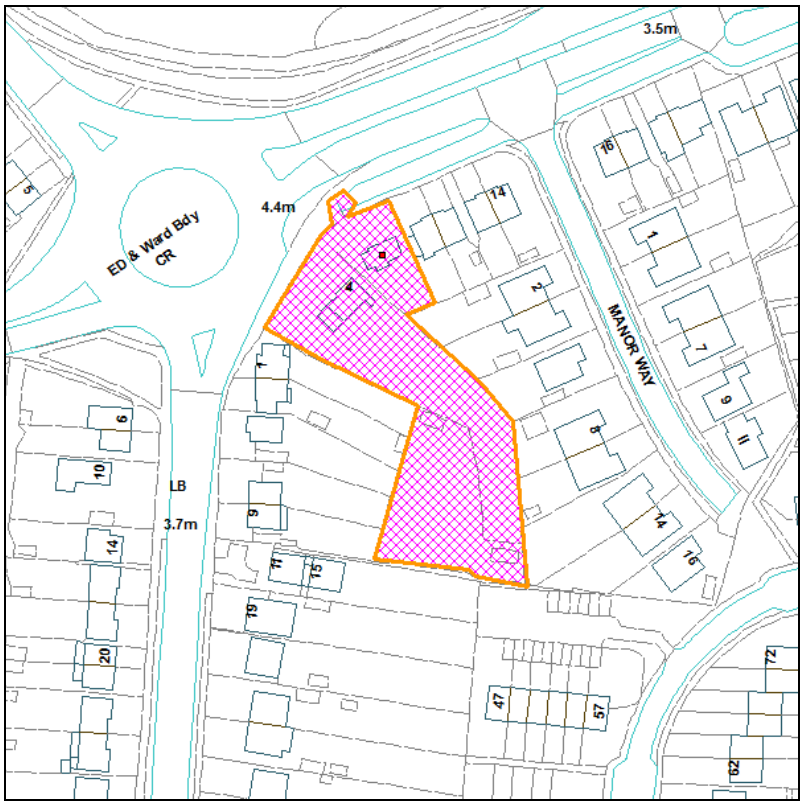
Application Number: AWDM/1802/19 **Recommendation: APPROVE**

Site: **4 & 6 Old Shoreham Road, Lancing**

Proposal: **Full Planning Application following on from approved application reference AWDM/0337/18 (Demolition of fire damaged dwelling and erection of a replacement 5-bedroom dwelling at 4 Old Shoreham Road, retention of existing dwelling at 6 Old Shoreham Road and erection of 2 no. 4-bedroom dwellings. Closure of existing site access from A27 roundabout and creation of a new access road from Old Shoreham access road and associated vehicle parking and landscaping) for the erection of 2no 4-bedroom semi-detached replacement dwellings instead of the consented 1no 5-bedroom detached dwelling at 4 Old Shoreham Road.**

Applicant: Shaws Installation Limited Ward: Mash Barn
Case Officer: Gary Peck



Not to Scale

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Proposal

Site & Surroundings

The application site is given as 0.278ha in area and consists of two existing residential dwellings, numbers 4 and 6 Old Shoreham Road. The site lies within the built-up area as defined by the Local Plan.

Number 4 is derelict having been previously severely damaged by fire. The application site also incorporates an area of disused land to the rear of 4 Old Shoreham Road, which was previously an overgrown garden but was completely cleared in 2017 and replaced with a tarmac hardstanding.

The site lies to the south of Old Shoreham Road, east of Grinstead Lane and west of Manor Way. The detached dwelling at 4 Old Shoreham Road is on the corner of the A27 and Grinstead Lane and is currently accessed from Grinstead Lane to the west, via a private driveway. The immediate character of the area can be described as residential. The 5 houses in Grinstead Lane which run along the western boundary of the site are visible from within the application site as well as the bungalows in Manor Way to the east of the site. To the south of the site is Haley Road, with a parking and garaging area being closest to the boundary of the application site.

Relevant Planning History

There have been 7 previous applications on the site, the most recent of which was the first to be granted permission. The 2011 and 2014 applications were dismissed at appeal:

ADC/0467/06: Demolition of existing house and erection of 6 two-bedroom flats and terrace of 6 three-bedroom houses (two storeys including 4 with rooms in roof) served by new access road off end of service road (outline with layout and access details) – refused

ADC/0498/07: Demolition of existing house and erection of 4 No. 2 bed flats, 2 No. 2 storey 3 bed houses, 4 No. 2.5 storey 3 bed houses with associated access and parking (Outline application) – refused

ADC/0358/10: Demolition of existing houses (No's 4 and 6) and erection of 14 new dwelling units comprising 9 flats in 2 three-storey blocks (4 two-bedroom, 4 one-bedroom and 1 studio) at the north end of the site and 5 two-storey houses (4 semi-detached three-bedroom and 1 detached two-bedroom) served by new access road off end of service road and 23 car parking spaces – refused

AWDM/0361/11: Demolition of existing houses (No's 4 and 6) and erection of 13 new dwellings (comprising 9 flats in 2 three-storey blocks at the north end of the site and 4

semi-detached two-storey houses at the rear) served by new access road off end of service road and 23 car parking spaces – refused and subsequent appeal dismissed

AWDM/0004/13: Demolition of existing house at 4 Old Shoreham Road and erection of 5 flats in a new building at the north of the site and 4 houses on land to the rear. Closure of existing site access from the A27 roundabout and creation of a new access road from Old Shoreham Road and associated vehicle parking and landscaping - refused

AWDM/0829/14: Demolition of existing house at 4 Old Shoreham Road and erection of 2 semi-detached houses and 2 double garages to the rear. Closure of existing site access from the A27 roundabout and creation of a new access road from Old Shoreham Road and associated vehicle parking and landscaping – refused and subsequent appeal dismissed

AWDM/0337/18: Demolition of fire damaged dwelling and erection of a replacement 5-bedroom dwelling at 4 Old Shoreham Road, retention of existing dwelling at 6 Old Shoreham Road and erection of 2 no. 4-bedroom dwellings. Closure of existing site access from A27 roundabout and creation of a new access road from Old Shoreham access road and associated vehicle parking and landscaping – permission granted in May 2019. The development has not been implemented.

Consultations

Environmental Health: No objection

Highways England: No objection subject to conditions

Southern Water: No objection subject to an informative

Sussex Police: Comment that in general there are no major concerns from a crime prevention perspective. Cul-de-sacs that are short in length and not linked by footpaths can be very safe environments in which residents benefit from lower crime.

Technical Services: Originally objected on the grounds that the submitted information did not demonstrate the flood risk would be increase elsewhere.

Following a meeting with the applicant's drainage consultant, the following additional comment was received:

This new application provides an opportunity for improvements to be made upon the previously approved application. The extant planning permission had, in our opinion, flaws with the drainage design.

We do not believe that sufficient evidence has been submitted under the current permission to demonstrate that adequate surface water storage provision is proposed

and that flood risk will not be increased elsewhere. We believe that there is potential for a solution to be achieved that will meet national and local policy requirements. For example, a significant increase in the surface water storage provision could be achieved by the construction of 'check dams' within the sub-base of the permeable paving, therefore utilising full sub-base depth throughout the sloped driveway.

Giving due regard to the extant permission we request that the following conditions are applied to this application to ensure that the development is adequately drained and does not increase flood risk elsewhere:

“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 / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.”

with the accompanying informative:

“The surface water drainage design must have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. 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"

“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.”

and

“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. “

with the accompanying informative:

“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.”

Tree Officer: I have no concerns regarding trees for this proposal.

West Sussex County Council Lead Local Flood Authority:

The LLFA commented on this site and extensively on a previous occasion and on the basis that the development has only changed marginally and the drainage design largely reflects our previous input, the LLFA will not be commenting further.

West Sussex County Council Highways:

Background

The new development proposals are for an increase of three additional dwellings on the site with the Demolition of number 4 Old Shoreham Road and construction of two semidetached 4-bedroom houses with garages and external parking, construction of two detached 4-bedroom chalets both with external parking.

Comments

The LHA has previously commented on this application. In previous responses the LHA has requested more clarity on the Stage 1 Road Safety Audit (RSA) which dates back to 2010. The applicant has submitted a Transport Assessment Addendum to accompany the application.

In terms of the application the TAA provides confirmation on the following points:

- The extension of the service road can safely accommodate service and emergency vehicles.
- The parking allocation is within the latest WSCC parking standards.

- A Trip Rate Information Computer System (TRICS) assessment has been provided which demonstrates the level of traffic associated with the development proposals is low and unlikely to have a negative effect on the existing highway traffic and the free flow of the A27.
- The Stage 1 Road Safety Audit (RSA) is still the original 2010 copy. The LHA acknowledge an email from the original Safety Auditor from the 10th April 2018 which provides confirmation that no additional comments are required to the latest drawings. There is however still no confirmation that the RSA meets the latest GG119 parameters which came into operation in November 2018. This needs to be confirmed by the Auditor in the same way that the drawings were assessed.

In respect of the last bullet point, the agent stated that the auditor had retired and therefore the further information could not be provided. WSCC further commented:

GG119 compliance would be preferred however the LHA could not insist on this. If a note is not provided the LHA would not raise an objection to the proposals

Representations

Lancing Parish Council:

Comment that the application be refused on the following grounds: -
i. an additional dwelling would constitute overdevelopment of the site;
ii. highway safety issues in respect of the access onto the A27, with the likelihood of further traffic movements due to additional vehicles at the site;
iii. accessibility of vehicles particularly refuse/emergency service vehicles regarding the relevant properties;
iv. the capacity of the public sewers is inadequate;
v. the proposed drainage does not provide enough mitigation in respect of the site's flood risk;
vi. the site already suffers from flooding and this proposal would exacerbate the situation. Indeed, the proposed 2 x 4-bedroomed dwellings and associated driveway creates a loss of drainage facility. In this regard, it is considered essential that Adur Planning Committee take full account of the relevant Consultation Responses dated 29/11/2019 and 03/12/2019 from Adur-Worthing Councils Technical Services.

Lancing Manor Residents Network

Lancing Manor SE Residents Network representing 300 households in North Lancing.strenuously objects to this application yet again.

The reasons are as follows:-

1. Flood Risk - Background

This application is proposing the same drainage scheme as the last application. That application, although approved had a major condition that offsite flows for groundwater and surface water will not impact the properties around. The applicant to provide a finalised scheme for both drainage authorities sign off.

For that application AWDM/0037/18 it took 2 years and many communications between Adur DC & WSCC Lead Drainage Authority for a scheme to move forward to Planning Committee in February 2019.The officer was recommending a refusal to the committee, based upon a drainage scheme which did not comply with NPPF Para 155 and the Local Plan Policy 36.

At the meeting officers advised that on further liaison with the applicant it would assist if further time was available by deferment because a suitable scheme would be possible. Committee agreed deferment.

Despite these assurances of a sustainable scheme which dealt with the groundwater issues/surface water flows affecting areas around and the site itself, such a scheme never materialised and which was one the Lead Authority could approve. Adur Technical by this time had approved the scheme with its minor changes. So LLFA was not in agreement and requested that the above condition be applied to any approval.

The application after all this contrivance was approved by committee in May 2019, despite still not complying with NPPF Para 155 and Adur's Local Plan Policy 36.

This drainage scheme totally failed to comply with

NPPF, Para155. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Also,

Adur local Plan 2017 – Policy 36

The flood risk assessment will need to demonstrate that development: · is appropriately flood resilient and resistant, includes safe access and escape routes where required, and that any residual risk can be safely managed; · will be safe for its lifetime taking account of the vulnerability of its users; · will not increase flood risk (including sewer flooding, surface water and groundwater flood risk) elsewhere; · will, where possible, reduce flood risk overall; and · will give priority to the use of sustainable drainage systems.

Despite this non-compliance the application was approved.

2 Flood Risk - New application AWDM/1082/19

On submission, the applicant confirmed the change of the 5 bed dwelling into two semis using the same road scheme and drainage scheme as the prior approval with conditions.

Adur's new drainage engineer reviewed the drainage scheme and reported it was flawed and literally challenged every aspect including calculations and features. Further details to counter the engineer's objections were provided by the applicant. Once again, the engineer still confirmed the position that this new data was not acceptable.

Final comments by the engineer were submitted on the 28th March and once again clearly stated that the drainage scheme was flawed. Additional comments said there may be some possible solutions but if the committee was mindful to approve, then a number of strict conditions must be applied to the approval in respect of drainage. Once again, post approval, the applicant must submit further plans to fully demonstrate compliance with NPPF 155 and provide a full management scheme for the ongoing maintenance of a proposed SuDs and ditches for the site.

WSCC Lead Authority have declined to make further comment.

This Network is appalled at the totally contrived manner in which the planning authority has dealt with this application. If this current application does not comply with NPPF and Local Plan policies then there surely can be only one decision to make - Refuse the application. As indeed the previous one should have been refused.

If the officer recommendations are to approve, what are those reasons and could they be explained to the public?

After 3 years of negotiations with the drainage authorities, if the applicant cannot submit a scheme which is acceptable in that time, the Network believes and is certain there isn't one which will not exacerbate the drainage and sewer problems in the area.

Again, for the 5th winter of the last 8 winters, the area around, including the development site itself, has experienced garden flooding, overflowing ditches (including the one downstream and to be used to drain the site) and sewer failures with long term over pumping because of rising groundwater (>75% risk) and increased surface water flows.

In its duty of care to the community, surely the District Authority should refuse this application with its unsustainability for drainage.

Other Material Considerations

1 Dangerous Road Scheme

Once again, this scheme relies upon extending the Old Shoreham Road into the site and a highly dangerous U turn using the bell mouth of Manor Way to exit into the A27 westbound carriageway. This is a highly dangerous manoeuvre.

At that point there is a convergence of vehicles with pedestrians, school children, mobility scooters, cyclists crossing Old Shoreham Road to use the Toucan Crossing across the A27. With traffic flows travelling westwards along the Old Shoreham Road, vehicles exiting the A27 immediately past the Toucan Crossing into Manor Way and the dead end of Old Shoreham Road, with all the Toucan NMU user movements plus a recently installed cycleway, there is a greatly increased risk of accidents.

There have been accidents, a recent one very serious, on the crossing for which this U turn manoeuvre will only create greater risks for the public.

Executing the U turn into the A27, because of the size of the arc to turn, means that a vehicle has to go into the outside lane of the dual carriageway to complete the turn. As at present, even for vehicles doing the safer 90 degree left hand turn at the head of Manor Way, reaching the outside lane in flowing traffic conditions is never possible in one manoeuvre. The driver has to move into the nearside lane then try and access the outside lane when conditions allow. That alone makes this U turn dangerous.

A further issue – headlight dazzle at night. For vehicles exiting 4 Old Shoreham Road, as they execute the U turn, with no means of mitigation at that point, westbound oncoming traffic will be blinded by headlight dazzle as they approach the Toucan Crossing which already is a safety concern because of the accidents which have occurred.

The Transport Assessment document shows plans for the access to the A27 at the head of Manor Way. These plans are incorrect. Three years ago the Pelican Crossing across the A27 at that point was upgraded to a Toucan Crossing and the kerb line next to the A27 westbound carriageway was extended westwards by 2 metres. This has reduced that access to the A27 (above Manor Way) and all the plans submitted fail to show this change in that extended kerb line. As a result, the proposed U turn has even less space to be executed.

Road safety data to comply with the latest GG119 parameters which came into operation in November 2018 is still awaited by WSCC Highways.

This road scheme will also mean ’no parking’ lines of up to 10m at the corners of Manor Way and Old Shoreham Road which is unacceptable for residents with a significant loss of parking space.

It should be pointed out that service and waste vehicles trying to enter the 4 Old Shoreham Road site will have to put their offside wheels on the grass verge to pass parked, wider vehicles, particularly vans which are continually resident at Nos 6 & 8 Old Shoreham Road. With a width of less than 5 metres, there is simply not sufficient room

to pass. Waste vehicles currently stop short of any such impedance along that stretch to access waste bins for the housing before reversing into Manor Way to exit into the A27 with the safe 90 degree movement..

The above problem will also be an issue for any emergency services which would have to attend the 4 Old Shoreham Road site.

It should be noted that an electrical substation for the new A27 street lighting is located within the proposed turn area of the extended slip road. This will require re-location. Also, the approved New Monks Farm application includes the addition of flared lanes both into and out of Grinstead Lane for the Manor Roundabout. With land take from the green verge next to the proposed turn in the road this surely will impact on the road extension and its turn into the site. The New Monks Farm approval which was finalised with S106 agreements last March must surely take precedence over this road proposal.

Once again, this traffic scheme is flawed, ineffective and above all dangerous.

2 Restoration of ground levels

The 4 Old Shoreham Road site was ‘tidied up’ in October 2017. As a result, the whole site was turned into a ‘car park’ with impermeable, compacted hard core and a tarmac ‘planings’ type covering. A rear fence was removed and a drain was crudely installed into a culvert which crucially drains the Grinstead Lane across the site to connect with the Lancing Brooks drainage network to the east.

All this work was unapproved by the local and lead drainage and highways authorities.

Residents are much concerned that despite considerable efforts by their residents Network, there has been no enforcement of re-instatement of the site to its original bare earth condition.

It should be noted that the site clearance caused an infestation of rats to neighbouring properties. One house owner in Manor Way still has problems with as many as 10 rats at a time seen in his rear garden. These are undoubtedly coming from the damaged invert/overflow culvert behind this property where the applicant broke into the wall of the invert to crudely connect an unapproved drainage pipe. This needs attention from environmental health. Video footage is available

Whatever the planning decision, we ask the authorities to enforce the applicant to completely re-instate the site to its previous bare earth condition to prevent exacerbated drainage problems for the area around because of displacement of the groundwater which cannot permeate upwards through the ‘car park’ surface and can only be displaced into the properties around, particularly in extreme weather conditions. Also, replace the permanent fence to the rear and to de-install the unapproved drain into the Grinstead Lane drainage culvert and repair the manhole involved.

There is also the question about contamination by the tarmac planings used on site which is another possible health & safety concern. Please see article in link:-

http://adeptus.co.uk/reuse-road-planings-containing-coal-tar-pahs-permit/

3 Ecology

The site was cleared, levelled and 'car park' surfaced in October 2017 with absolutely no regard to the established wildlife habitats /flora/fauna . A known Badger sett or outlier was carelessly filled in and it was impossible to ascertain whether or not this was still in use.

The last ecology report was done in 2014. Since 2017, the site has become significantly overgrown. With the return of Spring there are now significant levels of wildlife resident in the site. Red Foxes, birdlife and slow worms, Badger may also have returned to the site. That previous ecology report pointed out that the derelict house was potentially a habitat for bats and further work should be carried out to check on this.

Although the building had a fire in 2016, it could, once again, be a potential habitat for this species. The question - to comply with NERCS 2008 and the Wildlife Acts– before the suite is relevelled, a further ecology assessment should be carried out and relevelling works undertaken with guidance of an ecologist and carried out in the 'close' season..

Adur Local Plan Policy 31 refers:-

Biodiversity: All development should ensure the protection, conservation, and where possible, enhancement of biodiversity……

Conclusion

Taking into account all the above considerations and particularly that of increased flood risk to the properties around and the site itself, Lancing Manor SE Residents Network asks the planning authority to refuse this unsustainable development application.

5 letters of objection have been received on the following grounds:

- Previous applications have been refused and the reasons should stand
- Highway safety
- Headlamp dazzle from access
- Flood risk
- Overdevelopment of the site
- Adverse effect of wildlife
- Site should be reinstated to its previous condition

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Relevant policies include 1, 2, 3, 15, 20, 22, 28 & 36

Development Control Standards – Space Around New Dwellings and Flats

National Planning Policy Framework (CLG 2018)

Planning Practice Guidance (CLG 2014)

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

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

Planning Assessment

The main issues in the determination of the application are the effect of the proposal upon the character and appearance of the surrounding area and amenities of neighbouring properties, highways safety and flooding and drainage issues all having regard to the material consideration of the previous permission in 2019.

In terms of the pair of dwellings to the rear of the site, these are identical to those shown in the previous permission and accordingly there is no reason to take an alternative view. The previous committee report stated:

The rear part of the site is sufficiently large to accommodate the 2 chalet bungalows proposed and 1.5 metre buffer is proposed to the 3 surrounding boundaries which will improve the open boundary relationship which exists at present. The rear gardens of numbers 1 to 9 Grinstead Lane, which are to the west of the application site are at least 20 metres in length and given that the proposed chalet bungalow on this side of the site is about 3 metres from the boundary, there is a sufficient distance between the existing and proposed dwellings. Number 15 Grinstead Lane is closest to the south western boundary of the site but is around 15 metres from the proposed dwelling at an oblique angle and similarly it is considered that the relationship between these properties is acceptable.

To the east of the site are bungalows in Manor Way. These properties are closer to the site boundary than those in Grinstead Lane, the closest to the boundary being number 8 which has a rear garden of around 11 metres but because of the alignment of the new dwelling would be about 17 metres from number 8. The new dwelling would be about a similar distance from 10 Manor Way which has a longer rear garden of about 14 metres, but would be as close to the new dwelling because of the angle it sits to the site. Again this relationship is considered acceptable.

Your Officers consider that the rear part of the development remains acceptable.

At the front of the site, it was previously welcomed that number 6 Old Shoreham Road, which was previously proposed to be replaced, was now being retained and this remains the case in the current application. The difference is therefore to the western portion of the front of the site, where the previously approved single 5 bed dwelling of 217 square metres is now to be replaced by a pair of 4 bed dwellings at 145 square metres each.

Aside from 6 Old Shoreham Road, which is a detached property, the predominant character of the immediately surrounding area is of semi-detached dwellings and therefore in visual terms, it is not considered that there is an objection in principle to the erection of a pair of dwellings at the front of the site.

The increased size of the dwellings does increase their scale, albeit some of the additional footprint is to the rear of the dwellings and hence will have little visual impact either. As with the previous application, the main consideration is therefore the impact upon the neighbouring dwelling to the west, 1 Grinstead Lane. There is a distance of around 5 metres maintained to the boundary with this property, which sits at an angle to the application site, and it is also noted that the main footprint of this property is further away from the site than shown on the block plan as a side extension previously at the neighbouring property has been removed and the area used for parking. There are additional windows on the ground floor western elevation of the proposed westernmost dwelling compared to the previous proposal, but if the current fencing is maintained then this should provide adequate screening. It is not considered that there is any material impact upon neighbouring properties when compared to the existing permission therefore.

In respect of highways matters, there are no material changes from the previous arrangements and, as before, there has been no objection from either Highways England or West Sussex County Council. Highways related matters were the subject of considerable discussion during previous applications which the previous permission and now this application reflect. There are no grounds to resist the proposal on highways grounds, therefore.

The remaining issue therefore relates to drainage which, until the approval of the last application, has been a significant issue in the refusal of the earlier schemes. In planning law, the previous permission is a material consideration in the determination of

the application and, as evidenced above, the differences between this application and the previous approval are relatively slight with the replacement of the single detached property by a pair of semi-detached properties.

Member will note that the County Council, as Lead Local Flood Authority, considers that the issue was concluded sufficiently during the determination of the last application and that there is no necessity to provide additional comment.

Nonetheless, there is an increase in footprint as a result of this application and hence it is necessary to demonstrate that such an increase would adversely affect the drainage situation on the site. As can be seen by the comments of the Technical Services Officer, it was not considered this had been adequately demonstrated in the original submission of the application. Further meetings have taken place between the Technical Services Officer and the applicant's drainage consultant.

The previous permission holds significant weight in the determination of the application, yet there remains a necessity to ensure that the additional footprint can be adequately accommodated. It is noted that the previous permission required monitoring of the drainage system to ensure compliance with the submitted details. While ordinarily, it would be difficult to impose more extensive conditions to an application for development which is very similar to a recent previous approval, on this occasion it is felt that such an approach is fully justified given that the Technical Services Officer has requested further information, yet also having regard to the ability of the applicant to implement the previous scheme without submitting such detail.

The applicant's drainage engineer has agreed to the imposition of additional conditions which require full details to be submitted to an approved by the Local Planning Authority. Your officers consider that this provides sufficient opportunity to ensure that robust details are agreed by the Local Planning Authority.

The appearance of the site continues to detract from the character of the area, so much so, that the Council could be justified in taking enforcement action to required demolition of the existing property to improve the appearance of the site. However, a far preferable resolution would be secure the redevelopment of the site via a planning permission which will not only result in a visual improvement but also provide much needed new housing. It is therefore recommended that planning permission is granted.

Recommendation

To GRANT planning permission subject to the following conditions:

1. Approved Plans

2. Full Permission

3. No part of the development hereby permitted shall be occupied until the completion and opening to public traffic of the improvements to the A27 Trunk Road shown on Civil Engineering Practice's Drawing No. 120 "Proposed Site Access Arrangement and A27 Access Alterations" dated April 2018 (or such other scheme of works substantially to the same effect, as may be approved in writing by the local planning authority (who shall consult with Highways England).

Reason: To ensure that the junction of the A27 Trunk Road with the A2025 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

04. No part of the development hereby permitted shall commence until the necessary traffic regulation order to implement the waiting restrictions at the junction Old Shoreham Road with Manor Way shown on Civil Engineering Practice's Drawing No. 120 "Proposed Site Access Arrangement and A27 Access Alterations" dated April 2018 has been made and approved and the local planning authority have obtained confirmation in writing from the local highways authority that they are in a position to implement the waiting restriction.

Reason: To ensure that traffic can negotiate a U-turn between the service road and the main carriageway of the A27 Trunk Road at its junction with Manor Way and to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

05 No part of the development hereby permitted shall be occupied until the local planning authority has been advised in writing by the local highway authority that the waiting restriction at the junction of Old Shoreham Road with Manor Way shown on Civil Engineering Practice's Drawing No. 120 "Proposed Site Access Arrangement and A27 Access Alterations" dated April 2018 has been implemented.

Reason: To ensure that traffic can negotiate a U-turn between the service road and the main carriageway of the A27 Trunk Road at its junction with Manor Way and to ensure that the A27 Trunk Road continues to be an effective part of the Highways England Planning Response (HEPR 16-01) January 2016 national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

06 No part of the development hereby permitted shall commence until a Highways England Planning Response (HEPR 16-01) January 2016 Construction Management Plan has been submitted and agreed in writing by the local planning authority (who shall consult Highways England). Construction of the development shall then be carried out in accordance with the agreed Construction Management Plan.

Reason: To ensure that construction of the development does not prejudice the free flow of traffic and conditions of safety on the highway, nor cause inconvenience to other highway users, and ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

07 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 / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure adequate surface water drainage is provided to serve the development

08 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.

Reason: To ensure adequate maintenance and management of the surface water drainage system.

09 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.

Reason: To ensure the site is suitably drained

10 The hours of construction and demolition in connection with the development hereby permitted shall be restricted to 0800-1800 Monday to Fridays and 0800-1300 hours on Saturdays with no working on Sundays or Bank or Public Holidays.

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

11. No works or development shall take place until full details of all hard and soft landscaping works and the proposed times of planting have been approved in writing by the Local Planning Authority and all soft landscape works shall be carried out in accordance with those details and at those times. Any plants which within a period of five years from the time of planting 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.

Reason: In the interests of visual amenity and the environment and to comply with policy 15 of the Adur Local Plan.

12. No development shall be carried out unless and until a schedule of materials and finishes to be used for the external walls (including windows and doors) and roof of the proposed building has been submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved schedule.

Reason: In the interests of visual amenity and to comply with policy 15 of the Adur Local Plan.

13. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 as amended (or any Order revoking and re-enacting that Order with or without modification), no windows or other openings shall be formed in any side wall of the dwellings hereby approved.

Reason: To prevent overlooking and to comply with policy 15 of the Adur Local Plan.

14. Within 1 month of the date of the permission for the development hereby approved, a scheme shall be submitted specifying the timetable for the removal of the unauthorised hardstanding on the site, together with details of any restoration of the site pending the commencement of the development hereby approved.

Reason: The retention of the hardstanding is unacceptable and should be removed prior to the commencement of development on the site in the interests of visual amenity and to ensure compliance with the agreed drainage solution.

Informatives

01 A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link https://beta.southernwater.co.uk/infrastructure-charges

02 Works affecting the Public Highway
Section 175(b) of the Highways Act 1980 (as inserted via The Infrastructure Act 2015) requires those proposing works affecting the public highway to enter into an agreement with the Strategic Highway Authority (Highways England).
This development involves work to the public highways that can only be undertaken within the scope of a legal Agreement between the applicant and Highways England. Planning permission in itself does not permit these works.
It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the Spatial Planning Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Highways England switchboard: 0300 470 1370. Email: PlanningSE@highwaysengland.co.uk

03 The surface water drainage design must have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Further detail regarding our requirements is 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

04 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.

05 The developer must contact the Environmental Health section for a Demolition Notice prior to any demolition work.

11th May 2020