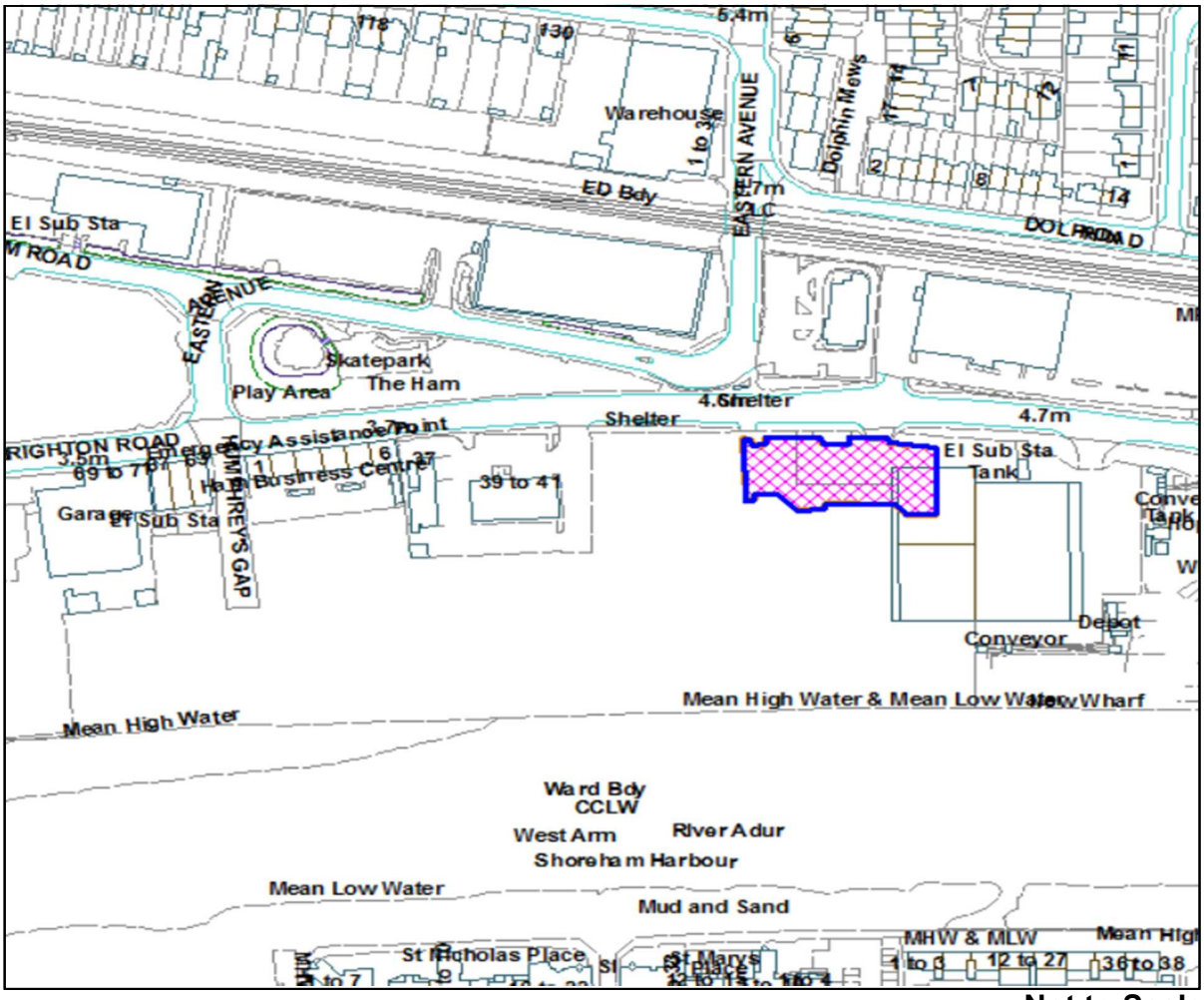
Application Number:	**AWDM/2037/20**	**Recommendation - Approve**
Site:	**Free Wharf, Brighton Road, Shoreham-By-Sea**	
Proposal:	**Erection of a six to eight storey building comprising 782sqm of office space (Class E (g)(i)) floorspace and 97 residential homes, resident's concierge, car and cycle parking, refuse and landscaping (an alternative to the building previously approved as part of planning permission AWDM/1497/17)**	
Applicant:	Southern Housing Group	Ward: St Marys
Agent:	Mr Jon Murch - Davies Murch	
Case Officer:	Mr Stephen Cantwell	



Not to Scale

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Introduction

This is a full application relating to the two blocks known as G and G1 approved under planning permission reference AWDM/1497/17 dated 9 August 2018 within the approved development at Free Wharf, Brighton Road. The 2018 approval is for:

- Redevelopment of the site to provide ten buildings (identified as buildings A-H), containing 540 new homes (of which two will be studios, 179 x one bed, 323 x two bed and 38 x three bed).
- 2,707sqm of commercial floor space at ground floor level within use classes, A1 (retail), A3 (cafes and restaurants), B1 (business) and D1 (non-residential institutions).
- The development also includes 512 parking spaces, of which 438 will be for residents and 74 will be for the commercial space/visitors,
- reconstruction of the river wall, construction of mooring pontoons and observation platform at the end of Humphrey's Gap,
- provision of a riverside pedestrian/cycle route, areas of semi-private and publicly accessible open space, internal access roads, 596 cycle parking spaces and associated ancillary areas.

The 2018 application was supported by an Environmental Statement.

The approved site layout is provided below with ten buildings which include the 540 homes indicated (A-H).

Figure 2 **Location of Proposed Development (Block G) in the Permitted Scheme**



This full planning application proposes to change the use of the mezzanine first floor commercial floorspace to provide an additional eight additional residential apartments. The results in an overall 1.08m increase in height to the building, with consequent changes to the glazing plinth facing Brighton Road. This is similar to the external changes proposed for building H, (AWDM/1952/20), also on this agenda. Buildings G/G1 and H form the Brighton Road frontage and the first phase of the Free Wharf development. Office floorspace would reduce from approximately 1300sqm as approved, to 782sqm.

As with building H, the proposal includes a revised energy strategy. Part of which is to add 109no. solar photovoltaic (PV) panels to the rooftop This full application also proposes similar architectural changes for building G (such as rounded corners, metal/glass side balconies and use of brickwork instead of mathematical tile), as those for building H

In summary, this full application is for the erection of a six to eight storey building comprising 782sqm of office space (Class E (g)(i)) floorspace and 97 residential units, resident's concierge, car and cycle parking, refuse and landscaping.

Site and Surroundings

The site is located within the Western Harbour Arm of the Shoreham Harbour regeneration area. It is approx 0.28 hectares (which equates to the footprint of the buildings G and G1 previously approved under AWDM/1497/17).

The site is located within the Western Harbour Arm of Shoreham Harbour, to the south of Brighton Road, Shoreham. The site of 2.95 hectares, is broadly rectangular with frontages onto both the A259 Brighton Road and River Adur. The site's northern border, with Brighton Road, is interrupted to exclude Kwik Fit, The Whale Car Wash and the Ham Business Centre. It was formerly used for industrial purposes, including importing aggregates / marble. The warehouse buildings that previously occupied the site have now been demolished.

Land to the east remains in industrial/marine-related use, including a range of large sheds. To the west between Humphreys Gap and Surry Hard is a car dealership and business premises. The redeveloped Parcelforce site and Sussex Yacht Club is further to the west, and then the edge of Shoreham town centre.

Land to the north of the site and Brighton Road includes 'the Ham' public open space, with a range of 'big box' retail uses (B&Q and Halfords) and a McDonald's Restaurant to the north east. The junction with Eastern Avenue is slightly to the north west and the South Downs National Park is some 1.8 km to the north. To the south of the River buildings at Shoreham Beach include some apartment blocks of 5-6 storeys.

Proposal

This full application is for the erection of a six to eight storey building comprising 782sqm of office space (Class E (g)(i)) floorspace and 97 residential homes, resident's concierge, car and cycle parking, refuse and landscaping.

The planning application would make the following changes in comparison to the previously approved scheme (AWDM/1497/20)

- The redeployment of the office floorspace at mezzanine first-floor level to provide eight additional residential flats,
- Increasing the height of the Block G by 1.08m to accommodate the new residential floor,
- Changes to the façade and balcony design of Block G and use of brickwork instead of mathematical tile

The changes to the use of the building, in combination with the external changes fall

outside the scope of the 2018 permitted scheme, and as such this new full planning permission is necessary.

As part of the wider Free Wharf redevelopment, the proposal would provide 30% affordable housing. The current application would increase the total number of affordable homes by 3no; from 162 to 165.

The proposal provides 16 car parking spaces within the red-lined area surrounding Block G in this full application. This is a decrease of 5 car parking spaces against the permitted scheme. The applicant intends to re-provide these within the wider Free Wharf redevelopment, so that there would be no loss of car parking provision overall.

A summary of the changes is provided below.

FREE WHARF, BLOCK G

Table 1. Summary of the Changes

	Permitted Scheme	2020 Proposed Development	Difference
Total residential units for Proposed Development – Block G	89 units	97 units	+8 units
Façade for the Proposed Development – Block G	Corium brick slip cladding	Traditional facing brick	N/A
Balconies on the Proposed Development – Block G	Inset balconies	'Cassette' balconies on the internal elevation of the scheme	N/A
Height of Proposed Development – Block G	28.595m Above Ordnance Datum ('AOD')	29.675m AOD	+1.08m
Residential units for the wider Free Wharf redevelopment	540 units	548 units	+8 units
Affordable residential units for the wider Free Wharf redevelopment	162	165	+3

Revised Energy Strategy

The changes to the energy strategy for the first phase of the development (buildings G/G1 & H) are considered in detail under the parallel application AWDM/1952/20 on this agenda. As this full application AWDM/0237/20 is essentially a new planning permission for Blocks G and G1, it would be necessary to also secure the revised energy strategy as part of this proposal.

In summary, the revised energy strategy is to allow the phase 1 buildings G/G1 & H to be heated by individual electric boilers within apartments, rather than via the communal wet heating system previously approved. It also adds rooftop photovoltaic (PV) panels to help power the electric boilers.

The applicant states that the development would be constructed as 'connection ready' for later integration with the Shoreham Harbour Heat Network. This is mainly through the installation during construction of a below-ground heating main from the site boundary to a dedicated empty room in the ground floor of building G/G1 which has been ring-fenced as a 'future incoming district heating plant room'. From here pipework would distribute to strategic locations in the buildings but capped-off for future extension via dedicated risers to each floor.

Space would be provided for individual Heat Interface Units (HIUs) in utility cupboards outside apartments. In the meantime, individual electric boilers would heat each apartment. Underfloor heating pipes to apartments, which would be heated by the electric boilers initially, are to have change-over-valves for later connection to the wider system

This approach is intended to ensure that there is operational heating within the first phase before the wider district heat network is provided. It seeks to ensure that the future connection works can be achieved by limited works to the risers, the installation of individual HIUs, decommissioning of individual electric boilers and fitting out of the secondary plant room. Electric hot water cylinders within individual apartments would be capable of connection to the future system, but would also contain individual heating coils as a backup energy source.

Relevant Planning History

Redevelopment of the site to provide ten buildings, containing 540 new homes (of which two will be studios, 179 x one bed, 323 x two bed and 38 x three bed), 2,707sqm of commercial floor space at ground floor level within use classes, A1 (retail), A3 (cafes and restaurants), B1 (business) and D1 (non-residential institutions). The development also includes 512 parking spaces, of which 438 will be for residents and 74 will be for the commercial space/visitors, reconstruction of the river wall, construction of mooring pontoons and observation platform at the end of Humphrey's Gap, provision of a riverside pedestrian/cycle route, areas of semi-private and publicly accessible open space, internal access roads, 596 cycle parking spaces and associated ancillary areas.

Approved - 09/08/2018

AWDM/0255/19 - Approval of Details Reserved by Conditions 8 (Surface water drainage); 10 (Contamination Assessment) and 11 (Foundation Design) of application number AWDM/1497/17.

Approved - 09.04.2020

AWDM/0205/19 - Approval of Details Reserved by Condition 13 (Archaeological investigation) of application number AWDM/1497/17.

Approved - 14.04.2020

AWDM/1721/20 - Application to vary hours of work approved under condition 33 of planning permission reference AWDM/1497/17 (under Section 74B of the Town and Country Planning Act 1990) up until 28 February 2021 to allow construction work to be undertaken between the hours of 08:00hrs and 19:00 hrs Monday to Friday, and 09.00 hours to 18.00 hours on Saturday. There will be no works on Sundays or Bank Holidays.

Approved - 02.11.2020

AWDM/0841/20 - Approval of Details Reserved by Condition 9: Details of foul and surface water drainage of approved application AWDM/1497/17.

Approved - 16.12.2020

Application to vary conditions no.1 (Approved plans) and no.26 (Energy Strategy) of planning permission reference AWDM/1497/17: Condition 2 - Amendments to the facade material from previously approved corium to brick, changes to the balcony design and other minor internal layout and elevational changes. Condition 26 - Amendments to the approved energy strategy.

Pending consideration - separate item for consideration on this committee agenda

Consultations

West Sussex County Council:

WSCC Highways: No objection subject to conditions controlling access, car parking arrangements, cycle parking, construction management plan and implementation of a travel plan. The following comments have been provided:

- Access - details can be secured via planning condition as all the land required is within the control of the developer.
- Plans/information provided to demonstrate the development will not prejudice the WSCC planned A259 cycle route. A 0.5 metre strip along the site frontage to be safeguarded and dedicated as a highway when required by WSCC. WSCC will deliver the cycle route once all required land along the corridor has been assembled. The safeguarded strip of land to be secured via s106 legal agreement.
- S106 financial contributions - no additional contributions required beyond secured as part of the original permission (AWDM/1497/17). There will need to be additional discussion to determine what proportionate contributions are required from the current phase of development towards those matters covered within the agreed s106 agreement.

WSCC Heritage: No comments received

Lead Local Flood Authority (LLFA): No comments received

Adur & Worthing Councils:

Environmental Health (Private Sector Housing): No objection

Environmental Health (Public Health): No objection

Drainage Engineer: No objection subject to conditions and informative notes regarding details of surface water drainage, maintenance and as built certification.

Design and Conservation Officer: No objection

Waste Services: No comments received

Housing Team: No comments received

Historic England: No comments.

Environment Agency: No objection as It is understood that the finished floor level of the proposed first floor residential units will be set at 9.68m AOD, which is above the 0.5% AEP including an allowance for climate change.

Sussex Wildlife Trust and Conservation Board: No comments received

South East Power Networks: No comments received

RSPB: No comments received

Natural England: No objection

Civil Aviation Authority: *No comments*

Brighton City Airport: *Informative guidance provided to advise the applicant that the use of cranes at this location will need to be separately assessed for impact against the operation of the airport.*

Adur District Conservation Advisory Group: *Commented as follows:*

- Curved weight metal balustrades help reduce the building mass & soften it visually.
- Change of mezzanine area from commercial to residential use is acceptable
- Assume heating hot water revisions will be the same as in H Block.
- Serious concern over the proposed height of 8 stories - strongly consider height is max 6 storeys.
- Provision of only 15 car parking spaces - inadequate for size of the building which would add to existing parking congestion in Shoreham.
- Details of electric charging facilities for cars missing - a key consideration re: government plans to reduce petrol driven vehicles & Adur D.C.'s declared Climate Emergency.
- Accept it is a brownfield development site but query whether any social housing has been factored in & how much the work will impact on the vibrant community of the Shoreham conservation area where emissions are already an issue.
- No consideration of impact on social infrastructure i.e. schools, medical facilities, etc.

Sussex Police Design Advisor - Previous comments submitted under AWDM/1497/17 remain extant. Having reviewed the proposed changes to building G, no further comments to make from a crime prevention perspective. Informative notes and guidance provided in respect of Secured by Design which sets out crime prevention advice including matters such as access control, postal arrangements, balcony safety, surveillance of cycle storage and external lighting.

Sussex Fire and Rescue - Further clarification sought in respect of the following:

- Will the property be sprinklered.
- Access for Fire Appliance vehicles to be within 18 metres of all the entry points to each Block, G & G1.
- Evidence that all parts of all dwellings are within 45 metres of a fire appliance in accordance with AD-B Volume 1 2019 edition B5 Section 13. Any not within this distance, will need to be mitigated by the installation of a Domestic sprinkler system.
- Are there dry risers installed in each stairway with the inlet on the outer wall in line of sight and within 18 metres of the Fire Appliance access point.
- Are all stairways intended to be fire-fighting stairs.

Additional information received on 24 February 2020, revised comments from Sussex Fire and Rescue awaited. Further updates to be provided.

Representations

One letter of objection received from the occupier of a ground floor flat at Mercury House, Ham Road, Shoreham-By-Sea raising the following concerns:

- The proposed height of the building would result in a loss of light through their east facing windows which already suffer reduced light levels, and
- The proposed building would result in a loss of privacy to their garden through overlooking.

Relevant Planning Policies and Guidance

<u>Adur Local Plan 2017:</u>

Policy 2: Spatial Strategy
Policy 3: Housing Provision
Policy 4: Planning for Economic Growth
Policy 8: Shoreham Harbour Regeneration
Policy 11: Shoreham-by-Sea
Policy 15: Quality of the Built Environment and Public Realm
Policy 16: A Strategic Approach to the Historic Environment
Policy 17: The Historic Environment
Policy 18: Sustainable Design
Policy 19: Decentralised Energy, Stand-alone Energy Schemes and Renewable Energy
Policy 20: Housing Mix and Quality
Policy 22: Affordable Housing
Policy 28: Transport and Connectivity
Policy 29: Delivering Infrastructure
Policy 30: Green Infrastructure
Policy 31: Biodiversity
Policy 32: Open Space, Recreation and Leisure
Policy 34: Pollution and Contamination
Policy 35: Water Quality and Protection
Policy 36: Flood Risk and Sustainable Drainage

Shoreham Harbour Joint Area Action Plan 2019:
Policy CA7: Western Harbour Arm
Policy SH1: Climate change, energy and sustainable building
Policy SH3: Economy and employment
Policy SH4: Housing and community
Policy SH5: Sustainable travel
Policy SH6: Flood risk and sustainable drainage
Policy SH7: Natural environment, biodiversity and green infrastructure
Policy SH8: Recreation and leisure
Policy SH9: Place making and design quality
Policy SH10: Infrastructure requirements

Material Considerations

Sustainable Energy SPD (August 2019)
Shoreham by Sea Conservation Area Character Appraisal & Management Strategy (ADC 2008)
'A Strategy for Shoreham Renaissance' (ADC 2006)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (February 2019)
Planning Practise Guidance

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Environmental Screening

The 2018 consented scheme (AWDM/1497/17) was supported by an Environmental Statement (ES) under Environmental Impact Assessment Regulations. The changes proposed by this revised proposal for blocks G and G1 are not considered likely to have significant new or altered effects on the environment taking into account the cumulative impact with nearby development. As such the Local Planning Authority does not consider that an Environmental Statement is required in support of this proposal.

Planning Assessment

Principle

The principle of the redevelopment of this site for a six-eight storey apartment and commercial block was established in 2018 under planning permission AWDM/1497/217.

The proposed change of the use of the previously approved office space at mezzanine

level to provide 8no. additional residential units and a full height first floor, would increase the total apartments in block G/G1 from 89no. to 97no. The consequent reduction in the amount of commercial floorspace is from 1,326sqm to 782sqm (a reduction of 544sqm). It is noted that recent national changes to the planning Use Classes Order now designate offices (which were previously Use Class B1(a) as part of the new Class E. This Class encompasses wider commercial uses including the former Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes); as well as the former Class B1 (business). The applicant has proposed that for the time being, the floorspace would remain as offices under the subclass (g) of Class E

The SHJAAP Policy SH3 provides for a minimum of 12,000sqm new employment generating floor-space The proposed reduction of office space by 544sqm is regarded as a comparatively minor change in relation to the wider Free Wharf development, which provides 2163sqm of commercial floorspace. The SJAPP objective to provide mixed use development and employment would continue to be met.

The provision of 8 additional homes as part of a mix of 1, 2 and 3 bedroom sized apartments which would also accord with the provisions of Adur Local Plan Policy 3, and Policies SH3 and CA7 of the JAAP.

For these reasons, the proposed use of the building is acceptable.

Housing Mix

The mix of the eight additional units would provide five one-bed and three two-bed apartments. This matches the arrangement and size of flats on the previously approved floors above. The apartments range from 53m to 82m in size and the layout largely replicates the residential floor above. Access to shared residential amenity gardens has been adjusted to provide private external space to internal corner apartments. The mix and layout is considered acceptable.

Affordable Housing

The 2018 approved scheme provided 30% affordable homes in accordance with Adur Local Plan Policy 22. Of these 75% would be for shared ownership, and 25% for affordable rent by comparison with the policy objective to achieve a tenure mix of 75% social or affordable rent and 25% shared ownership. It was accepted that whilst the policy's objective mix was not being delivered on the site, the mix had been justified by evidence on the scheme's viability.

Current Proposal

The current application for eight additional apartments increases the amount of affordable proportionally from 162 - 165 to maintain 30% overall. All of the 8 of the additional units within building G would be provided as additional shared ownership accommodation. It is also proposed to remove 5no. affordable units (two, one bed and three two beds) from building F to retain the site wide 30%. The overall number of affordable units within the scheme will increase from 162 to 165. The additional affordable housing provision and counterbalancing change at block F would be secured through a variation of the original s.106 legal agreement.

It was previously accepted that the tenure mix of affordable rented : shared ownership

within the 30% total, would not reflect that sought by policy and that delivery was subject to grant funding being made available from Homes England (HE), as set out in the legal agreement. The applicant has confirmed that this remains the case and has continued to work with officers to secure HE funds.

Design, Form and Appearance

The Adur Local Plan Policy 15 requires development to be of high architectural quality, which should respect and enhance the site and prevailing character of the area. Consistent with Policy 15, Objective 9 and Policy SH9 of the SHJAAP promotes high design quality and improved townscape. These aims and objectives are further supported by The NPPF.

The layout changes to the ground floor of the building show an additional sub-station, switch rooms and other plant space to accommodate the plant requirements of the energy strategy. A temporary Concierge's office, WC and storeroom is located in the office space until a permanent location is constructed in Building D under phase 2 of the development. To allow for the additional residential accommodation within this building, further bicycle and refuse storage has been added to the ground floor.

The layout changes to the ground floor elevations include reconfiguration of openings/louvres doors, and minor reconfiguration of glazing. Subject to the planning conditions to ensure the use of high quality materials and colour finish to match the window framing, the additional louvres and revised glazing and other ground floor elevational alterations would have a satisfactory appearance.

As already mentioned, the proposed solar panels are concealed from public view and are satisfactory.

The northern elevation of Building G is the main facade onto Brighton Road. The introduction of residential accommodation at mezzanine level has resulted in a reduction of the glazed plinth height at ground floor and an overall increased building height by 1.08m as illustrated below.



Top Image - Building G elevation to Brighton Road (consented scheme)
Bottom Image - Building G elevation to Brighton Road (proposed scheme)

As illustrated further below, the revised plinth for building G is intended to line through with building H (see bottom image)



Top Image - Elevation to Brighton Road (consented scheme). Building G (left hand side building) and Building H (right hand side building).

Bottom Image - Elevations to Brighton Road (proposed scheme). Glazed plinth is lined through as shown in red. (Changes to Building proposed under planning application AWDM/1952/20))

The realignment of the plinth height would bring consistency in the glazing heights for the ground floor commercial elements of both buildings. The minor increase in the parapet height would be visually acceptable and would not result in any new or altered significant effects when compared with the consented scheme in terms of impact on the local townscape.

A new entrance glass-canopy to the commercial ground floor is illustrated below. This emphasises the commercial entrance. The metal supports would match the wider glazing bars. Subject to finer details being secured via planning condition would ensure a good quality appearance to the Brighton Road entrance



Top Image - commercial entrance to Brighton Road (consented scheme).

Bottom Image - commercial entrance to Brighton Road (proposed scheme)

The proposal seeks to amend the external facade cladding material. The cladding material to Building H on the consented 2018 scheme showed mechanically fixed Corium brick tiles with horizontal 'feature' flint banding. This application proposes a change from the Corium tile to traditional brickwork in off-white. The mortar joints are proposed in a light grey, 10mm in thickness and in a standard ‘bucket handle’ joint. A further course of horizontal banding is also proposed below the parapet to the elevations.

Subject to a good quality brick and mortar finish being used, the change would minimise perceivable difference between the approved and proposed cladding and would provide the facade with a crisp finish and ensure a high quality appearance to the elevations. The provision of horizontal banding (with an additional course proposed below the parapet when compared to the 2018 scheme) of an appropriate mix of colour and pattern would further enhance the appearance of scheme. The finer details of which can be controlled

by planning condition.

The applicant is currently preparing a sample pane of brickwork on-site to demonstrate the overall appearance of the proposed brick, mortar and banding. Photos of which will be made available shortly.

As illustrated in these images, one of the main elevational changes is to the design of the balconies to the eastern, western and southern elevations which are changed from solid brick cladding to prefabricated, lightweight with vertical metal balusters with obscure/fritted glass screens provided behind to address wind and to enhance privacy. The finer colour and finish of the balcony railings and fascias/upstands would respond to the lighter brick and horizontal ‘feature’ flint banding to the elevations.

The proposed balconies to side and rear elevations,, whilst offering less solidity than the previous brick clad versions, would give a good quality appearance. This is subject to the provision of an appropriate colour and finish for the glass and railings, to provide some solidity and also a degree of privacy along with protection from wind effects. Subject to these details, they would integrate with the overall architectural composition. The revised design may allow slightly greater light levels within the building, as well as providing an easier and faster site installation.

At the Brighton Road elevation, thel corners above ground level are proposed to be curved rather than chamfered. This would provide a curved edge to corner balconies which adds to design distinctiveness and modernist/art-deco influences cited in the original designs. It also helps soften the corners at the colonnade area on the side of the building. The proposed change is considered to be a welcome enhancement of the Brighton Road elevation.



Top Image - eastern corner of Block G to Brighton Road (consented scheme).

Bottom Image - eastern corner of Block G to Brighton Road (proposed scheme)

One further change to the residential window reveals. It now proposed to provide a solid full-brick reveal, which is a consequence of the proposed change from a brick tile system to solid brick for the facades. This change provides an increased degree of solidity and as such is considered acceptable. This is illustrated below.



Overall, the proposed changes to the design and form of the scheme would harmonise and in many ways enhance the design and its impact. This is in accordance with the provisions of Adur Local Plan Policy 15, Objective 9 and Policy SH9 of the SHJAAP, the guidance contained within the NPPF.

Highways and Sustainable Transport

It is intended to incorporate the same access arrangements, mitigation and sustainable transport measures as previously secured via s106 legal agreement.

Since the 2018 further detail has become available regarding the design of the planned A259 cycle route. Using this it is re-confirmed that the development does not prejudice the delivery of the future Brighton Road cycle way. The applicant has also committed to providing a narrow strip of land (approx 0.5m) along the site frontage to help facilitate the cycle route. This would be safeguarded and dedicated as a highway when required by the Highway Authority and would be secured via a variation to the legal agreement.

In respect of car parking provision, it is recognised that the application site does not contain the requisite proportion of car parking spaces needed to serve buildings G/G1 and that 5no. car parking spaces at ground floor would need to be relocated from this phase of the development to facilitate additional plant space to comply with the revised energy strategy for phase 1 (blocks G, G1 and H).

Development of the wider Free Wharf site under permission AWDM/1497/17 requires the delivery of 512 car parking spaces (438 for residents and 74 for the commercial). Whilst that permission did not add spaces to individual buildings, it provided for phasing of the development to be approved under planning condition, to ensure that these are delivered

at the appropriate times as the phases progress. A similar phasing condition can be used here, linking this new permission to the phasing of the wider development. The applicant advises the relocation of the 5 spaces can be accommodated elsewhere within the site. Given the small number of spaces involved, it is considered reasonable that the exact location of these replacement spaces and spaces to serve blocks G/G1, will be dealt with under the phasing condition, in parallel with any future application to vary the parking plan appropriately.

WSCC Highways have considered the proposal and raise no objections subject to conditions to secure access, car parking, cycle parking, construction management plan, travel plan and s106 agreement to secure a strip of land along the site frontage to facilitate the future cycleway, and a formula/mechanism to ensure proportionate contributions are secured from this phase of development towards site wide obligations under the 2018 permitted scheme.

In respect of proposed traffic generation, the supporting information indicates the proposal would result in a reduction in vehicle trips generated when compared with the 2018 permitted scheme, due to the reduction in commercial floor space. Regarding s.106 contributions secured under the 2018 scheme which cover the wider Free Wharf development permitted under AWDM/1497/17, confirmation is sought with the Highway Authority as to whether any modest adjustment is needed to increase any contribution . An update will be given.

For these reasons, the proposal would not have a materially adverse impact on highway matters by comparison with the approved scheme.

Residential Amenity

Future occupiers

The supporting plans demonstrate good levels of internal and external amenity space would be achieved that would meet or exceed the Nationally Described Floor Space Space Standards. All of the units benefit from a private terrace or balcony ranging in sizes between 5sqm and 31sqm.They would also meet the requirements of part M4(2) (accessible and adaptable homes) of the Building Regulations.

Supporting information demonstrates that in terms of internal daylight, the proposed apartments would be consistent with the levels considered acceptable in the approved scheme. It is also identified that the changes to the balcony design in some locations would result in daylight levels remaining the same or improving.

Existing occupiers/neighbours

The proposed development would be approximately 1m taller than the approved Blocks and would provide 8 additional apartments within the context of a wider consented scheme of 540 homes, with an associated reduction in commercial floor space of 544 sq.m. Having regard to the changes proposed when compared against the 2018 consented scheme, the proposal would not have a materially adverse impact on neighbouring amenity.

It is noted that an objection has been received from the occupier of Mercury House at Ham Road on the grounds of loss of light and privacy. However, having regard to the

significant separation distances between the development and the objectors property, the amenity of the occupiers of the property would not be materially harmed.

Fire and Rescue

The applicant has provided further information in respect of the points of clarification requested by Sussex Fire and Rescue which in summary state:

- Sprinkler protection system would be provided throughout the residential areas of the building, including the ancillary accommodation. For the commercial areas, this is being discussed with the building control officer.
- Access for fire appliances vehicles would be within 18 metres of all the entry points to each Blocks G and G1 including each dry fire main inlet and entry to firefighting cores (each of the fire fighting stairs is provided with a dry riser). In addition to that, a dry main is provided within a protected stair serving basement only. Dry riser inlets are provided on the outer wall, in sight and within 18m from the fire appliance parking position
- Both tower blocks G and G1 are served by one firefighting core each. The two stairs at the south side of the building will be fire-fighting stairs.

Further comments are awaited from Sussex Fire and Rescue following the receipt of the additional information. Updates to be provided.

Energy Strategy

As discussed under AWDM/1952/20, In considering the proposed energy strategy, the use of additional solar panels is supported as a beneficial change and is not contentious.

Also as discussed under AWDM/1952/20, in respect of the proposed use of individual electric boilers, the question as to whether this has been justified, for instance on feasibility or viability grounds, must be considered. This includes the question of whether other preferable options for site wide or building wide solutions in the Council's energy policy hierarchy, have been adequately explored. Furthermore, whether the proposal in any way compromises the possibility of later connection of the site to the district heating system.

The applicant's justifications are:

- Plant Room. The approved plans located this in the basement of a later phases of the development. There is no equivalent basement space in phase 1 and the provision of a second [temporary] sacrificial gas fired plant room would have been required at ground floor level of Phase 1, which would have been inefficient and further impacted on the viability of this phase of the project.

- Use of Communal Gas Boiler. Will not be allowed by 2025 under the 'Future Homes Standard' legislation. Although it is among the options in the Council's hierarchy, calculations suggest that electric energy performs significantly better in terms of carbon emissions than a gas fired heating system

- Use of Individual Electric Boilers. This produces less carbon than gas due to de-carbonisation of the electrical grid, which is predicted to increase further through

the project delivery period. They are the most viable approach for this phase of the scheme.

- Renewable Energy Additional PVs are proposed in response to the Council's SPD/Climate emergency declaration, and incorporate significant carbon reductions associated with installation of PV panels.

- District Heating System – this project is proceeding through a feasibility review process. Its detailed technical data, timescale capacity, commercial viability are not yet confirmed.

The applicant continues that the development will be 'connection ready' with significant infrastructure being installed to facilitate the future connection to the local network. The applicant, Southern Housing Group, has committed to supporting the introduction of the commercially viable heat network in the area, through its engagement in the feasibility work and having signed the original legal agreement to work positively with the Council on this matter.

In physical terms the internal safeguarded plant room space would allow for connection to the future district heating main. From here the internal pipework routes will connect to multiple vertical risers within the building. The risers have been sized for vertical rising pipework and the installation of heat interface units outside of each of the dwellings. These provide key parts of the system needed to achieve future connection to the district network.

The applicant concludes that the revised Energy Strategy for Phase 1 is a cost effective interim solution with connectivity guaranteed to the proposed District Heating system in the future. By eliminating the use of a temporary gas boiler it exceeds the required carbon reduction requirements of the new SPD Methodology. In addition, it is said to achieves a reduced cost per unit for the Affordable Housing phase of the development

Officers have discussed concerns about the unknown additional future costs of the changes needed to achieve connection and switchover for these buildings and the 137 apartments within. As required by policy SH1, it is important to ensure that these costs do not compromise future connection potential. The applicant has confirmed that it will underwrite these associated costs. This can be reflected in a deed of variation to the legal agreement which forms part of the 2018 approval.

The applicant emphasises this is a potentially significant additional cost to bear alongside existing viability challenges but that it serves to underline the applicant's commitment to supporting the Council's objective for achieving a district heating network. The applicant also concludes that the scheme is sufficiently or 'connection ready' to allow integration with the district heating system when it becomes available.

Officers consider that the provision of elements of the system to be provided, and the proposal to underwrite costs are very helpful and positive. The use of solar panels is also beneficial, however, there are some remaining questions in respect of justification, including whether a temporary electrical communal heating system would be a cost effective option, in accordance with the Council's hierarchy, also the extent of adaptations (such as running in of new pipes) needed, which would be needed in the future and the practicality of achieving these. An associated question is whether the gas fired central

boiler in the second phase will therefore need to be changed, particularly in light of legislative requirements by 2025. Additional information is therefore sought and an update will be given.

Planning Obligations

The 2018 scheme secured a package of s106 obligations including 30% affordable housing and financial contributions towards highways and sustainable transport improvements, education, fire and rescue, environmental improvements), primary healthcare and provisions to enable connections to the heat network and delivery of the energy centres.

A deed of variation to the 2018 Agreement would tie this new permission into those obligations, with any amendments, including the cycle path land dedication mentioned in this report and changes, if any following the County Council's awaited advice. Amendment may also be needed in relation to the contribution towards off site compensatory habitat. The Deed of Variation would also cover provisions associated with the revised energy (considered in detail under application AWDM/1952/20), which includes the applicant's commitment to underwrite the cost of any future connections to the heat network.

Other Matters

The modest changes in this proposal doe not raise any new materially adverse issues beyond those considered previously acceptable under the 2018 permitted scheme including the Environmental Impact Assessment matters (socio-economics and health, archaeology, geoenvironmental, air quality, noise and vibration, water resources, drainage and flood risk, ecology, wind microclimate, daylight, sunlight, overshadowing, light pollution and solar glare, built heritage, wind microclimate, aviation, land take, townscape and visual, climate change, viability and landscaping).

Conclusion

This application makes relatively modest changes to the previously approved blocks G and G1. The benefit of eight additional homes of suitable mixed sizes and occupancy offsets the relatively minor effect of the loss of 544sqm of commercial floor space. The wider Free Wharf development remains well served with 2163sqm commercial space in accordance with the mixed use approach of the SHJAAP. The modest changes to the design are viewed as positive ones. Overall the development would accord with the provisions of Adur Local Plan Policy 3, and Policies SH3 and CA7 of the JAAP.

The proposed changes to the energy strategy, (also considered in AWDM/1952/20) are recognised to be a response to the practical challenges of implementing this substantial development in a phased manner; also to the timing of the district heating system. If approved, it would provide for an operational heating system for the first phase and improve the prospects for delivery of new homes and commercial space. The applicant's agreement to underwriting of future switch-over costs of connection to the district heat system is a positive sign of commitment. The addition of solar panels is also beneficial in renewable energy terms. Whilst there are some important remaining questions, officers are continuing to work with the applicant to provide a further update to the Committee.

Subject to further information being provided to demonstrate future connections to the

heat network would not be reasonably undermined/made unviable, and further information to demonstrate compliance with the Councils heating and cooling hierarchy, the proposal may be viewed positively.

Recommendation

To delegate to the Head of Planning and Development to GRANT planning permission subject to:

1) satisfactory information being provided to demonstrate the revised energy strategy would not reasonably undermine/render unviable the future connection of the buildings G, G1 and H to the heat network and further information to demonstrate compliance with/justify a departure from the heating and cooling hierarchy set out within the Shoreham Harbour Joint Area Action Plan Policy SH1; and

2) Signing of a Deed of Variation to secure the necessary safeguards to ensure that the flats are connection ready to a future district heat network (with associated costs and disturbance covered by the applicant), dedication of cycle path land and any reasonable requirements of the County Highway Authority arising from the additional apartments. In addition, amendments to the timing and delivery of compensatory habitat to ensure the appropriate provision of compensatory habitat off site.

   In the event that the S106 legal agreement has not been completed by 8 September 2021 or an extension of time has not been agreed by both sides then, The Head of Planning and Development shall have delegated authority to REFUSE planning permission.

3) Subject to the following conditions, with delegated authority to the Head of Planning and Development to amend, as required, to address relevant technical issues:-

Conditions

01. The development hereby permitted shall be carried out in accordance with the approved plans

    Reason: For the avoidance of doubt and in the interests of proper planning.

02. The development hereby permitted shall begin before the expiration of 3 years from the date of this permission.

    Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

03. The development shall be carried out in accordance with the details of the enabling works approved by the Local Planning Authority on 15 November 2018 (approved documentation listed under application reference AWDM/1497/17) unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development is satisfactorily provided with required infrastructure

04. The development shall be carried out in accordance with the archaeological scheme of investigation approved by the Local Planning Authority on 15 November 2018 (approved documentation listed under application reference AWDM/1497/17) unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure appropriate investigation and recording of archaeological heritage assets on the site prior to commencement of new building works in accordance with the National Planning Policy Framework and Adur Local Plan 2017 Policy 16.

05. The development shall be carried out in accordance with the Construction Management Plan (in relation to enabling works) approved by the Local Planning Authority on 15 November 2018 (approved documentation listed under application reference AWDM/1497/17) unless otherwise approved in writing by the local planning authority.

Reason: In the interests of highway safety and the amenities of the area in accordance with the National Planning Policy Framework.

Phasing Programme

06. Prior to commencement of any works on site, save for those identified as Enabling Works in Condition 03. to 05., a phasing programme, that shows how this development would be integrated into the wider development of 540 homes with associated infrastructure approved under planning permission AWDM/1497/17 (as varied under AWDM/1952/20) and provide requisite parking and infrastructure, shall be submitted to and agreed in writing by the Local Planning Authority and thereafter adhered to. The planning conditions shall be submitted in accordance with that phasing programme.

Reason: To ensure the comprehensive phased development of the site in accordance with the general and site specific policies set out in the Adur District Local Plan 2017 and Joint Area Action Plan.

Pre-Commencement Main Site Works Excluding Enabling Works

07. No development shall take place, excluding Enabling Works, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- 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.

Reason: In the interests of highway safety and the amenities of the area in accordance with the National Planning Policy Framework.

08. The development shall be carried out in accordance with the Surface Water Drainage details approved by the Local Planning Authority on 9 April 2020 under application reference AWDM/0255/19 unless otherwise approved in writing by the local planning authority.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with Policy 36 of the Adur Local Plan 2017.

09. The development shall be carried out in accordance with the Foul and Surface Water Drainage details approved by the Local Planning Authority on 16 December 2020 under application reference AWDM/0841/20 unless otherwise approved in writing by the local planning authority.

Reason: To ensure that the proposed development is satisfactorily drained

10. The development shall be carried out in accordance with the Contamination Assessment (including any remediation schemes) approved by the Local Planning Authority on 9 April 2020 under application reference AWDM/0255/19 unless otherwise approved in writing by the Local Planning Authority, and prior to the first occupation of any part of development affected by any remediation scheme, following completion of measures identified in the approved remediation scheme, a verification report must be submitted to and approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 34 of the Adur Local Plan. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

11. The development shall be carried out in accordance with the Foundation Design details approved by the Local Planning Authority on 9 April 2020 under application reference AWDM/0255/19 unless otherwise approved in writing by the local planning authority.

Reason: To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution in accordance with the National Planning Policy Framework. Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

12. No below ground work, apart from the Enabling Works shall take place until the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

    - Details which identify the supply of all space heating and hot water
    - Details which identify and safeguard plant room space for the future installation of heat interface equipment, and/or other plant, required for future connection to a future heat network
    - Details of a safeguarded pipe run into, though, and out of the site to connect the plant rooms with the proposed heat network
    - A strategy to facilitate the connection of the network to the development; and
    - A strategy to facilitate access to the site and plant rooms for the heat network developer to carry out works required to connect the site to the Shoreham Heat Network, lay underground infrastructure within the roads, footpaths, open space and public areas of the development, and carry out repair and maintenance work to any heat network infrastructure

    Reason: To enable the delivery and operation of the planned Shoreham Heat Network having regard to Policies 8 and 19 of the Adur Local Plan and Policy SH1 of the Shoreham Harbour Joint Area Action Plan.

13. The development shall be carried out in accordance with the overarching archaeological scheme of investigation approved by the Local Planning Authority on 14 April 2020 under application reference AWDM/0205/19 unless otherwise approved in writing by the Local Planning Authority.

    Reason: To ensure appropriate investigation and recording of archaeological heritage assets on the site prior to commencement of new building works in accordance with the National Planning Policy Framework and Adur Local Plan 2017 Policy 16.

14. The development will be required to meet the optional water efficiency requirement of 110 litres per person per day as set out in Part G2 of the Building Regulations. No above ground works, excluding Enabling Works, shall commence until details of the developers approach to meeting this requirement have been submitted to and approved in writing by the Local Planning Authority.

Reason: To comply with Policy 18 of the Adur Local Plan and Policy SH1 of the Shoreham Harbour Joint Area Action Plan.

15. No above ground works, excluding Enabling Works, shall take place until the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

    a) particular's and samples of the materials to be used on all external faces of the building;
    b) details of all elevations to show typical details of all external components including details of drainage;
    c) details of the balconies (including 1:20 scale sectional drawing, RAL colour, finish and glazing details) and wind mitigation measures including details of drainage;
    d) details of ground floor elevations including entrances;
    e) details of escape doors, gates, doors bin storage entrance and bicycle storage entrance;
    f) details of soffits, hand rails and balustrades;
    g) details of ground level surfaces including materials to be used;
    h) details of external lighting attached to the building including anti-collision lights, lighting to the soffits and lighting to pedestrian routes;
    i) details of plant and ductwork to serve the commercial uses;
    j) details of ventilation and air-conditioning for the commercial uses;

    Reason: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the policy 19 of the Adur Local Plan 2017.

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

    a) Details of materials
    b) Street furniture and lighting
    c) Planters, tree pits and planting
    d) A timetable for the implementation of the hard and soft landscaping,
    e) A maintenance plan to ensure establishment of the soft landscaping.

    Development shall thereafter be carried out, and the planting maintained, in accordance with the approved details and timetable.

    Reason: To protect and enhance the character of the site and the area and to ensure that its appearance is satisfactory in accordance with the National Planning Policy Framework.

17. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The 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.

Reason: To encourage and promote sustainable transport

18. No part of the development shall be first occupied until such time as until a Servicing Management Plan has been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the loading and unloading of deliveries associated with the residential and commercial uses.

    Once occupied servicing shall be carried out only in accordance with the approved plan.

    Reason: To safeguard the operation of the public highway.

19. Prior to the car parking being brought into use, a plan shall be submitted to and approved by the Local Planning Authority detailing measures to incorporate facilities for charging plug-in and other ultra-low emission vehicles that will be provided in the public and private parking areas. The approved plans shall be implemented thereafter.

    Reason: In accordance with Paragraph 34 of the National Planning Policy Framework.

20. No part of the development shall be first occupied until such time as the vehicular accesses, including the provision of advanced stop lines at the A259 Eastern Avenue traffic signals, has been constructed in accordance with the details indicatively shown on drawing number 5910-GA-002 revision I.

    Reason: In the interests of road safety.

21. No part of the development shall be first occupied until the car parking spaces serving that respective part of the development have been constructed in accordance with the approved plans and the phasing strategy secured under condition 6 above. These spaces shall thereafter be retained at all times for their designated use.

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

22. No part of the development shall be first occupied until details of accommodation arrangements for the parking of all trade and service vehicles relating to both residents, commercial businesses and property maintenance activities within the site have been submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be adhered to in perpetuity.

    Reason: In the interests of road safety.

23. No part of the development shall be first occupied until details of a cycle route to Shoreham town centre as indicatively shown on drawing number 5910-GA-005B revision C have been submitted to and approved in writing by the Local

Planning Authority.

Reason: In the interests of road safety.

24. No part of the development shall be first occupied until cycle parking serving that respective part of the development has been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

25. The proposed commercial units sharing a party element with residential premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR25 is not exceeded in the proposed residential premises due to noise from the neighbouring commercial premises and shall be permanently maintained thereafter.

A test shall be carried out after completion but prior to occupation of the commercial units to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan Policy 16.

26. The commitments in the approved Energy Strategy and Statement Revision 1 dated 29th September 2017 and, in respect of Building G and G1 only, Revision to Permitted Energy Strategy dated November 2020, shall be installed prior to the first occupation of the development in accordance with the Phasing Plan under condition 6 and shall be implemented in accordance with the approved strategy and retained as operational thereafter.

Reason: To ensure that the development incorporates renewable energy and contributes to meeting targets to reduce carbon dioxide emissions as set out in the approved Energy and Renewables Statement.

27. Prior to any part of the development coming into use the communal waste and recycling areas as shown on the approved plans will be available for use by residents and arrangements made for waste collection and clearance.

Reason: In the interests of Highway safety and neighbour amenity.

28. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:

Finished floor levels are set no lower than the above Ordnance Datum (AOD) identified within the FRA and approved drawings.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/ phasing arrangements embodied

within the scheme, or within any other period as may subsequently be agreed, in writing, by the LPA.

Reason: The site is located partially within Flood Zones 3 and 2, according to our Flood Map. These indicate a high (0.5% AEP1) and medium (0.1% AEP) probability of tidal flooding, respectively. The 0.5% AEP (1 in 200 year) tidal flood level, including an allowance for climate change, is shown as 5.25m AOD. Furthermore, due to the close proximity of the site to the foreshore the site in a severe storm scenario will be vulnerable to overtopping, white water flooding and windblown debris. The above condition is therefore required in order to reduce the risk of flooding to the proposed development and future occupants.

29. External lighting in association with this development shall comply with Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light, Obtrusive Light Limitations for Exterior Lighting Installations for Zone E2.

Reason: To safeguard the residential amenities of the local area in accordance with Policy 19 of the Adur Local Plan.

30. Notwithstanding the provision of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) planning permission shall be obtained before any change of use of the following components of the scheme:

- Building G&G1 - Office E(g)(i) defined as *'offices to carry out any operational or administrative functions'.*

to any use other than Use Classes as detailed in the Town & Country Planning (Use Classes) Order 2010 (or any Order revoking or re- enacting that Order with or without modification).

Reason: In order that the Local Planning Authority can retain control over further uses which it considers could be harmful to the vitality and viability of the designated centres in accordance with adopted Adur Local Plan 2017.

31. The office use at ground floor level shall only be open for trade in between the hours of 07.00 and 23.00 Monday to Saturday and 09:00 to 18:00 on Sunday. Any unit greater than 280 sq.m will comply with the Sunday Trading Act 1994 (or subsequent replacement) on Sundays.

Reason: To comply with Adur Local Plan Policy 16, and in accordance with the National Planning Policy Framework.

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

Reason: To safeguard the residential amenity of the area in accordance with the Adur Local Plan.

33. Demolition and construction works shall not take place outside 08.00 hours to

18.00 hours Mondays to Fridays and 09.00 hours to 14.030 hours on Saturday. There will be no construction on Sundays or Bank Holidays.

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: To safeguard the residential amenity of the area in accordance with Policy 19 of the Adur Local Plan.

Informatives / Notes to Applicant

01. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway wors. The applicant is requested to contact The Implementatio Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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

03. Approval should be sought from the Environment Agency for a Flood Risk Management Plan

04. Consent from the Marine Management Organisation is required

05, In respect of condition 10, A further application comprising a verification report must be made to the Local Planning Authority for approval in respect of the approved remediation scheme(s).

8th March 2021