

Application Number: AWDM/1264/20	
Site:	<b>Land North West of Goring Railway Station, Goring Street, Worthing</b>
Proposal:	Mixed use development comprising up to 475 dwellings along with associated access, internal roads and footpaths, car parking, public open space, landscaping, local centre (uses including A1, A2, A3, A4, A5, D1, D2, as proposed to be amended to use classes E, F and Sui Generis) with associated car parking, car parking for the adjacent railway station, undergrounding of overhead HV cables and other supporting infrastructure and utilities (Outline with all matters reserved).

The Planning Services Manager introduced the application and advised that 7 further letters of objection had been received since the report was published which raised no new grounds to the objections set out in the report. The total number of objections received was 1,243.

Further comments had been received from Highways England who had confirmed that further to their consultation response, set out within the report, they had received no further information from the applicant and therefore concurred with the Highways refusal reason set out at the end of the report, but would wish to add a specific reference to the strategic road network to be included within those refusal reasons. Highways England further stated that because of their objections, should the Committee be minded to approve the application then, under the relevant Trunk Roads Direction 2018, Highways England must be informed, as well as the Secretary of State, prior to any permission being granted.

The Officer began his presentation by showing Members an aerial plan of the site; the submitted Masterplan; and a number of photographs of the site to assist Members' consideration of the scheme.

The Officer concluded his presentation by sharing photographs, submitted by the applicant, which showed longer range views of the site, and he confirmed the Officer's recommendation was for refusal for the reasons set out in the report with an amendment to refusal reason 3 and 4 to include reference to the strategic road network as requested by Highways England.

There were further representations from three objectors, speaking on behalf of societies/organisations or resident groups, two of which joined the meeting, with one

having his representation read out by an Officer. There were also 4 registered members of the public speaking in objection who had elected to join the meeting, and three Borough Councillors - Cllr Lionel Harman (Castle Ward), Cllr Steve Waight (Goring Ward) and Cllr Sean McDonald (Northbrook Ward). The Chairman also used his discretion to allow the MP, Sir Peter Bottomley and the Executive Member for Regeneration, Cllr Kevin Jenkins, to make their representations at the meeting. Finally, there were two speakers in support of the application who joined the meeting, the Land and Planning Director from Persimmon Homes and the Landscape Architect from CSA Environmental Sussex.

During debate it became apparent that the Committee Members all concurred with the Officer's recommendation to refuse the application for the reasons set out within the report.

In summary, the Members felt the application was opportunistic; lacked the necessary infrastructure and environmental improvements; and contrary to the Submission Draft Worthing Local Plan. Despite recognising the significant levels of unmet housing need in the Borough, Members felt the application was of poor quality and it was imperative to protect the openness of the strategic gap between Worthing and Ferring.

## **Decision**

The Planning Committee **REFUSED** planning permission, subject to an amendment to point 1 to relate to coalescence of settlements, impact on the Green Gap and the statutory purposes of the National Park, and amendments to conditions 3 and 4 to refer to the impact on the strategic road network/trunk road, and the following reasons:

01 The proposed development is outside of the built-up area as defined in the Worthing Core Strategy and the emerging Submission Draft Worthing Local Plan and is not allocated for residential development. The proposal is therefore contrary to policy 13 of the Worthing Core Strategy and emerging policies SS4, SS5 and SS6 of the Submission Draft Worthing Local Plan. Furthermore, it is that the adverse impacts of the development would demonstrably outweigh the benefits as substantial adverse landscape and visual effects would arise from the development affecting the local area and the wider landscape, including the landscape setting to the National Park, Highdown Hill scheduled Monument, the conservation area and the sea views from the National Park, the coalescence of settlements, impact on the Green Gap and the statutory purposes of the National Park.

02 The application is considered to be premature as the development proposed is so substantial, and its cumulative effect would be so significant, that to grant permission would undermine the plan-making process in particular its overall spatial strategy about the location of new development, its landscape evidence and proposed green space designations that are central to the emerging Submission Draft Worthing Local Plan. The proposal therefore fails to comply with paragraph 49 of the National Planning Policy Framework.

03 The Local Planning Authority is not satisfied that adequate information has been submitted to demonstrate that the proposal is acceptable in terms of access and would

not therefore give rise to increased hazards to highway users. The proposal therefore fails to comply with the relevant guidance of the National Planning Policy Framework which requires that the potential impacts of development on transport networks can be addressed in development proposals and the impact on the strategic road network/trunk road.

04 The Local Planning Authority does not consider that adequate information has been submitted to demonstrate that the mitigation proposed is acceptable in terms of its impact on the local highway network including (but not limited to) the Goring Crossroads and A259/ Goring Way/ Aldsworth Avenue junctions. As such it has not been demonstrated that the development would not have a severe impact on the local highway network and therefore the proposal fails to comply with paragraph 109 of the National Planning Policy Framework 2019 and the impact on the strategic road network/trunk road.

05 It has not been demonstrated to the satisfaction of the Local Planning Authority that the development provides suitable mitigation for the impact of the development upon ground nesting birds.

06 It has not been demonstrated to the satisfaction of the Local Planning Authority that the infrastructure requirements of the development can be adequately met, in respect of the provision of affordable housing, public and open space, highways improvements and off site mitigation for the provision of nesting birds.

Application Number: AWD/2134/20	
Site:	<b>Car Park, Montague Centre</b>
Proposal:	Demolition of existing building (12-14 Liverpool Gardens) and proposed temporary accommodation for relocated Central Clinic and creation of additional car parking and landscaping.

The Head of Planning and Development introduced the report, produced an aerial view of the site looking across Liverpool Gardens car park, indicated to Members the residential property mentioned within the report. Permission was sought to demolish the vacant Shopmobility building and erect a temporary building to relocate the Central Clinic during the construction works for the new integrated care centre.

Further photographs were shown together with a plan showing the existing building and proposed temporary accommodation. The Officer advised the temporary building was likely to be in situ for 18 months although permission was for 2 years. Once the temporary building had been removed there would be additional car parking.

The Officer's recommendation was for approval, with amendments to the conditions set out in the report as follows:-

3. External finishes and colours to be in accordance with the approved plans.
- 4 and 5. To relate to no development commencing on the permanent car park scheme until full details of the proposed surface water drainage were received.
10. To require soft landscaping details to match existing.
12. To ensure making good to boundary walls matched existing.

## Decision

The Planning Committee unanimously **APPROVED** the planning application, subject to the following conditions:-

1. Approved Plans
2. Standard Time Limit
3. Agree external finishes and colours of temporary building prior to commencement.
4. Development shall not commence other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems set out in Approved Document H of the Building Regulations, and the recommendations of the SuDs Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual groundwater levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any infiltration drainage. No building/no part of the extended

- building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.
5. Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing by, the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.
  6. The use of the temporary building [the interim development plan] hereby permitted shall be limited to no longer than 2 years following implementation. Within 6 months of the use of the temporary building having ceased the building and barriers subdividing the car park shall be removed from the site and the parking and landscaping works [the final development plan] shall be implemented as shown on the approved plans.
  7. Details of concrete barriers subdividing the car park, and proposed new pedestrian accesses (including works of making good) for the interim development plan to be agreed prior to commencement.
  8. Hours of demolition/construction during interim and final development stages to be limited to between 08.00 and 18.00 hours Monday to Friday and between 09.00 and 13.00 hours on Saturdays.
  9. No development shall take place, including any works of demolition/removal, until a Construction Management Plan covering the respective interim and final stages of the development 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,
    - 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 demolition/construction works
    - dust mitigation measures during demolition/construction works.
  10. Agree schedule of soft landscaping works prior to implementation of the final development plan.
  11. Agree planter bed construction materials and car park surface materials prior to implementation of the final development plan.
  12. Agree all temporary works and works of making good to boundary walls prior to commencement.
  13. The 4no easternment windows in the north elevation of the temporary building [the interim development plan] to be obscure-glazed at all times

14. No flues, ducts, vents, inlets or outlets serving equipment/plant within the plant room to be inserted on the north elevation of the temporary building [the interim development plan].
15. Fencing shown on the north site of the temporary building [the interim development plan] to be erected prior to first occupation and thereafter retained for the duration the temporary building is in situ.