Adur District Council

Planning, Regeneration and Wellbeing

Shoreham Slipways Group,
c/o Brendan Whelan
'Hillyfields', Sopers Lane
STEYNING
BN44 3PU

Date: 6 March 2012

My Ref: AWDM/1107/11

Dear Mr Whelan,

Proposed new public slipway with access causeway on mudflat north-west of Waterside Inn, Lower Beach Road, Shoreham-by-Sea (AWDM/1107/11)

I write to confirm that at their meeting on 5 March 2012, the Planning Committee agreed with the officer's report and recommendation (as updated at the meeting) and resolved that:-

"Subject to:-

- the submission by the applicants of satisfactory information regarding the impact on the ecology of the mudflats plus details of proposed mitigation and to the consideration of the advice of the Environment Agency and Natural England on its acceptability; and

- the submission by the applicants of a satisfactory amended plan showing the revisions agreed as necessary to address the highway safety issue (including a Stage 1 Road Safety Audit and designer's response) and consideration of the final advice from WSCC; and

- clarification as to where future maintenance responsibility would lie;

APPROVE for the reason:-

The proposal is within the built-up area defined in the Adur District Local Plan and would meet the need for improved public boat-launching facilities in Shoreham in accordance with the general objective of enabling greater use of the river for recreational purposes. Although the natural appearance of the mudflats would be altered, it is not considered that the appearance and character of the riverscene or the Conservation Area would be affected to an unacceptable degree taking into account other changes proposed in the immediate locality including the re-aligned new footbridge. It does not pose risk of harm to the nearby Adur Estuary SSSI and [*subject to further information and advice* - cause unacceptable harm to the ecology of the mudflats provided adequate mitigatory works are undertaken]. [*subject to further information and advice* - The effect on highway safety is acceptable] and adequate public parking space exists nearby. Consequently, it would not conflict materially with the relevant policies of the Adur District Local Plan (AG1, AB16, AR14), the South East Plan (SCT1, CC6, T4, NRM4, NRM5, NRM8, TSR1, TSR7), PPS9, PPG13 and PPS25.

Subject to conditions:-

1. C1Ci (Time limit of 5 years, not 3 years, to commence construction) (amended)
2. The causeway and slipway hereby permitted shall be open to public use and at no time shall access be closed to public use except when necessary because of a tidal flood event or emergency or for the purposes of essential maintenance and repair.
3. The slipway, causeway and access hereby permitted shall be used solely for launching into and recovering boats from the river and shall kept clear of all vehicles, trailers, boats and other items except during the process of boat launching and recovery from the river. There shall be no storage whatsoever of any boats, vehicles or other items on any part of the causeway/slipway structure and no mooring of boats against the structure.
4. Prior to commencement of development, a scheme for the regular maintenance and repair of the whole of the causeway/slipway structure and its access shall be submitted to and approved in writing by the LPA and the scheme shall be implemented and put into effect thereafter in accordance with the details approved under this condition.
5. C9M (Construction Management Plan to be submitted and approved, including hours of construction work [8am-6pm Mon-Fri and 9am-1pm Sats] and seasonal timing of works, noise and dust management, measures to protect water quality, safeguard ecology, carrying of mud onto the highway, and lorry traffic management including requirement for reversing warning to be white noise/broadband alarms, not single tone alarms) (amended)
6. Ecological mitigation works to be completed within 3 months of the new slipway/causeway becoming operational, in accordance with details to be submitted and approved.
7. The development hereby permitted shall be carried out in accordance with the approved plans (to be listed).

and such other conditions as may be considered necessary following final replies from WSCC and the Environment Agency."

This means that you will need to address the provisos contained at the beginning of this report satisfactorily in order to enable the planning permission to be granted.

Consequently, I should be grateful if you would arrange for the submission of information relating to the impact of the proposal on the ecology of the mudflats together with details of the proposed mitigation. This is likely to mean enlarging the site area outlined in red on the plan to encompass the area of mitigation (such as the existing causeway). It will not require a further application fee to be paid for this additional area. Upon receipt of this information on impact and proposals for mitigation, it will be sent to the Environment Agency and Natural England for their views as to its acceptability, but the person engaged in compiling it may wish to liaise with those agencies during the preparation process.

I should also be grateful to receive a satisfactory amended plan showing the revisions agreed as necessary to address the highway safety issue, together with the Stage 1 Road Safety Audit and designer's response. WSCC will then be reconsulted for their advice.

Finally, information is needed from you to clarify, as far as you possibly can, where future maintenance responsibility would lie and how upkeep of the facility would be ensured.

Yours sincerely,

Keith Morgan
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