



**ADUR DISTRICT
COUNCIL**

**Planning Committee
30 November 2022**

Agenda Item 6

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

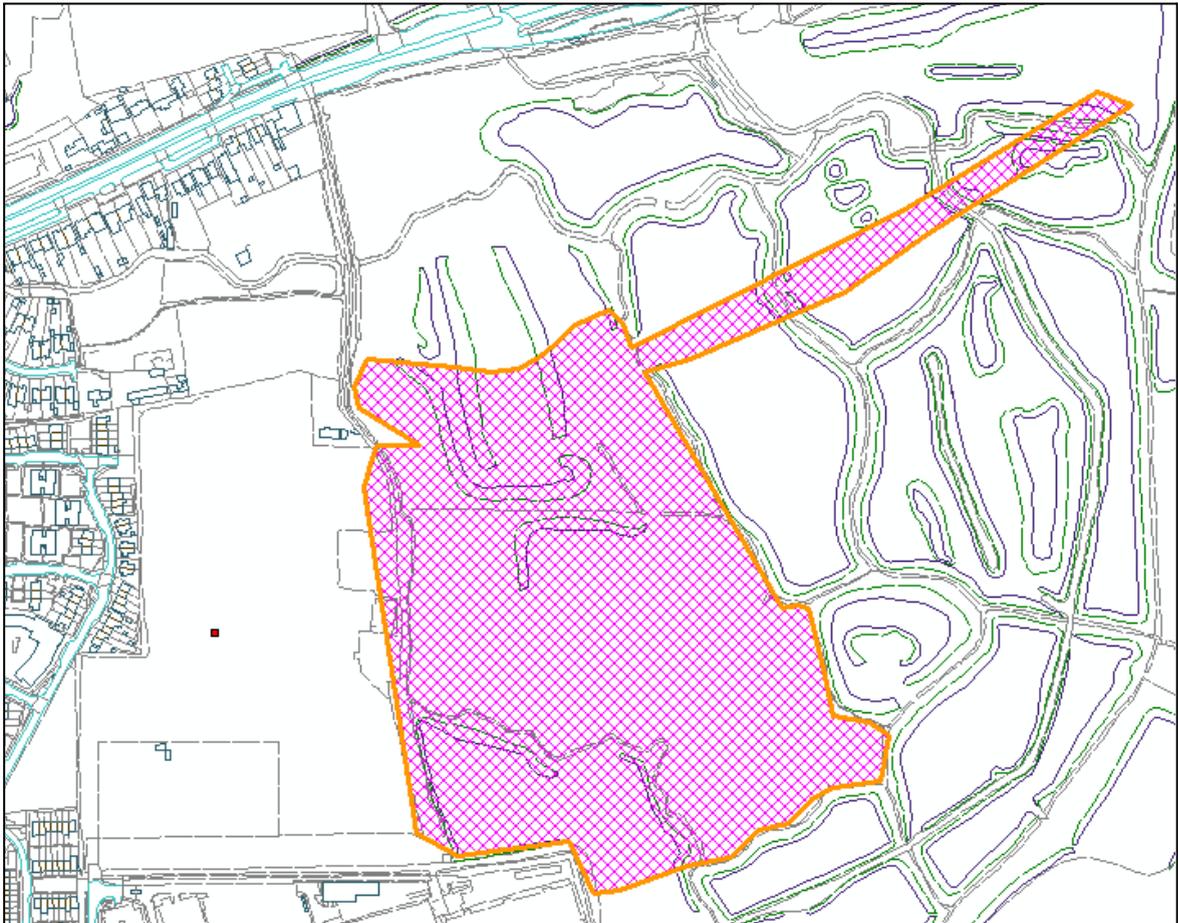
Planning Applications

1

- Application Number: AWDM/0021/22** **Recommendation – Recommendation - Approve with the decision to grant permission being delegated to the Head of Planning and Development subject to the completion of a planning obligation.**
- Site:** **Land East Of Shadwells Road At Mash Barn Estate, Mash Barn Lane, Lancing**
- Proposal:** **Erection of 385 dwellings and Community Hub (Flexible Class E/F1/F2 use) along with associated access, landscaping, car parking and public open space (an increase of 34 dwellings from the outline approval of 351 dwellings (AWDM/0961/17))**

1.

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Applicant:	Cala Homes	Ward: Mash Barn
Agent:	Mr Peter Rainier	
Case Officer:	James Appleton	



Not to Scale

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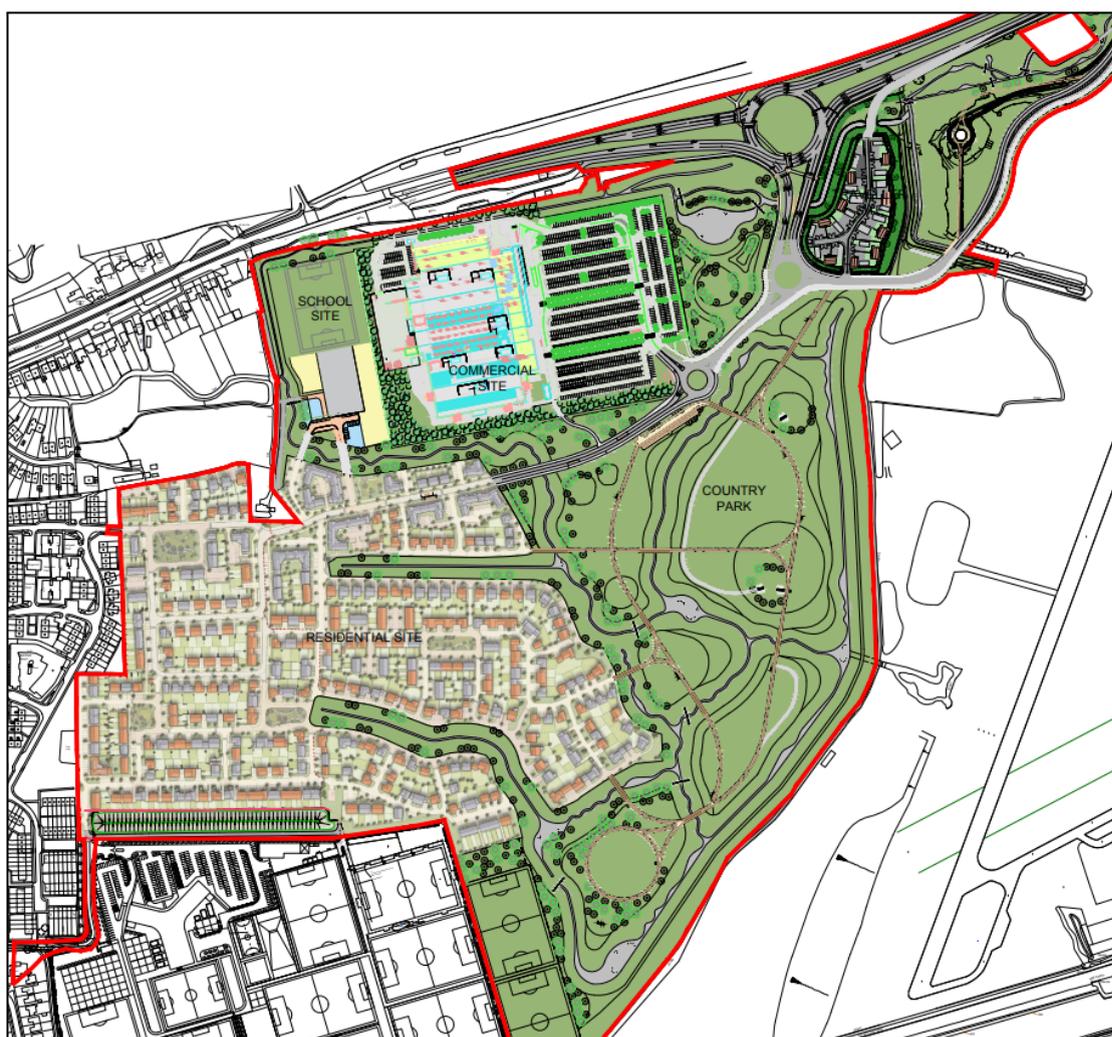
Application Site

The application covers the site area granted outline planning permission for the erection of 351 dwellings under application reference AWDM/0961/17. This permission was a hybrid application including full permission for 249 dwellings, a non food store (IKEA), Country Park, relocation of gypsy and traveller site and strategic infrastructure including a school site and a new roundabout onto the A27.

The site forms part of the strategic allocation in the Adur Local Plan for a minimum of 600 dwellings and commercial floorspace.

The site lies to the east of the Mash Barn Lane and is a continuation of Phase 1 which is at an advanced stage of construction. Works are also progressing to the north constructing the new roundabout and drainage works have been installed along the A27 leading to a new pumping station on the River Adur. To the east of the site is the proposed Country Park extending to approximately 25 hectares. Work has started on the Country Park with new bridges being formed over water courses and land contouring.

The listed Dome trainer is located to the north east of the site, Shoreham Airport to the east/south-east and the grounds of the American Express Elite Player Performance Centre to the south-west. The Plan below is an extract from the approved Masterplan.



Proposed Development

The Proposed Development is a full application for the erection of 385 dwellings and a community hub. The application therefore proposes an additional 34 dwellings over and above that granted under AWDM/0961/17. The increased density has been achieved by proposing a change to the house sizes with a greater number of 2 and 3 bedroom dwellings and fewer 4 / 5 bedroom dwellings, along with minor adjustments to the site layout.

The application is supported by a suite of supporting documents including:

- Plans and Drawings
- Landscape Details
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment
- Design and Access Statement
- Contamination Risk Assessment
- Utilities Statement

As the development proposes changing an application that was considered to be a Schedule 2 development for the purposes of the Town and Country (Environmental Impact Assessment) Regulations 2017 (as amended) the applicant considered that this proposal would also comprise of Schedule 2 development (Schedule 2, 13(b)). Therefore, this application has been also submitted with an Environmental Statement, which addresses the effects of the development on the socio-economic, transport, noise, air quality, water, ecological, heritage and landscape resources of the site and surrounding area. A non-technical statement has also been submitted that

The submitted Planning and Affordable Housing Statement concludes that,

The Planning Application has been brought forward in acknowledgment of the greater need for 2 and 3 bedroom dwellings, having regard to local market conditions, which have been demonstrated by live sales data from Phase 1 of New Monks Park. Having had regard to the above, the Planning Application seeks permission for more 2 and 3 bedroom dwellings than previously consented, which in turn has allowed a more effective use of the Application Site to be made, by a modest increase in the quantum of houses.

It is considered that this proposal is supported in policy terms by the ALP 2017 and the NPPF which promote development which seeks to optimise the development potential of sites, particularly where there is an identified housing need. Importantly, this proposal has been brought forward in recognition of the market demands for smaller properties and in accordance with the NPPF will make an optimal use of the site whilst securing a well designed place and having regard to the characteristics of the surrounding area.

The additional houses will be delivered with only a slight increase in built form, with the scale of development being as previously approved in outline. Further to the Phase 1 works, it will create a graduated edge to Lancing, by incorporating a progressively more informal layout from west to east. The permitted and proposed landscaping

throughout the Application Site and within the Country Park and Lancing ditches will provide an attractive framing of the development. It is considered that the modest increase in dwellings would not materially alter the development previously permitted.

With regards to the strong policy support for this proposal, along with the identified shortfall of housing land within Adur, it is our view that permission could only be refused if there were any adverse effects which would significantly and demonstrably outweigh the benefits. It has been demonstrated within this Planning and Affordable Housing Statement that there would be no adverse impacts which would outweigh the benefits of delivering 385 dwellings, including much needed affordable housing. Consequently, we respectfully request that Adur District Council grant approval of this Planning Application.

The Design and Access Statement sets out the design philosophy for the application which follows the original Masterplan. In particular the DAS states that,

'The Phase 2 layout which is the subject of this application comprises the following:

- *385 new homes, 250 sq.m of commercial floor space within the Neighbourhood Centre*
- *A high quality residential environment*
- *Access to and drop off provision for the new primary school*
- *A range of dwelling sizes with a mix of one and two bedroom apartments and two, three, four and five bedroom houses*
- *30% of new homes provided as affordable housing to meet local need*
- *Proposed houses are generally 2 storeys in height. A few have attic storey rooms*
- *Apartment buildings are 3 and 3.5 storeys in height*
- *Houses predominantly detached and semi-detached with some short terraces to reflect local form*
- *New homes which are designed to respond to the local building traditions and context within this part of West Sussex*
- *A safe and secure environment for the new community*
- *Vehicular access from the A27*
- *A network of informal, shared surface streets and lanes within development*
- *The retention of watercourses within the site and a new green framework within the proposed development*
- *Integrated tree and shrub planting within streets*
- *An attractive central green as well as natural drainage channels that extend into the site to create an attractive residential environment*
- *A bus service route through the site serving the new store and the new community from Hayley Road*
- *A generous level of parking which exceeds West Sussex County Council's minimum requirements*
- *Good pedestrian and cyclist connectivity to facilities in Lancing town centre, Mash Barn Lane and the surrounding area and a cycleway network within the Country Park.*

The detailed site layout for the eastern part of the masterplan has a progressively more informal layout from west to east and comprises a network of traditional streets and lanes with a central square. The mix within the site comprises family housing and

a series of apartment buildings along the primary access road through the northern part of the site. Building form consists of predominantly detached and semi-detached houses and occasional short terraces of houses south of the northernmost drainage greenway with generally 3 storey apartment buildings along the primary access road.

Houses and apartments are arranged in a perimeter block form to ensure that there is clear demarcation of private and public realm and exposure of private garden boundaries to the public realm is minimised. Passageways provide access to rear gardens of terraced properties. Terraces are limited to a maximum of four houses to reduce the length of these access passages to a minimum. Refuse and cycle storage will be provided in gardens to terraced properties and semi-detached houses where they do not have a garage. Where houses have garages, these will be large enough to accommodate cycle storage.'

The DAS sets out the proposed housing mix (see below) and the distribution of 2 storey 2 1/2 storey and 3 storey houses and flats across the development site. The DAS also sets out how the development responds to the previously approved Masterplan creating distinct character areas across the proposed development.



In response to concerns in connection with the design of the larger apartment buildings along the east west boulevard (to the south of the commercial yard) revised plans have been submitted and these are considered in the Planning Assessment section of the report.

The Transport statement concludes that, inter alia:

- *‘There are no changes proposed to the previously agreed access strategy with a 4-arm high capacity signalised roundabout to be provided on the A27 with internal infrastructure providing access to the residential areas, employment generating areas and Shoreham Airport;*
- *Infrastructure for non-motorised users that was previously agreed as being acceptable, will be delivered and is sufficient for the development demands; Within the residential site, there are few changes required to the previously envisaged internal layout with all of the principles previously agreed retained within the latest scheme;*
- *Updated assessments of the traffic impact have been conducted using traffic data and modelling that were previously deemed as being suitable upon which to form a judgement as to the impact of the proposed development;*
- *The outputs from the updated modelling lead easily to the judgement that the small increase in dwellings associated with the latest development proposals would not significantly alter the characteristics of the local highway network with no changes to the conclusions previously reached for the original hybrid application.*

Overall, it is considered that the development will not give rise to any material transport issues and when the development is considered against the policy guidance as set out in NPPF, there is no highway reason why planning permission for these developments should not be granted.’

Relevant Planning History

2005 Approved - 'Pay & Play' Golf Course & Ancillary Facilities With Vehicular Access From North & West/Vehicular Exit To North; & Parking & Picnic/Rest Area Adj A27 (Adur Reference L/87/00/TP/20334)

2005 - Approved Public open space (Sports Pitches and Informal Space) With TwoWay Access Road & Footway To West (Application Reference: L/86/00/TP/20333).

2005 - Refused application to erect up to 100 dwellings on land north west of the Site ('Land east of Manor Close') on the grounds that it would constitute an intrusion into the countryside and strategic gap, as well as create an unacceptable increase in traffic leaving and entering the A27.

2008 - Approved Temporary use for the recycling of aggregates for the construction of golf course under permission L/87/00/TP, with onward sale of aggregates unsuitable for use on site (Adur Ref: ADC/0060/08)

2011 - Approved application for variation of Condition 1 (Temporary continuation of the recycling of aggregates beyond 30 April 2010 of planning permission ADC/0060/08) (Adur Reference: ADC/0068/10).

2019 - Full planning permission under reference SDNP/18/00434/FUL was granted by the National Park for the provision of a bridleway between Coombes Road East to the River Adur Footpath (Footpath 2049) running along the northern boundary of the A27. This permission is directly linked to the proposed development as it seeks to improve connectivity between the north and south of the A27 to mitigate impacts of the removal of the “Sussex Pad” traffic lights approved under AWDM/0961/17 (see below).

2019 - Outline planning permission (AWDM/1093/17) granted for the erection of new commercial buildings to provide up to 25,000 m² of commercial development to the north eastern boundary of Shoreham Airport in proximity to the River Adur.

2020 - Approved hybrid application under AWDM/0961/17 for the wider site was granted permission for:

- 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, 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 A); and,*
- 3. Outline planning permission (with all matters reserved other than access) for the erection of a further 351 dwellings.*

2021 - Full planning permission was granted in November 2021 (SDNP/20/05236/FUL and AWDM/1906/20 for the provision of a “Fourth Arm” from the New Monks Farm roundabout to Coombes Road (West) and closure of Coombes Road (East) junction with the A27.

2022 - Reserved Matters approval for 25,000 sqm at Shoreham Airport (AWDM/1831/21).

Consultations

West Sussex County Council - Highways Authority comment that,

“The application is for the erection of 385 dwellings at New Monks Farm, the site currently benefits from an outline approval for 351 dwellings and as such would represent an increase of 34 dwellings. No amendments are proposed to the previously agreed access strategy.

Trip Generation

Utilising the same trip generation parameters as the previous application the additional dwellings would generate an additional 15 two way vehicle movements in the AM peak, 17 in the PM peak and 14 in the Saturday Peak and as such no wider

modelling of the WSCC network would be required.

Parking

The TA and design statement state car parking is to be provided in accordance with WSCC standards. The application form and design statement states 561 spaces are to be provided however 680 are shown within the parking summary. The parking distribution plan shows that visitor spaces are unevenly spread across the development and should be amended.

EV Parking, the TA references 20% of spaces to be provided with EV charging facilities, this should be increased to the 2022 standard of 37%

Cycle Parking is to be provided in line with standards with provision within garages or cycle stores

Layout

Vehicle Tracking has been provided for a refuse vehicle, at a number of locations the vehicle overhangs the kerb, information should be provided to detail if this is within a residential owners curtilage and what if any measures would be in place to restrict any future obstructions.

No information on carry distances has been provided e.g plots 323 and 324, 564 No tracking has been provided for a fire tender and should be provided.

The location of tree planting and its effect on visibility splays should be rechecked given the back of the splay often runs through the centre of the tree trunk (e.g Plot 439,542,549)

Contributions.

As identified within the TA the development would generate additional trips, given the original application/ site was required to contribute/ provide mitigation as set out in the Local Plan / IDP then Adur should consider if the uplift in dwellings should result in a rebalancing of required contributions from the allocations.

Conclusion

Further information/amendments are requested upon:

Clarification of parking levels

Amendments to visitor parking locations

Clarification on EV parking levels

Amendments to planting/visibility splays

Vehicle tracking for a fire tender to be provided

Information on the refuse vehicle tracking

Proposed contributions.”

West Sussex County Council - Highways Authority (2nd response) comments that,

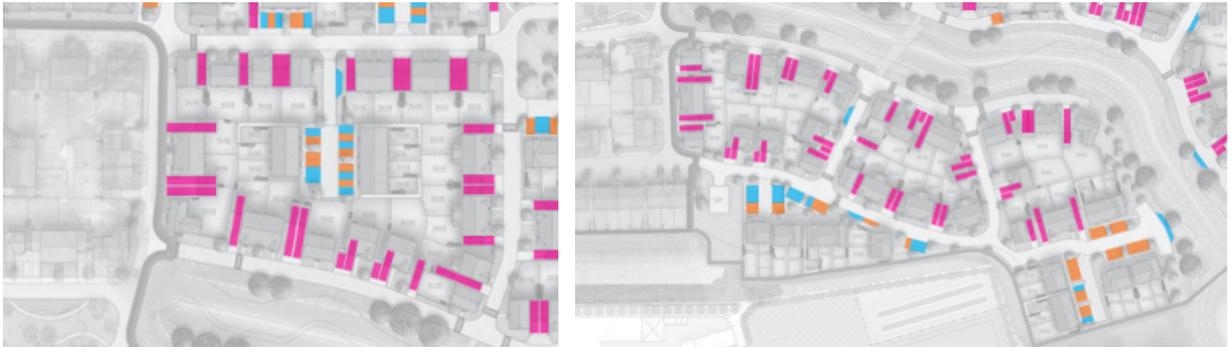
“This is the second WSCC response to the application and responds to additional information contained within the design and access statement as well as additional revised plans on vehicle tracking and visibility.

Parking Levels

A total of 709.5 parking spaces are proposed (garages count as 0.5 spaces) Of these 630.5 are for the residential units, 69 visitor parking spaces and 10 commercial spaces. The level of residential parking is 13 spaces above a 10% variation in demand identified within the WSCC parking guidance and as such justification should be provided for the level and its impact in promoting sustainable modes of transport.

Visitor Parking Locations

There remain areas of unbalanced visitor parking provision such as over provision in the central court shown below:



And the southern boundary of the site

EV parking Levels

No addition details provided on the requested increase of charging provision however this issue can be addressed via condition or via building regulations.

Amendments to planting/ visibility splays

No commentary has been provided on the issue of planting within visibility splays. From viewing the planting schedule provided it is not apparent where the larger trees.

Visibility splays also pass-through residential curtilages and through the bridge on the main access road.

No details of the bus stop provision on the main access route have been shown and any resultant impact on visibility splays.

Fire Tender tracking

Concerns are raised upon the ability of the movements including the impact of the proposed planting and impact of utilising residential curtilages as shown below (but not limited too).



Refuse vehicle tracking

No information on carry distances has been provided (this should be provided to ensure vehicles don't need to enter additional areas).

Proposed contributions

No additional information has been provided upon the level of contributions provided by the site. (initial request repeated below)

As identified within the TA the development would generate additional trips, given the original application/ site was required to contribute/ provide mitigation as set out in the Local Plan / IDP then Adur should consider if the uplift in dwellings should result in a rebalancing of required contributions from the allocations.

Additional Items

First access from spine road

The first access on the left from the spine was not included within the outline application and has not been subject to a stage 1 road safety audit. The proposed access joins the main spine road at a raised table that is also the transition point for cyclists leaving the shared use route on the northern side travelling eastwards and re-joining the carriageway. Either a road safety audit on the revised proposals should be undertaken or the proposals modified.

Pedestrian and cyclist connectivity links

1.5m wide links are proposed for the Green links (as shown on 1.1 of the design and access statement). The links provide only the minimum standard of provision for pedestrians and would not be suitable for shared use without significant widening.

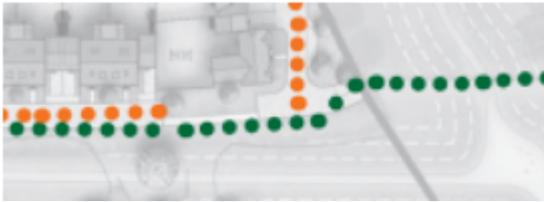
Width of ped/cycle bridge

3m wide shared use bridges are proposed. It is anticipated that the balustrades would be of suitable height to ensure cyclist safety. The impact of a vertical boundary on each side of the bridge would reduce the effective width of the facility to 2m and as such would benefit for widened for cyclist use.

Parking spaces in front of link to country park

The bottom right spaces would restrict/prohibit the provision of the link shown





Conclusion

Additional Information as detailed above is required. A narrative to any response should be provided detailing any amendments to the plans”

Amended plans have been submitted to address these requirements but the Highways Authority (**3rd Response**) has commented recently that,

RSA - GG119 Appendix F compliant Designers Response required and needs to be agreed with me. Ped/Cycle links – Suggest bollards are provided to stop general motor vehicles utilising. No information provided upon these elements of my formal response:

- *Amendments to planting/ visibility splays*
- *No commentary has been provided on the issue of planting within visibility splays. From viewing the planting schedule provided it is not apparent where the larger trees.*
- *Visibility splays also pass-through residential curtilages and through the bridge on the main access road.*
- *No details of the bus stop provision on the main access route have been shown and any resultant impact on visibility splays.*

These matters are being addressed by the applicants and any further comments from the Highway Authority will be reported at the meeting.

West Sussex County Council - West Sussex Fire and Rescue comment that,

“I refer to your consultation in respect of the above planning application and would provide the following comments:

- 1) *Prior to the commencement of the development details showing the proposed location of the required fire hydrants shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council’s Fire and Rescue Service. These approvals shall not be unreasonably withheld or delayed.*
- 2) *Prior to the first occupation of any dwelling/unit forming part of the proposed development that they will at their own expense install the required fire hydrants (or in a phased programme if a large development) in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.*

The fire hydrant shall thereafter be maintained as part of the development by the

water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner / occupier if the installation is retained as a private network.

As part of the Building Regulations 2004, adequate access for firefighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments. (BS5588 Part B 5) for further information please contact the Fire and Rescue Service

If a requirement for additional water supply is identified by the Fire and Rescue Service and is subsequently not supplied, there is an increased risk for the Service to control a potential fire. It is therefore recommended that the hydrant condition is implemented

Reason: In the interests of amenity and in accordance with policy AG3 of the Adur Local Plan 1996 or policy P29 and P30 of the Adur Local Plan 2014 and in accordance with The Fire & Rescue Service Act 2004.”

West Sussex County Council - Section 106 Consultation Response

Summary of Contributions

S106 type	Monies Due
Education - Primary	Bespoke
Education - Secondary	£1,285,281
Education - 6th Form	£301,084
Libraries	£127,849
Waste	No contribution required
Fire & Rescue	£10,784
No. of Hydrants	To be secured under Condition
TAD	Bespoke
Total Contribution	£1,724,997

“We require 1 Ha of land and a financial contribution towards a 1-form entry primary school calculated on a £5,787 cost per dwelling basis: £5,787 x 385 dwellings = £2,227,995.

We require a pro-rata share towards a new 30 place day care nursery facility calculated as follows: £1,500,000 / 600 x 385 dwellings = £962,500.

The Secondary Education contribution will be spent on expansion at Sir Robert

Woodard Academy or The Shoreham Academy.

The Sixth Form Education contribution will be spent on expansion at Sir Robert Woodard Academy Sixth Form or The Shoreham Academy Sixth Form.

The Library contribution will be spent on expansion of the facilities at Lancing Library.

The Fire Service contribution will be spent on the re-development or re-location of fire stations and associated vehicles and equipment in West Sussex Fire Rescue Services Southern Area serving Lancing.

The Total Access Demand requirements will be dealt with separately by the Highways case officer.”

[Note: The contributions set out above do not take into account funding already secured in connection with the original Hybrid application. Further discussions with WSCC about the additional mitigation required for an additional 34 dwellings are set out in the report in the s106 and Infrastructure section of the report.]

Adur & Worthing Councils

The ***Technical Services Officer*** comments that,
(1st response)

“We have the following comments on surface water drainage.

It should be noted that a separate discharge of conditions application will be required at a later stage to secure drainage details, please do NOT list any of the drainage documents or drawings as approved at this stage. Greater detail is required at discharge of conditions stage, including but not limited to the expansion of drainage networks to show plot drainage and how this connects to the main networks.

In order to demonstrate that the proposed layout can be drained we would request that some revisions are made to the information supplied with this Full Application.

We wish to raise a HOLDING OBJECTION at this time. In order to overcome this objection, the following is required:

1. Please can the location of outfalls be reviewed to ensure that all are entering into sedimentation forebays upstream of the reed beds. We believe outfalls 7, 8, 10, 11 and 12 are all currently proposed downstream of the treatment areas

Alternatively treatment at source could be provided within these phases. This revised information is required at this stage to demonstrate compliance with WSCC policy for the management of surface water -SuDS Policy 7.

2. The modelled invert levels of outfall 3 and 4 does not tally with that stated on plan. It appears outfall 3 is labelled with the invert level of 4 and vice versa. Please correct and ensure appropriate surcharged water levels are applied to these networks.

Please re-consult us once revised information is supplied. If you are however minded to determine this application prior to this information being supplied please ensure drainage documents and plans are NOT listed as approved and please apply the

following conditions to ensure that the development is adequately drained and does not increase flood risk:

“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 as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. No 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.”

“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.”

“The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.”

“Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.”

And the accompanying informatives:

“Further detail regarding our requirements are available on the following webpage <https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms>. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions”

“Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), prior to starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens. The development layout must take account of any existing watercourses (open or

culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse.”

"Further detail regarding our requirement for independent surface water drainage verification reports are available on the following webpage <https://www.adurworthing.gov.uk/planning/applications/submit-fees-forms> . A surface water drainage verification condition guidance note is available on this webpage. This clearly sets out our requirements for discharging this condition."

The **Technical Services Officer** comments that,
(2nd response)

"I confirm that the revised information submitted is sufficient for Technical Services to remove their holding objection.

If you minded to approve this application please ensure drainage documents and plans are NOT listed as approved and please apply the following conditions to ensure that the development is adequately drained and does not increase flood risk:

“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 as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. No 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.” “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.”

“The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site. “

“Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings

of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity."

And the accompanying informatives: "Further detail regarding our requirements are available on the following webpage:

<https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms>.

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The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse."

"Further details regarding our requirement for independent surface water drainage verification reports are available on the following webpage:

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A surface water drainage verification condition guidance note is available on this webpage. This clearly sets out our requirements for discharging this condition."

Private Sector Housing (1st response) comment that,

"The Private Sector Housing team of Adur & Worthing Councils have identified that some aspects of the development may result in hazards that require action under the Housing Act 2004. Typical hazards can include 'inner' rooms (where the only means of escape in the case of fire is through another risk room i.e. bedroom, living room, kitchen, etc.) or where there are inadequate windows or outlook from habitable rooms.

In this application the housing layouts for Plots 544-547 and 429-432 (as shown on P120 and P121) show that the only access to the first floor bedrooms is through stairs located in a high-risk area and so they are inner rooms

Compliance with Building Regulations will not necessarily address the hazards identified and you should contact the Private Sector Housing team to confirm that the layout of the property is acceptable prior to commencing the development in order to avoid the need for any formal intervention or the requirement of retrospective works."

Private Sector Housing (2nd response) No comment.

Environmental Health - No objection provided that no occupations are allowed prior to the amendments to the helicopter training circuit previously conditioned with the original application.

No objection to the calculation of the air quality mitigation sum provided that mitigation measures are agreed in advance (the proposal for PV panels would not be appropriate mitigation for increased emissions).

National Highways (1st Response) comment that,

“Referring to the consultation on a planning application dated 27 January 2022 referenced above, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that National Highways’ formal recommendation is that we:

recommend that planning permission not be granted for a specified period (see reasons at Annex A);

##

Annex A National Highways’ assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

Transport Assessment

A Transport Assessment (TA) to accompany the planning application has been prepared by Vectos, dated December 2021.

Trip Distribution and Assignment

The TA report provides no commentary on the methodology used for trip distribution and assignment, and this information is required. Whilst this may be as per previously agreed, this needs to be confirmed.

ACTION: The TA report provides no commentary on the methodology used for trip distribution and assignment, and this information is required for review.

Accident Analysis

Basic accident analysis based on Crashmap data has been included for the A27 in the vicinity of the site. However, detailed accident analysis for the last 5-year period for which accident data is available is required.

ACTION: A detailed STATS 19 accident analysis is required for the section of the A27 within the vicinity of the site This needs to be carried out for the latest 5-year period for which accident data is available.

Committed Development

The TA refers to the fourth arm Transport Assessment (2020) which includes the most recent modelling assessment and 2020 base traffic data. It is stated that in this TA:

“consideration was previously given to the additional trip movements associated with site specific committed developments, including development proposals at Shoreham Airport. Combined with this, all elements of the previous New Monks Farm development application (i.e. 249 residential dwellings and the employment generating floorspace) are considered as consented schemes and are included in the future year baseline scenario for assessment.”

No further information is provided on the developments that have been included in this assessment or on whether the impacts of other committed development sites have been considered.

In order for us to be able to provide a substantive response on the appropriateness of the methodology used and the resulting modelling outputs, the applicant will need to liaise with the LPA to confirm the specific committed developments that need to be taken into account in the assessment. This information will then need to be compared to the specific committed developments already included. This will allow us to form a view on whether the methodology used remains appropriate and representative.

Whilst DfT circular 02/2013 also requires a development opening year assessment, the above information will enable us to take a view as to whether the 2031 assessment presented can be used as a proxy in this instance.

ACTION: In order for us to be able to provide a substantive response on the appropriateness of the methodology used and the resulting modelling outputs, the applicant will need to liaise with the LPA to confirm the specific committed developments that need to be taken into account in the assessment. This information will then need to be compared to the specific committed developments already included. This will allow us to form a view on whether the methodology used remains appropriate and representative. This information is also required to enable us to determine whether the submitted TEMPRO factors are suitable for use.

Junction Modelling

The junction modelling in the TA focuses on the operation of the new 4-arm roundabout on the A27.

However, in light of the uncertainty regarding the methodology used (identified above), we have not been able to carry out a detailed review of the modelling and its outputs at this time. To assist our future review of the traffic modelling analysis, a copy of the electronic modelling files is requested for review.

ACTION: Electronic copies of the traffic modelling files are requested for review.

Conclusion

At the present time, the proposed development impact on the SRN is not agreed. This response details the steps that need to be taken in order to resolve this issue.

For the reasons set out above, National Highways recommends that planning permission not be granted for a period of three months expiring 17 May 2022 to allow the applicant to resolve the outstanding matters.

National Highways (2nd and 3rd Response) continued to maintain its holding objection and raised the following matters:

ACTION: TEMPRO Factors to be recalculated to account for a more defined geographical area and NTM adjustments applied

Junction Capacity Assessment - ACTION: Applicant to utilise the Four - arm Roundabout LinSig model agreed by us as part of the 2017 application (LPA ref. AWDM/0961/17)

Traffic Flow Inputs - ACTION: Full set of updated disaggregated traffic flow diagrams to be provided, once identified issues are resolved to our satisfaction

Conclusion

At the present time, the proposed development's impact on the SRN is not agreed. This response details the steps that need to be taken in order to resolve this issue.

For the reasons set out above, National Highways recommends that planning permission not be granted for a period of three months expiring 9 September 2022 to allow the applicant to resolve the outstanding matters.

National Highways (25th July Response)

“Further to our ongoing discussions with the applicant's consultants regarding Land East Of Shadwells Road At Mash Barn Estate Mash Barn Lane Lancing West Sussex (Appl No. AWDM/0021/22) we are now in a position to provide you with our

final substantive response on this application.

We have been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). We are therefore concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A27(T).

Having assessed the information which has been provided in relation to this application, we have been unable to conclude transport modelling matters with the applicant to our satisfaction. However, having used the previously agreed modelling for the new junction which we have retained we are satisfied that the proposals will not have a material implication to the safe and efficient operation of our road network and are consistent with national planning and transport policy set out in DfT Circular 02/2013 (especially paragraphs 8 to 11) and MHCLG NPPF2021 (especially paragraphs 110 to 113).

*Accordingly, I attach our formal NHPR response recommending no objection. Our previous holding response is **now withdrawn**.”*

National Highways (4th Response) comment that,

We issued a No Objection response to this application on 25 July 2022. Given that the newly submitted information is not relevant to our network, our previous response remains appropriate. Accordingly, we are content to rely on our formal response of 25/7/22.”

The **Environment Agency** comment that,

“Environment Agency position

*Based on the understanding that the raised earthwork bund has been constructed along the eastern boundary of the development site with a crest level of 5.4m AOD as consented under planning permission ref: AWDM/0961/17, we have **no objection to the proposal provided that the following condition be attached to any planning permission granted**, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.*

Condition 1

The development shall be carried out in accordance with the submitted Flood Risk Assessment (‘Flood Risk Assessment Proposed Residential Development at New Monks Park, Project No: 23621, by The Civil Engineering Practice, dated December 2021) and the following mitigation measures it details:

- *Finished upper floor levels of habitable accommodation to be set no lower than 5.7 metres above Ordnance Datum (AOD).*

These mitigation measures shall be fully implemented prior to occupation and

subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons *To reduce the risk of flooding to the proposed development and future occupants.*

The condition is in line with the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change.

Please notify us immediately if you are unable to apply our suggested condition to allow further consideration and advice.

Advice to the Local Planning Authority and Applicant

Watercourse buffer zones

We note the submission of drawing ref: 83 ('Site Layout – Watercourse Buffer Zone', Project ref: 23621). We trust this drawing will be conditioned in any planning permission granted. Where possible, the buffer zone should be maximised in scale for ecological protection and no development, gardens, items such as play equipment or infrastructure should encroach on these buffer zones.

Planning permission AWDM/0961/17

For planning permission AWDM/0961/17, a number of conditions recommended by us were incorporated into the planning permission (condition numbers 03, 16, 17, 18 & 19). These are considered as site wide conditions and we assume that any information submitted in relation to such conditions will also include details related to this Phase 2.

Pumping station

We are aware that some modifications are required to the pumping station built next to the riverbank, and that this Phase 2 of the site will link into the pumping station for the management of flood risk. The modifications are to assist with management of scour. We recommend that those modifications are carried out soon and are tested/monitored for effectiveness prior to this development linking into the pumping station.

Pollution prevention

All precautions must be taken to avoid discharges and spills to the ground both during and after construction. Guidance on pollution prevention for businesses can be found on the gov.uk website here –

<https://www.gov.uk/guidance/pollution-prevention-for-businesses>

In the event of a pollution incident, all works should cease immediately, and the Environment Agency should be contacted via our incident hotline 0800 80 70 60 (24-hour service)."

Southern Water Services comment that,

“Southern Water has undertaken a desktop study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This initial study indicates that these additional flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement that is deemed necessary to mitigate this will be provided by Southern Water.

Southern Water and the Developer will need to work together in order to review if the delivery of our network reinforcement aligns with the proposed occupation of the development, as it will take time to design and deliver any such reinforcement.

It may be possible for some initial dwellings to connect, pending network reinforcement. Southern Water will review and advise on this following consideration of the development programme and the extent of network reinforcement required.

Southern Water will carry out detailed network modelling as part of this review which may require existing flows to be monitored. This will enable us to establish the extent of any works required.

Southern Water endeavour to provide reinforcement within 24 months of planning consent being granted (Full or Outline) however for large developments our assessment of the timescales needed will require an allowance for the following which may result in an extension of the 24 month period:

- *Initial feasibility, detail modelling and preliminary estimates.*
- *Flow monitoring (If required).*
- *Detailed design, including land negotiations.*
- *Construction.*

Southern Water hence requests the following condition to be applied: Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.

The planning application form makes reference to drainage using Sustainable Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Sewers for Adoption (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents

ciria.org/Memberships/The_SuDS_Manual_C753_Chapters.aspx

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.*
- Specify a timetable for implementation.*
- Provide a management and maintenance plan for the lifetime of the development.*

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

Land uses such as general hard standing that may be subject to oil/petrol spillages should be drained by means of appropriate oil trap gullies or petrol/oil interceptors.

The sewer for adoption proposal dealt under (SWS-S104-002118) has been approved by Southern Water under Section 104 of the Water Industry Act application process.

We request that should this planning application receive planning approval, the following informative is attached to the consent: Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Our investigations indicate that Southern Water can facilitate water supply to service

the proposed development. Southern Water requires a formal application for a connection to the water supply to be made by the applicant or developer.”

Natural England requires further information in order to determine the significance of impacts on the Adur Estuary SSSI and South Downs National Park Protected Landscape and the scope for mitigation.

The following information is required:

- *Provision of an Environmental Mitigation Management Plan for this phase of development in line with Condition 14 of hybrid application AWDM/0961/17*
- *Revised residential building height information for Phase 2 residential buildings*

Without this information, Natural England may need to object to the proposal.

Please re-consult Natural England once this information has been obtained.

Natural England’s further advice on designated sites/landscapes and advice on other issues is set out below.

Additional Information Required

Adur Estuary SSSI

*The site is located in proximity to the Adur Estuary Site of Special Scientific Interest (SSSI), which, together with Rye Harbour further to the east, represents the only significant areas of saltmarsh between Chichester and Pagham Harbours in West Sussex, and Sandwich Bay in Kent. The estuarine plant communities are unusual due to the relative scarcity of cord-grass, *Spartina* spp. The large area of intertidal mudflats within the estuary are important for a variety of wading birds.*

Due to the proximity of the site to the SSSI, there may be potential impacts from the proposed development on the notified features of the SSSI during the construction phase. These potential construction impacts would include (but may not be limited to) noise and visual disturbances to the overwintering bird populations of the SSSI.

Natural England has provided previous comments in relation to the Hybrid Application (AWDM/0961/17) to which this Application relates. The Hybrid Application sought full planning permission for Phase 1 of the Application Site as well as Outline Planning Permission for the remainder of the Site in line with a masterplan. This Application relates to the Phase 2 residential area of the masterplan and seeks planning permission for 385 dwellings (a higher figure than that proposed in the Original Hybrid Application).

Impact on the SSSI and drainage strategy

This Application proposes a net increase in dwellings on the Phase 2 residential area from 351 dwellings (as sought through the hybrid planning consent (AWDM/0961/17)) to 385 dwellings. Given that this will lead to a net increase in dwellings of 34 dwellings, any further impact on the SSSI needs to be considered. We note Figure 11.1 Impermeable Areas – Comparison Plan (01 A) which shows

that there will be no net increase in the surface area of impermeable surface within the Application Site (and in fact a very slight decrease in impermeable surface area). We note that the Environmental Statement submitted with this application considers water resource impacts for 385 dwellings and thus replaces the Environmental Statement which accompanied the Original Hybrid Application.

Ecological Mitigation and Management Plan

Condition 14 of the Original Hybrid Application sets out that no phase of the development shall commence until an Ecological Mitigation Management Plan (EMMP) for that Phase has been submitted to, and approved in writing by, the LPA. From looking at the documents available on the LPA website, it appears that no EMMP has been provided by the Applicant for this Application. It is important that an EMMP for Phase 2 is submitted to the LPA as part of this Application.

Monks Farm Pumping Station

We are aware that remedial work and modifications are required at the pumping station, and that this development will link into the pumping station for the management of flood risk. The modifications are to assist with management of scour of saltmarsh and mudflat habitat of the Adur Estuary SSSI. We recommend that those modifications are carried out soon and are tested/monitored for effectiveness prior to this development linking into the pumping station.

Please note that, as this letter considers impacts on a SSSI, if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

Protected Landscapes

The proposed development is for a site in proximity to a nationally designated landscape, namely South Downs National Park. Natural England advises that the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal.

Natural England has previously provided comments in terms of landscape and visual impact on the South Downs National Park as part of the consultation on the Original Hybrid Application (AWDM/0961/17) to which this Application relates. We note that previous landscape comments related mainly to the commercial building which lies to the north of the Application Site. Due to the increase in residential dwelling density within the Phase 2 Application Site, we request that we are provided with the revised residential building heights. In particular it would be beneficial to see the revised building heights for the buildings at the northern end of the site (the tallest buildings within the Proposed Development), as well as a comparison of the revised Phase 2 building heights with the height of the commercial building and adjacent Phase 1 development to understand any impact on the South Downs National Park.

Final Comments

Further general advice on the protected species and other natural environment issues is provided at Annex A.”

South Downs National Park Authority comment that,

“Although the application site is located outside of the National Park, the Council has a statutory duty to consider the Purposes of the National Park when making its determination. The statutory purposes and duty of the National Park are:

- **Purpose 1:** *To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.*
- **Purpose 2:** *To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.*
- **Duty:** *To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.*

The National Park’s comments on the development are as follows:

The District Council will be aware that the SDNPA submitted a number of objections to the original application for the wider allocation site (reference AWDM/0961/17). These objections were not in principle objections to the allocation, but were concerns about how the policy had been interpreted, in particular with regard to the commercial element.

The current consultation relates to Phase 2 of the housing element of the proposals, including an increase of 34 dwellings to make a total of 385 dwellings for this phase of the development. This phase of development includes the eastern edge of the allocation site, facing towards the River Adur, and it will be important to retain a sensitive settlement edge to this side of the development.

In terms of impacts upon the setting of the South Downs National Park (and in particular upon distant views to/from the National Park) it is considered that the revisions would not result in a substantial change, although it would be useful to have sight of a comparison plan in terms of building heights between the permitted outline layout and the current application.

Subject to sight of any such plan, the SDNPA would have no objection to the current proposals, providing that permission, if granted, is subject to a suitable lighting design/regime and that landscaping planting (including use of a mix of appropriate native species) is controlled via condition.”

South Downs National Park Authority (2nd response) comment that,

“Although the application site is located outside of the National Park, the Council has a statutory duty to consider the Purposes of the National Park when making its determination. The statutory purposes and duty of the National Park are:

- **Purpose 1:** To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.
- **Purpose 2:** To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.
- **Duty:** To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.

The National Park's comments on the development are as follows:

The SDNPA previously provided a consultation response in February 2022. Since then, additional details have been submitted, including a comparison plan in response to a request from the SDNPA. This comparison plan is welcomed in terms of layout details, although it does not indicate any differences in building heights.

The additional information submitted also includes details of a mix of materials to be used. The SDNPA supports the general principle of the mixture of materials - particularly with regard to roofs, which will provide variation in distant views from within the SDNP - but will not comment on the suitability of the individual materials selected.

We would maintain our previous comments with regard to permission, if granted, being subject to a suitable lighting design/regime and that landscaping planting (including use of a mix of appropriate native species) is controlled via condition.”

Sussex Police comment that,

“The National Planning Policy Framework demonstrates the government’s aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas.

With the level of crime and anti-social behaviour in Adur & Worthing district being average when compared with the rest of Sussex, I have no major concerns with the proposals, however, additional measures to mitigate against any identified local crime trends and site specific requirements should always be considered.

I have had the opportunity to examine the detail within the application and in an attempt to reduce the opportunity for crime and the fear of crime I offer the following comments from a Secured by Design (SBD) perspective. SBD is owned by the UK Police service and supported by the Home Office and Building Control Departments in England (Part Q Security – Dwellings), that recommends a minimum standard of security using proven, tested and accredited products. Further details can be found at www.securedbydesign.com

With regards to the residential aspect of the development I direct the applicant or their agent to our website at www.securedbydesign.com where the SBD Homes 2019 Version 2 document can be found. The Secured by Design scheme is a Police initiative to guide and encourage those engaged within the specification, design and

build of new homes, and those undertaking major or minor property refurbishment, to adopt crime prevention measures. The advice given in this guide has been proven to reduce the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments.

The development has outward facing dwellings which has created a good active frontage with the streets and the public areas being overlooked. Parking has been provided in the main on plot with parking court provision for apartment buildings.

Where communal parking occurs, it is important that they must be within view of an active room within the property. An active room is where there is direct and visual connection between the room and the street or the car parking area. Such visual connections can be expected from rooms such as kitchens and living rooms, but not from bedrooms and bathrooms.

From a crime prevention perspective with regards to the proposed apartments within the development, it will be imperative that access control is implemented into the design and layout to ensure control of entry is for authorised persons only. Trades person or timed-release mechanisms are not permitted as they have proven to be the cause of antisocial behaviour and unlawful access to communal developments. For additional information I refer the applicant to chapter 27 of the SBD Homes Document Version 2 2019.

Additionally, I recommend the postal arrangements for the apartments is through the wall or externally mounted secure post boxes. I strongly urge the applicant not to consider letter apertures within the apartment front doors. The absence of the letter aperture removes the opportunity for lock manipulation, fishing and arson attack and has the potential to reduce unnecessary access to the block.

When introducing public footpaths into developments, caution should be used as the introduction of a footpath into or through a development has the potential to generate crime if not adequately designed. Where pedestrian links are being proposed externally linking Phase 2 proposals of the development, I ask that these conform to the requirements within SBD Homes 2019 paragraph 8.8 - 8.12.

With regards to bicycle stores within the development - research by the 'Design against Crime Centre' suggests that cyclists should be encouraged to lock both wheels and the crossbar to a stand rather than just the crossbar and therefore a design of cycle stand that enables this method of locking to be used is recommended. Minimum requirements for such equipment:

- Galvanised steel bar construction (minimum thickness 3mm), filled with concrete;*
- Minimum foundation depth of 300mm with welded 'anchor bar'.*

In relation to landscaping - careful selection of plant species is critical in order not to impede natural surveillance and avoid unnecessary high maintenance. Trees on appropriate route stocks can provide a more reliable means of reducing the likelihood of reducing natural surveillance. Trees may restrict the performance of street lighting or cause damage by collision with branches and should not be located within 5 metres of a light source. Account must be taken of the effects of seasonal variations. As a general recommendation where good visibility is needed, shrubs

should be selected to have a mature growth height no higher than 1 metre, and trees should have no foliage or lower branches below 2 metres which allows 1 metre field of view between them.

Finally, lighting throughout the development will be an important consideration and where it is implemented it should conform to the recommendations within BS5489-1:2020

With regards to the proposed 250 sqm of commercial floor space within the Neighbourhood Centre 1 direct the applicant or their agent to our website at www.securedbydesign.com where the Secured by Design (SBD) Commercial Development 2015 Version 2 document can be found. This is a comprehensive document that encapsulates both commercial developments where the public have no formal access, e.g. factory or office buildings, and those where public access is integral to the commercial use such as retail premises, leisure centres and public buildings. This document will be able to provide the applicant with in-depth crime prevention advice pertinent to the design and layout.

Should CCTV be a consideration the following documents will be of assistance to the applicant:

Details regarding CCTV and Data Protection can be found at the Information Commissioners Office website at:

https://icosearch.ico.org.uk/s/search.html?query=CCTV&collection=ico-meta&profile=_default

CCTV guidance for police requirements:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378449/09-05-UKPolice-Requireme22835.pdf

The installation of an intruder alarm is a matter for the specifier, but consideration should be given to the installation of an intruder alarm.

I would also ask you to note that Sussex Police is now exploring the impact of growth on the provision of policing infrastructure over the coming years and further comment on this application may be made by our Joint Commercial Planning Manager.”

Adur District Conservation Advisory Group comment that,

“Members note that there is a lot more evidence to be produced by Carla Homes which could possibly raise or clarify various points relating to this application which in turn will require considerable attention prior to the members formulating an opinion. We would ask, therefore, if this notice could be regarded as a “holding comment” until such time as the required evidence has been submitted, & ADCAG’s members have had time to study & comment on this major application.’

Lancing Parish Council: No objection.

Representations

Three letters of objection have been received raising the following concerns:

- i) There is concern that the site will be overdeveloped with additional traffic on an already very busy A27.
- ii) Since building work has commenced, there has been a significant increase in traffic noise which we have not previously experienced.
- iii) The development has a significant impact on the natural environment resulting from the removal of trees and shrubs which has resulted in the loss of wildlife in the area, in particular, we no longer see deer, Egrets and pheasants across the site.
- iv) The loss of the trees and shrubs bordering the site has heightened the noise levels of the traffic and increased the smell of traffic fumes and dirt and dust affecting local residents.
- v) Many residents opposed the original application for this site in particular because of the proposed Ikea and increased traffic. These concerns appear to have been ignored and I hope that the Council takes on board residents' opinions for the future of this development.
- vi) The increase of a further 34 dwellings on an already crowded site would, inevitably, increase the risk of flooding from a sewage system that is not fit for purpose in the area of the A27 and Grinstead Lane properties.
- vii) A further 34 dwellings would increase the need for school places, infant, junior and secondary, in already overcrowded classrooms.
- viii) The increase of population will also increase the impact on overwhelmed health services where Doctors' surgeries are unable to take on further patients and where hospital waiting times are increasing significantly.
- ix) The increase in traffic will exacerbate air quality, increasing the risk to anyone living in the area who has problems with breathing, asthma etc. After a Court determined the death of a child was caused by living in a traffic driven area, do we really want this here and if it happens who will take responsibility, the Local Authority or the developers.
- x) The Council recently sent an email asking for places we thought should be protected due to wildlife etc. Nearly 600 houses are being erected near here and this pocket of land now contains all the wildlife that has been pushed out by that development.
- xi) No further development should be allowed, it is a haven for hedgehogs, wintering newts and birds to name a few.

Relevant Planning Policies and Guidance

Adur Local Plan 2017

'Supplementary Planning Guidance' comprising: Development Management Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

Planning Contributions for Infrastructure Provision (ADC 2013)

WSSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (July 2021)

Technical Housing Standards – Nationally Described Space Standard (DCLG 2015)

Circular 04/07 'Tree Preservation Orders: A Guide to the Law and Good Practice' (DETR 2000)

Circular 11/95 'The Use of Conditions in Planning Permissions' (DoE 1995)

Circular 10/97 '*Enforcing Planning Control*' (DoE 1997) *i.e. relevant to certificates of lawfulness*

Relevant Legislation

The Council, in determining the planning application has the following main statutory duties to perform:

- To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
- To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
- In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
- To pay special attention to the desirability of preserving or enhancing the character or appearance of the Old Shoreham Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);

The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.

In addition, Section 11A(2) of the National Parks and Access to the Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000 require that 'in exercising or performing any functions in relation to, or so as to affect, land' in

National Parks and Areas of Outstanding Natural Beauty, relevant authorities 'shall have regard' to their purposes. The Environment Act 1995 revised the original 1949 legislation and set out two statutory purposes for national parks in England and Wales:

- Conserve and enhance the natural beauty, wildlife and cultural heritage
- Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public

When national parks carry out these purposes they also have the duty to: Seek to foster the economic and social well-being of local communities within the national parks. This duty is particularly important to the delivery of the statutory purposes of protected areas. The duty applies to all local planning authorities, not just national park authorities. The duty is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas.

There are a number of other duties placed on planning authorities regarding biodiversity enhancement and the countryside including: Under section 40 of The Natural Environment and Rural Communities Act (NERC) 2006 local planning authorities (LPAs) must have regard to the purpose of conserving biodiversity, including restoring and enhancing species, populations and habitats, as well as protecting them.

Under the Wildlife and Countryside Act 1981, LPAs should take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest (SSSI).

Planning Assessment

The principle of development on this land has been established through the allocation in the Adur Local Plan and the subsequent grant of planning permission for 600 homes. The key issues are, therefore, whether the additional 34 dwellings proposed are acceptable in relation to the original Masterplan for the site and whether the increased density has any adverse environmental, visual or traffic implications over and above the approved 351 dwellings for the site. In addition, as a new full planning application the overall design and layout of the development has to be assessed as well as ensuring that this development does not have any impact on the implementation of the remainder of the development.

Increased density

The applicant could have just implemented the approved scheme and submitted a reserved matters application for the remainder of the 600 dwellings. However, in marketing the completed units in phase I Cala Homes has identified that the greatest demand has been for the smaller dwellings and the larger 4 and 5 bed units have taken longer to sell. The evidence also highlights that the sale of properties has been to local residents as set out below:

Open Market Dwellings:

- 74% of purchasers have a BN postcode (130 properties out of 175 properties sold).
- Of the above, 23% of purchasers (40 properties out of 175) had Adur addresses pre-purchase.

Registered Provider (information provided by Saxon Weald):

- Affordable Rented properties have to be rented by Adur District residents.
- 8 Shared Ownership dwellings have been sold to date; 6 no of purchasers were from Adur (75%) and 2 no from Worthing (25%).

The application has been submitted, therefore, in response to marketing of dwellings in phase 1 and the applicant maintains that the increased density would not increase development profit. A viability assessment has been submitted based on a 17.5% profit which indicates that the scheme would actually deliver a slight deficit over and above the approved scheme (see summary below). Viability issues are discussed later in the report.

Scheme	No. Units	Market Units	Aff Units	% Aff	Tenure		GDV	Total Cost inc profit	RLV
					AR	SO			
351 Unit Scheme (Existing Consent)	351	246	105	30 %	61 %	39 %	£144,294,460	-£127,058,581	£17,235,879
385 Unit Scheme - revised Scheme	385	269	116	30 %	62 %	38 %	£151,875,804	-£134,722,160	£17,153,644

RLV Variance	-£82,235
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In principle, there is no planning objection to exceeding the 600 dwellings identified in the Local Plan allocation. The Local Plan Inspector specifically required the Council to amend the Plan to ensure it was sound by adding the word minimum to all Local Plan allocations. This was in response to the Council's inability to meet its full objectively assessed housing need (caused by environmental constraints - including a lack of land). Members will recall that at the time the Local Plan was adopted there was a shortfall of 3,107 dwellings. Since that time changes to the Standard Methodology has meant that this shortfall will increase and the challenge for the Local Plan review will be assessing whether any of this increased shortfall can be met.

Members will also be aware that the NPPF encourages the efficient use of land and therefore in principle delivering more development on an allocated site is beneficial in meeting future housing needs. The Council has also struggled to meet its 5 year supply of housing as strategic sites have not come forward as quickly as envisaged. As a result over the last 3 years the Council has not been able to deliver the 177 dwellings per year envisaged when the Local Plan was adopted. The Council is not currently a *presumption* authority but this has largely been due to the relief given to authorities during the Covid pandemic. The following table highlights the current position and the general undelivered of our annual housing target:

Year	Delivery Figure (net)	Year Annual Housing Target*
2018/19	122	177
2019/20	13	162
2020/21	217	118
2021/22 (provisional)	99	177
Total last 3 Years	329	457

If the provisional figures are used unfortunately we would be a presumption authority being below the 75% of our annual housing requirements (i.e 329 % of 457 = 72%). Members will also be aware that from the 14th December our Local Plan will be out of date beyond 5 years from the date of adoption.

This presumption in favour of sustainable development triggers paragraph 11d(ii) of the NPPF which states that permission should be granted unless any '*adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.*' Whilst, this does not change the statutory status of the development plan as the starting point for decision making it does introduce what is known as the *tilted balance* in favour of sustainable development.

Members will be aware that a number of concerns have been raised about the lack of infrastructure generally to support new developments and therefore it could be argued that higher density would increase this infrastructure strain. This is addressed later in the report but of course for this strategic housing allocation key infrastructure is being provided with the new roundabout connecting to the A27, new foul and surface water provision, a 25 hectare Country Park and a new school. This current housing phase would also be delivering the community space (250sqm).

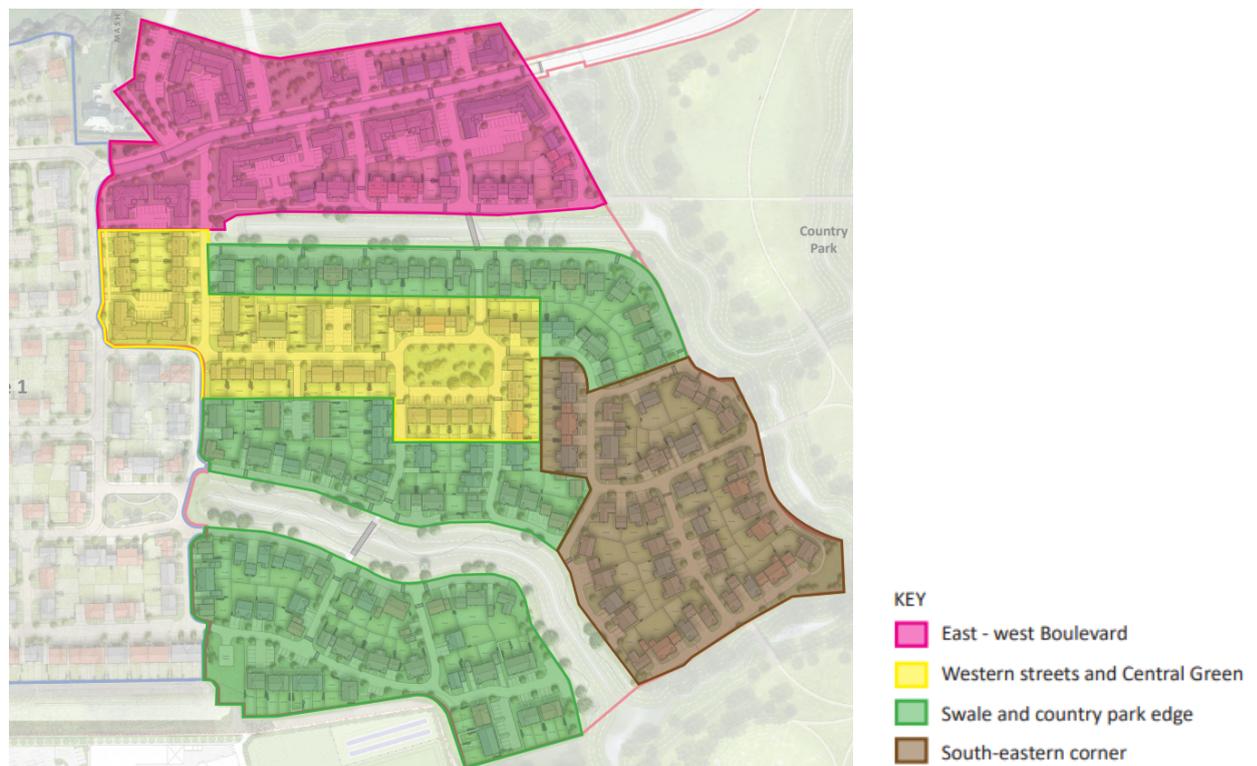
In terms of the school, the Infrastructure Delivery Plan (IDP) supporting the Local Plan, identified that New Monks Farm development should provide land and funding for the new primary school as it would, with the allocation of West Sompting, exceed the 1,000 dwellings normally requiring for a new 1FE school. Interestingly the West Sompting development has been approved for 465 dwellings (15 less than its allocation in the Local Plan).

In terms of other impacts of the increased density, the applicants have undertaken an assessment of the overall built form and impermeable surfacing and this identifies that the revised scheme would slightly reduce the overall amount of impermeable area by 23 sqm compared to that shown at the outline stage.

Design, Scale and Layout

The submitted DAS states that the current full application complies with the original masterplan and character areas. The original design concept across the whole development was to look at reducing the density of development from west to east, ensuring that the lowest density of development would be adjacent to the Country Park. The original Masterplan identified 4 character areas:

- East-west Boulevard and western green
- Western Streets and Central Green
- Swale and Country Park Edge
- South-eastern corner



The applicant has endeavoured to follow these character areas and has successfully increased the density of development without conflicting with the design objective of lower density development adjacent to the Country Park. Whilst, the indicative layout for the outline permission showed a number of very large plots and greater spacing between dwellings the overall lower density feel is maintained with scope for tree planting to soften the urban edge with the Countryside as the two extracts below illustrate:

Indicative Outline Layout



Proposed south-western edge



The proposed development would be at a higher density than the outline but the current proposal ensures a more efficient use of land and given the housing shortfall in the District it is not considered that any objection could be raised to the slightly more urban frontage onto the Country Park as illustrated above.

Within the other development parcels the illustrative view below from the DAS shows the more informal layout and interaction with bridges over the drainage ditches and interaction with the Country Park. The design of the individual houses follows through from the quality delivered in phase 1 with a combination of vernacular features, chimneys, porches and variation of materials ensuring that an attractive extension to phase I can be secured.



The central green area also compares favourably with the outline indicative layout and ensures an attractive area of open space within the development. The following images illustrate the design of the proposed housing.



However, your Officers have been concerned about the east-west Boulevard and western green character area. In particular concerns about the layout and individual design of the large apartment buildings. Although the originally submitted layout appeared to follow the indicative outline stage, in some respects this has been followed too closely and insufficient thought was given to reducing large areas of parking and lack of amenity space and soft landscaping around very large apartment buildings. The extract below, from the originally submitted layout, indicates some of the concerns regarding amenity space and extensive parking areas. The largest apartment building wrapped around a central parking area and other blocks lacked any dedicated amenity areas. The proposed group of semi detached houses also appeared out of scale and context with larger surrounding apartments buildings and were also surrounded by cars and a rear access road immediately adjacent to the northern boundary.



This concern was compounded by the scheme moving away from the original design concept, indicated at the Masterplan stage, which indicated that apartment buildings would be contemporary in nature with varying ridge lines and metal roofs. It was considered at the outline stage that the contemporary approach worked well providing a transition from the large-scale commercial site (IKEA approved to the north) to the more domestic lower scale estate housing. The entrance was refreshingly contemporary and the cut away sections and metal roof provided a pleasing gateway into the development. The following image flanking the access off the A27 highlights the approach advocated at the outline stage.



In contrast the application, as originally submitted, proposed a very different architectural approach utilising a far more traditional brick and tile design but resulting in rather bland and austere blocks of 3 storey flats. The apartment buildings lacked articulation and over reliance on contrasting brick colours did not compensate for the lack of detailing. As a result the apartment buildings would have appeared overbearing in the street scene despite the setbacks and proposed planting. The entrance apartment buildings incorporated flint blocks but these particularly when used in large areas often do not look authentic.

The outline Masterplan drawing showed a 2.5 storey block addressing the road on the south side and provided a much more human scale to the road frontage with the two storey houses proposed to the north.

Amended Plans

The applicants have responded positively to your Officers concerns and a number of significant improvements have been made to the design and layout of apartment buildings in this character area. The main change has been creating additional amenity space around the proposed apartment buildings and this has been achieved by relocating parking areas and where possible combining areas of soft landscaping. The designs have also been amended and where possible the larger apartment blocks have been separated and lower elements incorporated.

The largest apartment building has now been broken into smaller elements and the central parking area now replaced with an attractive enclosed garden area. The building incorporates the proposed community space and the 250 sqm proposed at the outline stage was divided into two less flexible areas. This space has now been replanned to provide a large community space (with scope to subdivide if required by the operator). The following before and after images show how the scheme has been amended to improve the setting and layout for the apartment buildings.



As originally submitted



*As amended
- block separated
and central amenity
space created.*

The remaining apartment buildings have also been rearranged to provide amenity space adjacent to the flats with parking rationalised and relocated. Whilst the two storey housing remains on the north side of the road the road to the rear has been removed and house types revised to improve their design. The apartment building on the south side of the road has also been reduced in scale to ensure a better relationship with the two storey housing.



Overall the layout changes are an improvement and will provide for improved

amenity space and setting for these large apartment buildings.

The applicant has maintained the approach of a more traditional vernacular approach to the design of the larger apartment buildings. Whilst this is slightly disappointing, the separation of blocks and reduction in scale helps to improve their overall appearance. This together with a greater variety of materials and detailing will provide greater visual interest and articulation. The introduction of a stepped gable and large brick flue does provide a slightly more contemporary feel to some of the apartment buildings and with the use of good quality materials should ensure a high quality development. The use of weatherboarding also helps to reduce the apparent scale of the buildings compared to the three storey brick apartment buildings previously proposed.



Affordable Housing

The additional dwellings proposed results in an increase in the level of affordable housing being provided on phase II, resulting in 116 affordable homes in total. This is based on 30% affordable housing in accordance with the adopted Local Plan. The original application sought a tenure split of 60% rented and 40% shared ownership in view of viability concerns with the original hybrid application. This was the proposed

tenure split when the application was first submitted, given the applicants assertion that the additional smaller dwellings would not increase the level of development profit over and above the original outline permission for 600 dwellings. Since then, however, the applicant has agreed to increase the number of rented dwellings to be in line with the Local Plan (i.e. 75% rented and 25% shared ownership) notwithstanding its submitted viability appraisal..

The rented affordable housing would be set at Local Housing Allowance rates and therefore the Council would have full nomination rights and ensure that the accommodation helps to reduce the Councils housing waiting list. Whilst the Council would not have any control over the occupancy of the shared ownership units it is positive to see that many of these in phase I are also being occupied by Adur residents or from residents living in the immediate locality.

Landscape Impact and Heritage

As stated previously the additional 34 dwellings will present a slightly more built up frontage onto the eastern boundary of the site with the Country Park compared with the original permission. However, it is not considered that this would have any greater impact on the wider landscape. The Country Park to the east will provide new landscaping and the contouring of the Country Park will also help to screen views from wider views across the flat airport to the site.

The National Park and Natural England have been provided with plans demonstrating that the application does not increase the height of dwellings over and above what was approved at the outline stage and accompanying Masterplan. The main concern from the National Park was the impact of the large IKEA store and its colour scheme and a number of amendments were made to reduce this landscape impact (in particular additional landscaping, green roof and amended design for the store's north elevation). No objection to the application has been received from the National Park.

The application includes an Environmental Statement (ES) which considers all the environmental effects of the development. In terms of landscape and visual impact this reviews both impacts during construction and following the completion of the development. The following is an extract from the ES:

'The distinctive airport landscape with extensive, uncluttered green character would remain intact during the operational phase. The addition of County Park in the northwest corner of LCA3 would continue the existing green 'countryside' character of this part of LCA3. The changes would be Minor magnitude due to the minor changes to the consented scheme and the existence of Shoreham Airport buildings, Ricardo Ltd buildings to the north and other small structures (e.g. Pillboxes) that currently exist within LCA3.

At day one the development would bring about changes to the landscape setting of the exceptionally high quality SDNP and heritage assets within it although the proposed development would be located within the urban edge context and views of the wider urban area form part of the SDNP setting in this landscape context. The Phase 2 residential development would 'push' the western boundary of the Strategic

Gap to the east to the consented built form boundary as identified in the Local Plan 2017 - Adopted.

At year 15 the implemented landscape would have matured, helping to screen and filter views to the proposed built forms. The Country Park to the east of the development would retain the openness and greenness of the Strategic Gap. Direct effects of the wider landscape character beyond the development would be minimal. There would be no direct effects on the character of the SDNP and River Adur SSSI.'

In the context of the approved scheme your Officers agree with the conclusion of the ES and it will be important to ensure that planning conditions are imposed (similar to the original approval) to ensure that any negative impacts of the development are mitigated wherever possible.

In terms of Heritage impacts these were fully considered in connection with the original hybrid application. The main impacts at that stage were in relation to the trainer Dome (a scheduled ancient monument), the listed airport terminal building and adjoining hangar, listed toll bridge and Lancing College. The impact of the development at Shoreham Airport was also assessed in relation to the Old Shoreham Conservation Area (which includes the toll Bridge). The conclusion at the hybrid application stage was that the overall development would have some harmful effects (slight to moderate) primarily as a result of the new roundabout, service roads, pumping station and erection of the non-food retail store. The mitigation measures approved related to the proposed planting/Country Park and enhancement of the setting of the Dome Trainer and these have all been approved and are being implemented.

It is not considered that the proposed residential development and the increase in density would have any harmful effects on the setting of these heritage assets and therefore no additional mitigation is required on assessment of whether public benefits outweigh any residual harm caused. As stated previously the slightly higher density at the edge of the development would not affect long distance views from heritage assets as they would be against the backdrop of the rest of the housing and commercial development already approved.

Biodiversity

In response to Natural England's request an updated Ecological Mitigation and Management Plan (EMMP) specific to the residential phase 2 development was submitted by Ecologists employed to prepare and monitor the delivery of the extensive ecological mitigation measures approved in connection with the original hybrid application. For Members information this included inter alia:

- *A reptile translocation of the area undertaken in 2019 and 2020. Following an agreed number of trapping sessions with no capture, areas of the site was subject to sensitive vegetation cutting and a destructive search under ecological supervision. This work was undertaken by The Ash Partnership working alongside The Ecology Partnership.*
- *Removal of European eel and other fish species from any existing waterbodies, by APEM Ltd through electro-fishing under relevant licences. Fish species were*

- translocated to a suitable receptor site away from the development area.*
- *Removal of nesting bird habitat as required outside of nesting bird season (March – September inclusive) or following breeding bird survey or nesting bird checks as required undertaken by The Ash Partnership working alongside The Ecology Partnership.*
 - *The new watercourses on site have been formed and planted with translocated existing marginal vegetation from watercourses that were lost as part of the wider site. This included sections of reed bed, this has begun to establish.*

As a result the current application site has been cleared of reptiles following translocation of a significant number of grass snakes and slow worms (receptors sites within the airport).

The submitted EMMP sets out what ecological surveys and walk over visits that have been undertaken over the site, the mitigation necessary during construction and proposed mitigation measures to be implemented post development. The onsite mitigation covers birds, badgers, bats, deer and other wildlife as identified and updated in the original ecological reports. In terms of overall site enhancements the approved strategy for habitat creation is largely within the Country Park. The EMMP states that,

‘The site itself offers little in the way of retained habitat. The residential development will provide greenspace in the form of private gardens as well as soft landscaping around communal areas and the provision of small accessible areas of open green amenity space. This site however is a section of the much wider site development site and received outline approval for a residential development within the same site as part of the original hybrid planning application. As part of the wider New Monks Farm landscape strategy, and to mitigate for the loss of green space on site, a high-quality habitat creation scheme has been developed for the adjacent land parcel to the east. Much of this is formed within the Country Park area of the site which forms a sizeable network of green open space to be managed for the benefit of wildlife, with public access via a network of public footpaths.’

The responsibility for the Country Park sits with The Community Stadium Ltd but all development partners contribute to the off site ecological and drainage maintenance and management. In terms of on site ecological enhancement the EMMP identifies the location of habitat boxes, and bird boxes across the current application site and the ecological enhancements of the two main drainage ditches running through the site.

Natural England has commented about the possible impact of additional dwellings on the SSSI, however, the approved drainage strategy takes water from the residential areas away from the pumping station and SSSI and therefore this development will not have any impact. Furthermore, the applicant confirms that flow rates will not change as a result of the additional development and as mentioned earlier there is a reduction in impermeable area with the current application.

Traffic, Air Quality and Sustainable Transport

The original hybrid application including the proposed non-food retail store (IKEA)

attracted considerable local opposition with concerns about additional traffic onto the A27, air quality and the impact of the closure of the Sussex Pad and associated pedestrian crossing point. In an attempt to address these concerns a package of sustainable transport improvements were proposed and are being delivered as part of the supporting infrastructure being provided by the Community Stadium Ltd (TCSL). These works include the provision of a new bridle path under the A27 river crossing and onto Coombes Road. The subsequent permission to add a fourth arm to the new A27 roundabout helped to overcome objections from Lancing College and work has started to add this additional direct access to Coombes Road and Lancing College.

A plan submitted with the Transport Assessment (TA) shows the various pedestrian and cycle links associated with development and is appended to the report for Members information.

This current application does not impact in any way on the previously approved access strategy but the additional 34 dwellings does marginally increase traffic onto the A27. National Highways did impose a holding objection which has delayed the application for a number of months but they have since raised no objection following the submission of additional information relating to the distribution of traffic, details of committed growth since the original hybrid application, accident records and details of the traffic modelling undertaken. Whilst, National Highways were unable to fully reconcile some of its queries it has concluded that *'the proposals will not have a material implication to the safe and efficient operation of our road network'* and as a result raise no objection.

The TA sets out that the application would increase the number of movements to and from the site. It states that,

'the additional 34 dwellings equate to an increase of 15 two-way vehicle movements during the AM peak period, 17 two-way vehicle movements in the PM peak and 14 two-way trips during the Saturday peak period. This increase in trips is likely to represent a negligible increase in trips on the wider road network and is unlikely to change the characteristics of the network in the vicinity of the site.'

The conclusion that the increase is negligible is based on the fact that the movements from the approved 351 dwelling scheme would be a total of 202 two-way vehicle movements in the AM peak, 236 two-way movements in the PM peak and 154 two-way trips during the Saturday peak period. Both National Highways and West Sussex have accepted that this increase in movements is not material in transport terms. The situation has changed since the original application in that Ikea is not now going to build out a store on site and is currently in the process of selling the site. At this stage, it is not known who will take on the site but given the significant movements generated by the IKEA store it would be difficult to see an alternative development generating additional movements and a reduction is more likely. The permission granted for the non-food store was conditioned specifically to cater for the IKEA store and therefore any alternative development would require a further planning application.

In terms of the layout of roads now proposed, the scheme has been amended to try

and resolve detailed points raised by West Sussex. The latest amended scheme has addressed concerns in relation to visitor parking and improved turning heads for refuse vehicles, however, some further amendments are required to ensure that planting does not affect sight lines and all turning circles work without affecting residential curtilages. Whilst it is hoped these relatively minor issues can be resolved in time for the meeting, the points can be addressed during any delegation period as they are points of detail that would have to be resolved as part of any adoption of estate roads in any event.

The Highway Authority has also requested development contributions to mitigate the impact of the traffic generated by the additional 34 dwellings. The applicant was asked to consider a pro rata payment based on the original transport contribution of £640k to improve Grinstead Lane roundabout. This has been determined to be approximately £20k, however, the applicant does not consider such payment is justified. This is discussed in further detail under the s106 and Infrastructure section of the report.

Air Quality

The increase in vehicle movements has the potential to impact on air quality. The ES and accompanying Transport Assessment consider that the proposed development, *'is not anticipated to cause an overall significant adverse effect on local air quality, with negligible effects being identified to all receptors.'* Nevertheless the ES accepts that the Council would be looking to offset any increased emissions through mitigation measures up to a value of £137,202 (based on the increase in vehicle movements). In addition to the provision of EV charging points the applicant proposes:

- A travel plan, outlining methods to encourage active and sustainable travel and discourage private petrol and diesel vehicle use;
- Provision of welcome packs to all new occupants to further encourage the use of active and sustainable modes of transport;
- Provision of public transport vouchers to all new occupants to incentivise the use of sustainable transport;
- 'Cable to property' broadband provision to enable working from home;
- Secure cycle storage facilities;
- Improvements and connections to local cycle networks; and
- Use of green infrastructure and in particular trees, to absorb dust and pollutants.
- Use of photovoltaic panels across the Site to reduce the non-renewable energy demand of dwellings.

As with the original permission it is proposed that the s106 agreement can require on site mitigation measures or if not delivered the contribution is paid to the Council to deliver other off site improvements. As indicated by Environmental Health the provision of photovoltaic panels would not compensate for increased emissions and therefore it would be important to ensure that the legal agreement requires that mitigation measures are agreed in advance.

Impact on Shoreham Airport

In considering the original application the Councils Environmental Health Officer expressed concern about the impact of helicopters on the school and concerns were raised by the Helicopter Training School that the housing would curtail training at the airport. In particular it was apparent that the helicopter training circuits would need amending to avoid disturbing new residents in phase II of the development (outline area for 351 dwellings). Discussions at the time with the airport provisionally agreed to a revised training circuit and a condition of the approval required that no dwellings be occupied prior to the implementation of the revised training circuit.

As indicated in the Consultation Section, Environmental Health still requires the amended route and it is understood that the airport is conducting final testing for the new circuit. A planning application will also be submitted for a new helicopter landing area in connection with the new training circuit.

As the original application included the airport within the blue land (as joint applications with the airport) a planning condition was appropriate to secure the new training circuit. As this application now excludes the airport it will be necessary to include this restriction in the s106 agreement and for Shoreham Airport to also be signatory to the legal agreement.

Recent discussions with the Airport Consultative Committee have highlighted concerns that there have been an increase in complaints about flying operations at the airport and it would be prudent to include in the welcome pack (and in sales literature) details of the adjoining airport to try and ensure that the new housing does not inhibit in any way the flying operations of the airport. An informative can be added to encourage this approach.

Foul and Surface Water Drainage

Members will note from the Consultation section of the report that Southern Water has indicated that there might be a need to phase this development to coincide with off-site improvement works. The applicant has commented that this appears to be a standard response in connection with major developments and has not taken into account the previous agreements reached with Southern Water in relation to connection to foul water sewers.

The sewers constructed in Phase 1 discharged via a new pumping station and connect into the public foul sewer system of Barfield Park with North Farm Road. The discharge rate for the development including the outline permission for 351 dwellings was agreed with Southern Water at the time of the original planning application. The applicant advises that the proposed connections onto the sewer network will be the subject of a Section 104 Agreement with Southern Water and each new property connected will need to pay an infrastructure charge (currently £446 per property). This infrastructure charge can then be used to make further improvements to the network. Your Officers have asked Southern Water to clarify its Consultation response and any update will be provided at the meeting. However, in connection with the original application, Southern Water raised no objection stating that,

'I am writing to confirm that the developer has submitted an application to effectively drain the proposed development site without detriment to existing customers within the area.....Therefore, foul water capacity would be available to service the proposed development site, once the above scheme is implemented. I trust this letter clearly sets out our position on this matter.'

The current proposal for an additional 34 dwellings would not alter the discharge rate previously agreed with southern Water.

In connection with surface water, the applicant has submitted a flood risk assessment and has provided additional information to our Drainage Engineers to ensure that any residual concerns are addressed. In effect, the Drainage Strategy remains unchanged from the original outline planning permission for the site. For Members information the original drainage solution for the site sought to reduce flood risk to the new development and existing properties by proposing to divert surface water from the commercial development via a new ditch system to a pumping station which has now been built to discharge water directly into the River Adur.

The housing development has been designed to incorporate a sustainable drainage system which would discharge surface water at a suitably restricted rate to the ditches that run through the site and would provide storage for all storm return periods up to and including the 1 in 100 year rainfall event with an allowance for climate change. The application also proposes a reduction in the amount of non permeable surfaces across the previously granted outline area and, therefore, your Officers are satisfied that the development would not increase the risk of flooding from tidal or fluvial sources, overland surface water flows or from groundwater.

Energy and Sustainability

The amended Energy and Sustainability Strategy sets out how the scheme would comply with Local Plan policies particularly in relation to thermal efficiency of buildings, at least 10% of all energy demand being met from renewable sources and water efficiency.

The supporting statement submits that the scheme should endeavour to improve on the Building Regulations' minimum U values (and the notional U-values, where possible) and consider the careful detailing to avoid thermal bridging, which as a result, will minimise heat losses. A carbon reduction of 2.6% over the existing baseline scheme is currently predicted through energy efficient design. The energy strategy does still include the use of gas boilers but for later stages of the development it is likely that these would not be consistent with proposed changes to Building Regulations that will prevent gas boilers being used from 2025.

The Statement rules out ground source heat pumps due to the hydrogeological conditions at the site which is accepted and also other solutions such as turbines and combined heat and power (CHP) in view of the size of the development and the preference for individual heating systems. Air Source Heat pumps are considered but are ruled out due to the high capital costs, increased operating costs, and associated noise issues. This is disappointing and highlights the need for national

changes in Building Regulations to secure more sustainable energy solutions for new dwellings.

The scheme proposes installation of suitably-sized PV arrays across the development, with a total anticipated output of 462 kWp. This contributes 16% of the development's regulated energy, and 10.4% of the total energy of the site consistent with the 10% reduction required by the Local Plan.

In terms of water efficiency flow rates for appliances would be restricted to meet the maximum of no more than 110 litres per person per day (lpd). It is also proposed to provide water butts to all homes to reduce overall water usage which is beneficial given that we are in a water stressed area. It is also expected that the development will implement further measures to reduce its overall water consumption, including the installation of water meters, water leak detection systems and methods to reduce the building's unregulated water demand, either through designing out the need for unregulated water or the installation of devices to decrease the demand.

Whilst the reliance on gas boilers is disappointing the sustainability measures outlined above would ensure compliance with current Local Plan policies and the more stringent Building Regulation requirements introduced in June. These requirements can be secured by condition.

S106 and Infrastructure Provision

The overall viability of delivering the strategic housing and commercial development on this site was a key consideration in determining the original hybrid planning application. Viability consultants acting for the Council concluded that the significant infrastructure costs in delivering the new roundabout, relocating the gypsy and traveller site and providing the Country Park and school/community facility would result in a significant funding gap. Furthermore, even with the addition of Local Growth Funding (LGF) the scheme could not afford the education contributions or increase the level of rented accommodation beyond the 60% proposed. The following is an extract from the original Committee report:

'The above assessment has been undertaken assuming 60% rented accommodation rather than the 75% indicated as a preference in the adopted Local Plan. As mentioned before the applicants had also not accounted for an education contribution. The impact of the affordable housing has been also reviewed with the applicants and they have indicated that this would increase the funding gap by circa £ 1 million as set out below:

Scheme With IKEA, and 75%:25% Affordable Housing Mix (With LGF Funding)

NMF Costs including land 000's	£63,380
NMF Funding	£8,661
<hr/>	
NMF Development Costs	£72,041
Total Income	£77,271
Profit/Loss	£5,230
%age Developers Profit on Costs	7.26%
Expected Developers Profit 20% on Costs	£14,408.20
Funding Gap	£9,178

Gleeds comment on the reduction in developers profit to 7% is set out below:

'Although this scheme appears to provide a profit for the developer it is significantly lower than would be expected. Based on the figures provided NMF Development Ltd can expect a return of approximately 7%, considering the amount of risk and expected duration of this project this is a level that would deter most developers from undertaking this development. This % profit would be lower if the s106 costs increase as a result of the requested education contribution.'

Given the above the development was approved with a 60% rather than 75% level of rented accommodation and initially only the provision of 2 hectares of land for the school. WSCC was unwilling to accept the viability position and after considerable negotiation agreement was reached on a reduced education contribution.

In considering this application it is essential to ensure that the full range of development contributions secured in the original application and s106 agreement are delivered as well as any uplift required in connection with the additional 34 dwellings. The fact that this is a 'drop in' full application over an existing outline permission complicates matters and there has been a recent Supreme Court judgement on such matters (Hillside Parks Ltd - Appellant vs Snowdonia National Park Authority - Respondent).

The implications of this judgement are still being considered in relation to this application. However, the Supreme Court has upheld the basic principle that where a development has already been built under a permission, there is still the ability to lawfully implement a second full permission on part of the same defined site provided that it is physically possible to fully carry out the second permission given what has already been built under the first permission.

In this case what has been termed as a 'drop in permission' is fully within the outline area and would have no impact on the remaining elements of the hybrid application being built out (remaining infrastructure and IKEA scheme). The original planning

permission was always going to be phased, in particular, linked to the delivery of supporting infrastructure. However, the current application does not seek to vary the original planning permission and it will be important to ensure that one permission does not materially affect the other and that the relevant development contributions are secured for the two phases of residential development (the second phase being the current drop in permission).

As indicated earlier in the report, the applicant originally indicated that the increase in density of housing would not increase development value and therefore it would not be possible to secure additional development contributions over and above what was secured by the original hybrid application. However, following further negotiations and notwithstanding the viability appraisal submitted with the application, the applicant has been willing to increase contributions to mitigate the impact of the additional 34 dwellings.

WSCC required an overall education contribution of £5.78 million towards the construction of a new primary school as well as contributions for Nursery, Secondary and Sixth form education. In view of the viability issues with the overall development land was secured for the school and circa £3.6 million towards education. This was to be secured by way of two equal payments at the occupation of the 200th and 400th dwellings. A development review after the completion of phase I (249 dwellings) was included to determine whether any additional education contributions could be secured and the level of rented accommodation could be increased (albeit any additional development profit was to go towards the education shortfall first).

In connection with this application for additional 34 dwellings WSCC has been willing not to reopen the viability debate on the already approved 600 dwellings provided that there is a further viability review at the end of the development and an appropriate uplift for the additional 34 dwellings has been secured. At present Cala Homes has agreed to pay the following development contributions:

Pre-school	£85,000
Primary School	£196,758
Sixth Form	<u>£26,589</u>
Total	£308,347

In addition, contributions towards Libraries (£11,000) and Fire and Rescue (£10,784) would be secured. As indicated previously the other s106 contributions secured under the hybrid planning permission for the outline permission (351 dwellings) would need to be repeated in a new s106 agreement for this current application. It is also likely that the original s106 agreement would need to be varied to ensure that once this new full permission has been implemented relevant clauses relating to the outline permission would fall away.

As mentioned previously the applicant was also requested to pay an additional £20,000 for transport contributions based on the increase in vehicle movements to and from the site for the additional 34 dwellings. However, Cala Homes considers that the development is already paying for the new roundabout onto the A27 and the original £640k was to pay National Highways to undertake the Grinstead Lane

roundabout improvement scheme (if not undertaken by The Community Stadium Ltd). In addition, Cala Homes has indicated that additional off-site sustainable travel improvements were paid for by the development (such as the new bridle path connection to Coombes Road) and more significantly the fourth arm connection to Coombes Road. Members will be updated at the meeting in relation to the Highway Authorities response to these points.

The only remaining contributions secured in the original agreement relate to Health and the Police. These contributions related to the cost of relocation of Ball Tree Surgery and increased policing costs but no additional costs have been requested in connection with this application. The original agreement secured **£500,000** towards improvements in healthcare and **£109,359.31** towards improvements to Sussex Police. The police contribution has already been paid in full and £250,000 is due in connection with the outline permission.

Given the viability appraisal submitted by the applicants and that Cala Homes are still prepared to increase the level of rented accommodation and meet West Sussex County Council infrastructure requirements, it is not considered reasonable to require additional contributions for Health and the Police (over and above what has been secured for the 600 dwellings). The health contribution in particular was based on the cost associated with the relocation of the Medical Centre.

The following Heads of Terms sets out the contributions required from the original s106 and the contributions now secured for the additional 34 dwellings:

S106 requirement	Development Contribution	Amount
Affordable Housing	30% Affordable (34 additional dwellings at 75% rented at LHA rates and 25% intermediate/shared ownership). 82 dwellings with a tenure split of 60% rented and 40% shared ownership.	116 Affordable Dwellings
Education	Preschool Primary Sixth Form Land for 2FE School already secured.	£85,000 £198,758 £26,000 (Total £308,347) Plus £1.8 million due for the 351 dwellings originally approved at outline stage.
Fire and Rescue	Towards the re-development or relocation of fire stations and associated vehicles and equipment in West Sussex Fire	£10,784 (£5,801 paid for the first phase).

	Services Southern Area;	
Transport	Cycle Improvements (links to Lancing) Improvements to Grinstead Lane roundabout or financial contribution to Highways England (now National Highways). To mitigate the impact of the additional traffic.	£75,000 £640,000 (paid in connection with the first phase) Additional contribution of £20k not agreed at the time of writing the report.
Libraries	Improvement / Redevelopment of Pond Road library.	£127,849 (£60,928 paid for the first phase).
Health	Relocation of Ball Tree Surgery	£250,000
Police	Improve local services	Already paid in connection with the first phase - £109,359.31
Air Quality	Measures to mitigate increased emissions.	On site mitigation measures or a contribution of £137,202.

Conclusion

The principle of development and the environmental effects of 351 dwellings on this site have been established with the grant of the original planning permission. This full application with a supporting ES follows the approved Masterplan and seeks a slightly higher density of development replacing large plots for 4 and 5 bedroom dwellings with smaller two and three bed dwellings. The need for smaller dwellings has been established through the marketing of phase I and the proposed development ensures the efficient use of land. The additional dwellings will also ensure additional affordable housing with the policy compliant level of rented accommodation.

The impact of the additional development on local infrastructure has been addressed through securing additional development contributions for education, libraries and Fire and Rescue and mitigation to deal with any increased emissions from additional traffic. The Highway Authority is currently considering whether it would also require additional contributions and Members will be updated at the meeting. Both the Highway Authority and National Highways are satisfied that the additional traffic will not have a material impact on the highway network.

As amended the application proposes a high quality design and layout proposing traditional housing with a variety of materials and detailing. In conclusion there are no objections to the development subject to a legal agreement ensuring that all development contributions originally proposed for phase II are delivered in

connection with this new full application as well as the additional contributions and mitigation set out in the above table.

Recommendation

To APPROVE subject to the further comments of the Highway Authority and Natural England and completion of a planning obligation (s106) securing the matters set out in the report with the decision to issue the planning permission and agree any minor variations to the obligations to be delegated to the Head of Planning and Development and subject to the following conditions:-

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
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3. Prior to the commencement of development a phasing plan shall be submitted to and approved in writing with the LPA.
4. 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.
5. 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.
6. 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.

7. 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 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.
8. The development shall be carried out in accordance with the submitted Flood Risk Assessment ('Flood Risk Assessment Proposed Residential Development at New Monks Park, Project No: 23621, by The Civil Engineering Practice, dated December 2021) and the following mitigation measures it details:
 - Finished upper floor levels of habitable accommodation to be set no lower than 5.7 metres above Ordnance Datum (AOD).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

9. 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.
10. 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.
11. The development shall proceed in accordance with the submitted Ecological Mitigation and Management Plan (EMMP) and all mitigation measures implemented prior to the occupation of each phase of the development.
12. 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.

13. 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.

14. 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
15. 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
16. 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.
17. 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.
18. 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.
19. 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.

20. No dwelling shall be first occupied in any phase of development 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.
21. 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.
22. 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.
23. No dwellings shall be occupied unless and 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
24. 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
25. The development shall not be occupied until the Country Park has been completed in accordance with the approved plans.
26. No dwelling shall be occupied unless and until the new roundabout onto the A27 has been constructed and has been opened for use by the public.
27. No dwelling shall be occupied until vehicular access from Hayley Road has ceased from which point it shall be limited to use by cyclists, pedestrian's buses or emergency vehicles only.
28. 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.

29. No work above slab level shall continue unless and until materials for walls and roofs have been submitted to and approved for the relevant phase of development.
30. The hours of construction to implement the development hereby permitted shall be limited to 0900 to 1700 hours Monday to Friday, 0900 hours to 1300 hours on Saturday and there shall be no working on Sundays or Bank/Public Holidays.

Informatives:

Drainage

Further detail regarding our requirements are available on the following webpage:

<https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms>.

A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions"

"Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), prior to starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens.

The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse."

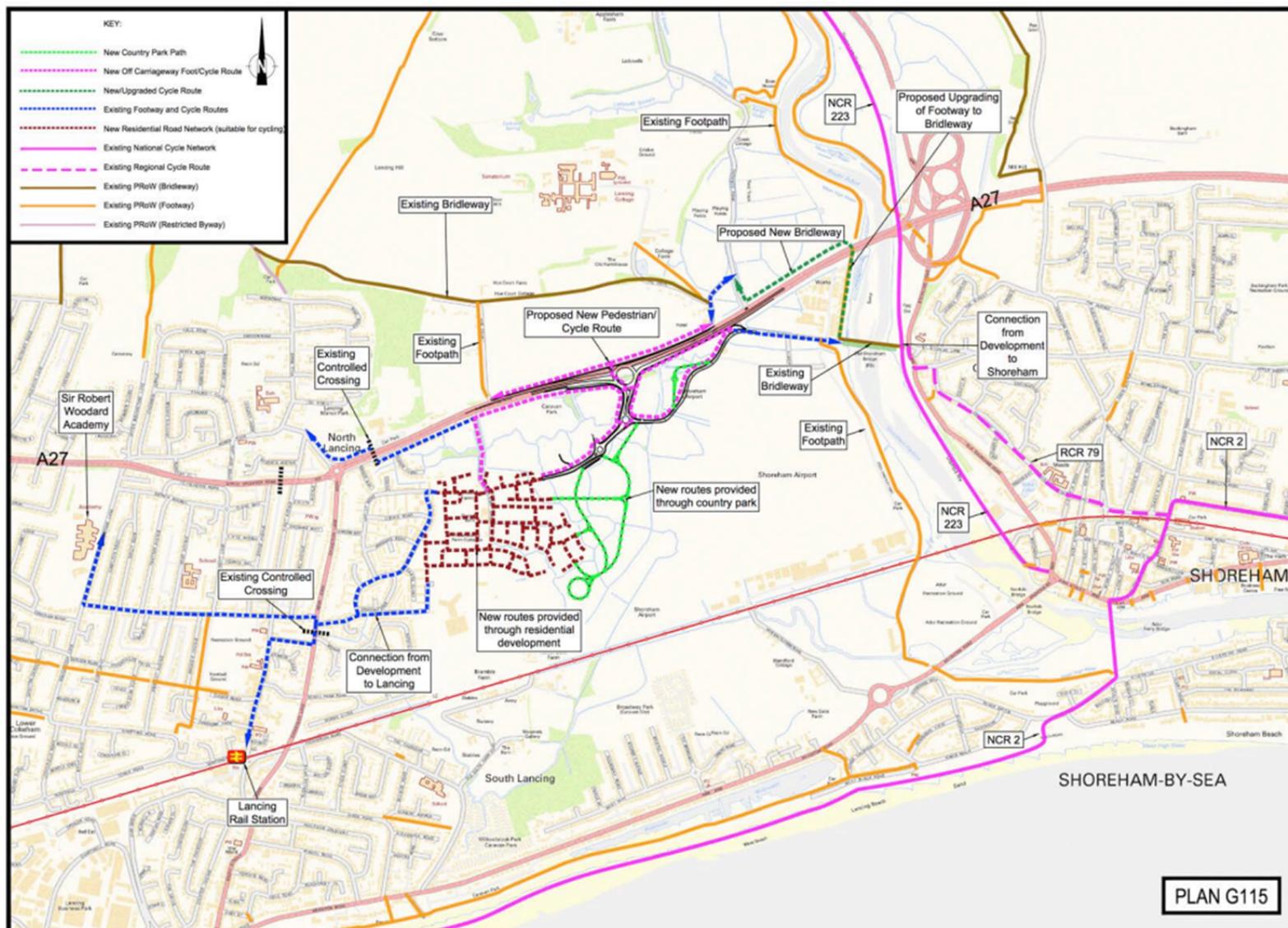
"Further details regarding our requirement for independent surface water drainage verification reports are available on the following webpage:

<https://www.adurworthing.gov.uk/planning/applications/submit-fees-forms>.

A surface water drainage verification condition guidance note is available on this webpage. This clearly sets out our requirements for discharging this condition.

Homeowners Welcome Pack & Marketing

The applicant is requested to ensure that in marketing the new homes the presence of the airport is made known to potential occupiers. In addition all welcome packs should include information about Shoreham Airport including details of flying times and restrictions and relevant flying and helicopter training circuits.i



30 November 2022

Local Government Act 1972

Background Papers:

As referred to in individual application reports

Contact Officers:

James Appleton

Head of Planning & Development

Town Hall

01903 221333

james.appleton@adur-worthing.gov.uk

Schedule of other matters

1.0 Council Priority

- 1.1 As referred to in individual application reports, the priorities being:-
- to protect front line services
 - to promote a clean, green and sustainable environment
 - to support and improve the local economy
 - to work in partnerships to promote health and wellbeing in our communities
 - to ensure value for money and low Council Tax

2.0 Specific Action Plans

- 2.1 As referred to in individual application reports.

3.0 Sustainability Issues

- 3.1 As referred to in individual application reports.

4.0 Equality Issues

- 4.1 As referred to in individual application reports.

5.0 Community Safety Issues (Section 17)

- 5.1 As referred to in individual application reports.

6.0 Human Rights Issues

- 6.1 Article 8 of the European Convention safeguards respect for family life and home, whilst Article 1 of the First Protocol concerns non-interference with peaceful enjoyment of private property. Both rights are not absolute and interference may be permitted if the need to do so is proportionate, having regard to public interests. The interests of those affected by proposed developments and the relevant considerations which may justify interference with human rights have been considered in the planning assessments contained in individual application reports.

7.0 Reputation

7.1 Decisions are required to be made in accordance with the Town & Country Planning Act 1990 and associated legislation and subordinate legislation taking into account Government policy and guidance (and see 6.1 above and 14.1 below).

8.0 Consultations

8.1 As referred to in individual application reports, comprising both statutory and non-statutory consultees.

9.0 Risk Assessment

9.1 As referred to in individual application reports.

10.0 Health & Safety Issues

10.1 As referred to in individual application reports.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

13.0 Legal

13.1 Powers and duties contained in the Town and Country Planning Act 1990 (as amended) and associated legislation and statutory instruments.

14.0 Financial implications

14.1 Decisions made (or conditions imposed) which cannot be substantiated or which are otherwise unreasonable having regard to valid planning considerations can result in an award of costs against the Council if the applicant is aggrieved and lodges an appeal. Decisions made which fail to take into account relevant planning considerations or which are partly based on irrelevant considerations can be subject to judicial review in the High Court with resultant costs implications.