceiling heights are too low to accommodate the structure. Access to the structure is also required at all times. An option of a green roof was explored but the size of the roof is small and it is not considered that there would be any great visual benefit in adding to the roof. Of greater effect would be landscaping around the structure and this can be covered by a planning condition.

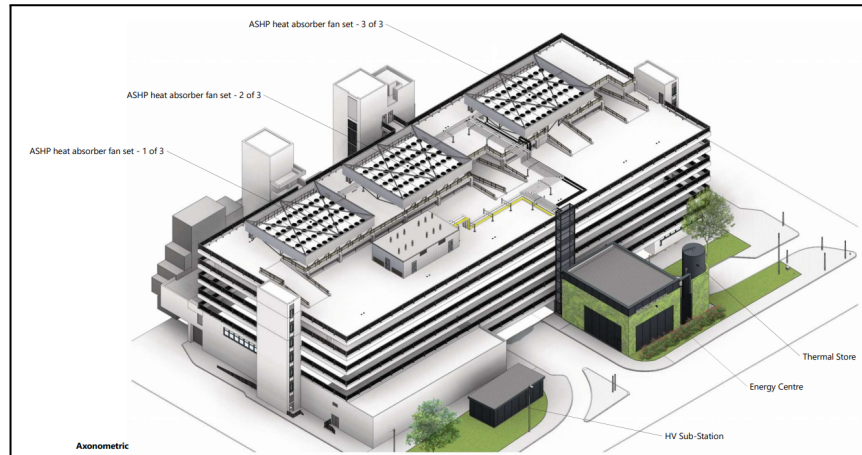
Both structures would be prominent in the High Street but the set back from the road and proposed landscaping as well as the revised design incorporating significant areas of green walling would ensure that the overall effect on the streetscene would be reduced. The green wall itself will create visual interest on the road frontage that is dominated currently by the large MSCP and hopefully will encourage the use of green walls in other town centre locations and elsewhere.

It will be important that the purpose of the energy centre is explained to the local community. The use of advertising on the building, together with either a display window or panel providing information on the carbon savings that the heat network brings to the town centre would be essential to help publicise the wider benefits of the project.

The air source heat pumps would be set back some 16.5 metres away from the front of the car park and therefore would not be readily apparent at street level. However, at a total height of 3 metres the ASHP's and the acoustic screens will be visible from adjoining streets and this is addressed in more detail in the Heritage section below. The acoustic enclosures would be effective in screening the heat pumps and a lighter colour is proposed to help reduce the visual impact against the skyline. Members will be aware that the use of black painted louvres to screen roof top planting can look rather stark against the sky (an example of this is the new HMRC building next to the railway station). As the image indicates below the roof of the car park already has brick lift overruns and staircases which extend the height of the structure and the ASHPs would be significantly lower than these elements of the existing structure.



The following image from the DAS illustrates how far back the ASHP's would be from the east elevation. However, there is a lack of detail about the precise design of the acoustic screens and a condition is proposed to require additional details prior to work commencing on site.



Heritage Assets and adjoining Conservations Areas

As identified by the Heritage Statement submitted with the planning application, there are listed buildings in close proximity to the site and a number of Conservation Areas. There are a group of listed buildings, 40 - 46 High Street to the north east of the site and 4 Conservations Areas lie to the east, south and west of the site.

As Members are aware the NPF states that in determining applications that could have an impact on heritage assets local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution these assets can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 197).

Paragraphs 199 to 203 of the NPPF set out how the potential impacts should be considered in determining planning applications. This guidance is reflected in adopted Local Plan policies.

In this case the setting of the Conservation Areas and designated and non designated heritage assets have been affected by post war developments notably the provision of the MSCP. Its set back from the road, its design and scale has affected the historic pattern of development along the High Street with the listed buildings (Nos 40 - 46) providing a glimpse of its former appearance. The current application for the redevelopment of Union Place seeks to 'repair' some of the High Street frontage by replacing the car park with frontage development and in principle lower scale frontage development in front of the MSCP is welcomed to provide some relief to the overall scale of the large car park and provide some enclosure.

The energy centre with its revised design will have some harm due to its design and appearance which is out of context with the local vernacular. This is inevitable as the proposed design reflects the functional requirements of the building - enclosing the plant with a fire retardant and acoustic enclosure. However the green wall provides visual interest and any harm caused is considered to be less than substantial.

In terms of the ASHP's as indicated previously, they are located some distance from the front and side elevations of the building and therefore whilst increasing the mass of the structure the increased height would not materially impact on the setting of surrounding Conservation Areas. A number of views have been assessed including the view from within Warwick Gardens Conservation Area further to the east of the site. Whilst, the image below shows that the ASHPs' would be visible (set forward of the brick stair cores) they would not be particularly prominent given the extent of set back. From this viewpoint there would be some impact but at the lower end of the '*less than substantial*' scale.



There are more restricted views of the MSCP from the south and west in view of the scale of intervening developments.

As set out in the NPPF (para 202) where proposals would result in less than substantial harm, the harm should be weighed against the *public benefits of the proposal*. In this case the public benefits of the proposal are significant in that this is the start of a heat network that would generate green energy for the town centre. The benefits in terms of reducing carbon and tackling the threat of global warming would outweigh any residual impact on heritage assets.

Access and Loss of Car Parking

As stated by the Highway Authority the access for the energy centre will be very intermittent and not impact on the safe operation of the High Street. The applicant is satisfied that the building has been set back far enough not to impede any future cyclepath but has been requested to demonstrate this to the Highway Authority with a measured plan. Members will be updated at the meeting on this matter.

The main issue is the loss of 107 parking spaces on the top floor of the MSCP. As indicated by the Parking Services team the loss of these spaces is not considered significant given the spare capacity across the town centre car parks (over 550). Whilst, demand fluctuates during the year it is not considered that the loss of these spaces is significant given the capacity within both town centre car parks and on street parking availability. The provision of car club spaces in the MSCP and elsewhere in the town, together with improving provision for cyclists should help to reduce parking demand moving forward and reducing car parking provision should

be seen as part of this modal shift away from use of the private car. The Highway Authority has not commented on the loss of these spaces and any further comments received will be reported at the meeting.

Impact on Residential Amenity

There are few residents immediately adjacent to the MSCP and this reflects the fact that no representations have been received. Nevertheless the applicant has been keen to demonstrate that the development would not cause any noise nuisance to residents in the locality. At the pre-application stage the applicant was advised about the outline permission for flats on the Union Place development and that generally more and more vacant floorspace above commercial units are being converted into flats.

With the increased density of residential use in the future, the energy centre and acoustic screens have been designed to prevent any noise break out from the plant room and ASHP's. The acoustic report identifies that noise surveys were undertaken and based on the intended plant proposed by the applicant that, *noise emissions from the proposed plant units assessed in this report would not have an adverse impact on the nearest residential receivers*. Environmental Health are satisfied with this conclusion but have requested a further report once the precise plant and equipment has been identified and this can be secured by a planning condition.

Ecology and biodiversity

The application does result in the loss of two trees which is regrettable and in line with policies of the adopted Plan should be replaced on the site if possible. This loss of biodiversity on the site and the limited land available to secure (at least) a 10% net gain required by the adopted Plan would require some off site enhancement and has also helped to encourage the applicant to pursue the option of a biodiverse green wall as part of the scheme to maximise on site provision as far as possible.

The difficulty has been preparing the biodiversity assessment as the scheme has evolved since submission. The applicant has been, however, committed to deliver a minimum of 10% net gain (on and off site) and has agreed to a condition that would require both the assessment of on site provision (and the extent of any off site enhancement) as well as an implementation plan for delivery.

Conclusion and Recommendation

This application represents the first step in the roll out of district heat networks across the Borough. The town centre with a number of existing high energy users and large brownfield sites provides the ideal location to start the network and meet the Council's aspiration for the Borough to be carbon neutral by 2030 and for 100% clean energy use by 2050. The applicant has worked hard with Officers to try and 'dress' the functional appearance of the energy centre with a living green wall and any residual concerns about its visual impact and or impact on heritage assets is offset by the significant wider benefits of tackling the climate emergency facing us all.

It is therefore recommended that this application be APPROVED subject to the satisfactory comments of the Highway Authority and subject to the following conditions:

1. Approved Plans
2. Before the development is commenced, a Biodiversity Net Gain assessment shall be submitted to and approved in writing to the LPA in accordance with the Environment Act and a scheme for the offsetting of biodiversity impacts at the site to secure a minimum of 10% gain (combined on and off site contributions). Authority. This should be supported by a biodiversity metric for the site, costings and appropriate legal agreements to guarantee third party delivery of ongoing habitat management requirements within Sussex. The Offsetting scheme shall include:
 - i. Identification of receptor site or sites, which accord to the requirements of the Sussex Nature Recovery Network Evidence Base.
 - ii. Details of the offsetting requirements of the development in accordance with current Defra biodiversity metric;
 - iii. The provision of evidence of arrangements to secure the delivery of offsetting measures, including a timetable of delivery; and
 - iv. A management and monitoring plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme. The management and monitoring plan is to include:
 - a. Description of all habitat(s) (which must accord to the current Lichfield District Nature Recovery Network Mapping) to be created/restored/enhanced within the scheme including expected management condition and total area;
 - b. Review of Ecological constraints;
 - c. Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works (for example, lowering of soil pH via application of elemental sulfur);
 - d. Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location or proposed works;
 - e. Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;
 - f. Identification of persons responsible for implementing the works;
 - g. A timetable of ecological monitoring to assess the success of all habitat creation/enhancement. Ecological monitoring reports should be submitted to the LPA every 5 years.
 - h. The inclusion of a feedback mechanism to LDC, allowing for the alteration of working methods/management prescriptions, should the monitoring deem it necessary.

The arrangement necessary to secure the delivery of the offsetting measures shall be executed prior to written approval by the Local Planning Authority. The offsetting scheme shall thereafter be implemented in accordance with the requirements of the approved scheme.

Reason: *To ensure adequate biodiversity net gain in accordance with policy DM18 of the Worthing Local Plan.*

3. Prior to commencement of development, details of the green wall including a landscaping scheme for the wall and methods for attaching to the building as well as its future maintenance shall be submitted to and approved in writing by the LPA. Thereafter the development shall proceed in accordance with the approved details and maintained for the lifetime of the development in accordance with the agreed maintenance plan.

Reason: *To control the development in detail and to ensure appropriate future maintenance in the interests of visual amenity.*

4. No plant or equipment shall be used on site unless it has been provided with the acoustic screens in accordance with the recommendations of the submitted acoustic report. Thereafter the plant and equipment shall be maintained in accordance with the manufacturer's instructions to ensure compliance with the maximum noise levels set out in the submitted acoustic report.

Reason: *To protect the amenities of local residents.*

5. No development shall take place until tree protection measures have been installed around the trees to be retained on the site in accordance with details first submitted to and approved in writing with the LPA.

Reason: *To control the development in detail and to retain existing landscape features on the site.*

6. Landscaping scheme for the site.

7. Prior to commencement of development precise details of the acoustic screens including details of the colour have been submitted to and approved in writing with the LPA.

Reason: *In the interests of visual amenity.*