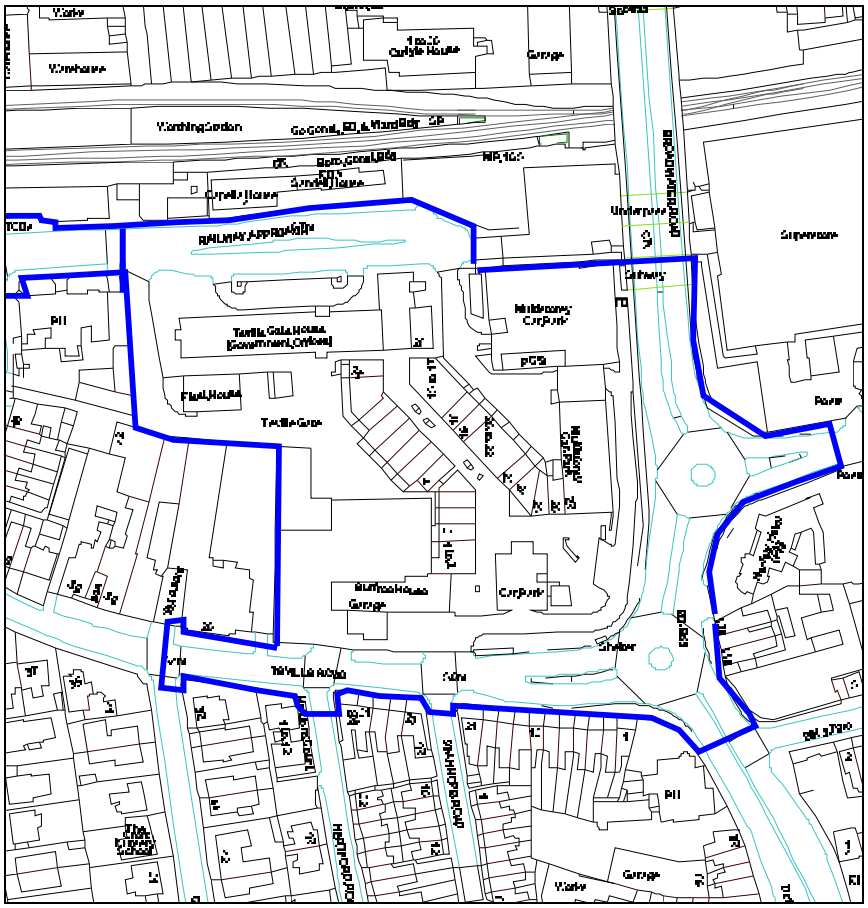
Mr C Blatchford
Hanson Capital Management Limited

WB/10/0852/OUT
CEN
JA

Location : Teville Gate Worthing

Proposal: Outline application for the demolition of existing buildings and erection of a mixed use development comprising multi screen cinema, restaurants and cafes, foodstore, hotel, health and fitness centre, offices, multi-function conference and exhibition centre, two residential towers containing 229 apartments together with 19 apartments on a new residential frontage to Teville Road and 12 apartments on a new residential frontage to Broadwater Road, 967 car parking spaces together with a new partially covered pedestrian arcade, landscaping and urban realm and access arrangements

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Not to Scale

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1. INTRODUCTION

Members will recall that at its meeting on 29th June 2011, an interim report was considered and Committee resolved that, in principle, they would support a foodstore on the site in addition to the other mixed uses proposed, having regard to the advice in PPS4 and the regeneration benefits of the development. In addition, Members supported the principle of the revised design, height, scale and massing of the scheme. The detailed Highway comments were awaited, although a Position Statement from the Highway Authority indicated that one of the Highway options presented by the applicant, in principle, provided the optimum arrangement in terms of traffic capacity and road safety, although it noted that further design work was necessary before it could be fully accepted by the Highway Authority.

In response to the Highway Authority concerns the applicant has now submitted revised plans revising the design of the signalised junctions and pedestrian crossings to minimise queuing and capacity concerns at the Teville Road and Newlands Road junctions. In addition, plans have been submitted setting back the top floor of the north elevation in response to concerns from English Heritage. Further consultation with local residents has been undertaken and additional representations received are set out in this report. Members are requested to refer to the previous interim report which describes the application and assesses the acceptability of the scheme in relation to Development Plan policies, PPS4, CABE/English Heritage Guidance on tall buildings including the impact of the development on heritage assets.. As a result, this current report concentrates on considering the impact of the development on the local highway network and the site's accessibility for all modes of transport and the ability of the scheme to mitigate the impact of the development on local infrastructure through the use of development contributions and the scope to meet affordable housing requirements.

2. REVISED PROPOSAL

The application, as originally submitted, proposed an "all red phase" to the new signalised junctions for Teville Road and Newlands Road junctions to allow all pedestrians to cross at the same time using straight across routes. During pre-application discussions, your Officers supported this approach as it would result in the removal of all Highway clutter and barriers around these junctions, significantly improving the public realm and prioritising pedestrian movements to and from the site. However, following detailed negotiations with the Highway Authority and detailed assessments of the impact this would have on the capacity of these junctions, it was clear that an alternative approach was required. The County Council's preferred approach recreates staggered crossings as this would reduce waiting times for pedestrians and have the least impact on queuing for vehicles at the junctions. The revised plans incorporating this option (option 13) have now been assessed through a Stage 1 Road Safety Audit. A revised Travel Plan has also been submitted and agreed by the Highway Authority although negotiations are continuing in relation to the scope to introduce a car club and bike hire schemes.

In response to the concerns of English Heritage about the scale of the development on the north elevation, the revised plans submitted also set back the top floor of the hotel by 1 metre. This helps to reduce the apparent scale and height of this elevation when viewed from Railway Approach.

3. REVISED PLANS - SUPPORTING STATEMENTS

In support of the revised approach relating to the north elevation of the building, i.e. the setting back of the top floor, the applicant submits that:

"Introduction

The current proposals for Worthing Gateway are broadly similar to the scheme that received planning consent in 2007. Despite starting the latest design with a 'blank sheet of paper' the process of urban design analysis, coupled with the Project Brief and Worthing Borough Council's clearly stated aspirations for the site and its regeneration potential have led us to re-confirm many of the principles established within the consented scheme.

There are however a number of differences, and in terms of the overall form of the scheme the inclusion of Teville Gate House, the former Revenue offices on Railway Approach, has both enlarged and enabled the new proposals to create an entirely new elevation to the southern side of Railway Approach and also to facilitate the completion of the pedestrian connection between the Chapel Road/Broadwater Road junction and the station.

In terms of scale and massing it is therefore this new elevation to Railway Approach, comprising the cinema and two levels of restaurants and cafes at its eastern extent and a hotel and office accommodation to the west, that is the main variation to the consented scheme.

The extension of the Worthing Gateway site brings the new proposals into much closer proximity with the listed buildings (The Grand Victorian Hotel opposite the station and the Station Keeper's Cottage (Sandell House) on the northern side) within Railway Approach. These buildings have therefore formed an important factor in the design of this part of the scheme in particular. This short report has been prepared at Worthing Borough Council's request in order to supplement the explanation of the evolution of the design of the latest proposals within the design and Access Statement, with specific reference to the new elevations to Railway Approach.

Relationship between Existing and Proposed Buildings

Figure 1 shows the profile of the existing multi-storey car park and Revenue buildings (black) in relation to the consented scheme (blue) and the proposed scheme in red.

Figure 2 shows the existing building footprint adjoining Railway Approach, together with the outline of the current proposals. With reference to these

illustrations it can be seen that at the eastern end of Railway Approach the new proposals are higher, but not substantially larger than the scale of the existing multi-storey car park.

However the current proposals clearly increase the scale of the southern side of Railway Approach by almost doubling the height of the existing Teville Gate House, and by bringing forward the existing building line to align with the site ownership boundary – effectively the back of the existing footway.

As a consequence of these changes to the scale of development in Railway Approach the design of the proposed new elevations were part of a comprehensive, inclusive design development exercise involving both WBC and the South East Regional Design Panel. Consideration of alternative solutions to the form of these elements, and the architectural principles finally adopted are outlined in the following section.

Design Development

The opportunity to create an entirely new elevation to the southern side of Railway Approach also suggested that it would be opportune to consider the pedestrian and vehicular circulation within Railway Approach itself.

This would enable the current unusual anticlockwise vehicular circulation pattern, and existing and proposed service traffic to be better configured to provide a more welcoming, accessible pedestrian zone to complete the town centre to station route – in fact a significant area of new public realm.

In addition the requirements of public transport in the form of buses, coaches, taxis and the future needs of the Coastal Transport System (CTS) serving both the station and the proposed development could be integrated with the pedestrian realm and the proposed new public car park access.

Figures 3-4 show different stages in the evolution of the Railway Approach design. Initially ideas included the generation of a more organic streetscape composed of a series of visually distinct buildings or a cluster of higher rise blocks. However these early thoughts were soon replaced by the adoption of a simplified composition including, moving from the Broadwater Road Bridge in the east towards the Grand Victorian Hotel in the west; the cinema, the arcade entrance, the office/hotel elevation and the access to the new public car park.

In this composition the arcade and car park entrances appear as recessed street entrances with returns within the façade which are legible at eaves level, breaking the elevation down into a series of distinct blocks (Figure 5).

In addition, the introduction of a ground level active frontage comprising cafes, the hotel lobby, car park pedestrian entrance and office entrances established the opportunity for a far more interesting enclosure to Railway

Approach at street level with the possibility of these activities spreading into external spaces within the new public realm.

Ideas for revised circulation patterns which generated a greatly improved pedestrian priority walking environment were also developed together with the introduction of an arcade formed by a masonry screen wall set in front of the main façade. This added depth and layering to the new elevation and also created a hierarchy within the pedestrian realm, and the opportunity to form a protected route through the scheme to the station (Figure 6).

A design development model (Figure 7) of the scheme had been prepared during these initial stages, and this was tabled at our SERDP workshop in March 2010. At this workshop the specific issue of the scale of the proposals in relation to Railway Approach and its listed buildings was discussed and agreed in principle. The overall façade strategy was also discussed and agreed, however the introduction of masonry, to better reflect the established character of Railway Approach was also recommended.

The elevation strategy reflected in the working physical model formed the basis of design development, and was incorporated in a schematic CAD model of the proposals. In June 2010 WBC requested that views of Railway Approach were sent to English Heritage for comments regarding the context of the Listed Buildings (Figure 8).

Subsequently, however RDA felt that the arrangements proposed at that time could be further improved upon and a revised set of images were sent to EH in August 2010 (Figure 9). These images illustrated the following modifications:

- *A reduction in the overall height of the masonry screen*
- *The creation of a 'double' set back at the top hotel levels*

These changes were undertaken in order to further reduce the impact of the uppermost floor of the building when viewed from within Railway Approach.

These modifications are reflected in the cross sections of Railway Approach at Figure 10, which represent the relationship between the existing buildings and those included within the current application. As can be seen from the sections, and from the visual impact montage Figure 11, the uppermost levels of the hotel are only visible from a relatively limited range of locations within Railway Approach.

Further Improvements

In response to a request from WBC, RDA have considered the possibility of further setting back the top floor of the hotel, in order to reduce even more its already limited visibility.

Figure 12 demonstrates how a further 1.0 m setback is feasible in layout terms. It is likely that with the removal of the overhanging roof/brise soliel

detail to high level eaves, in addition to such a set back the top floor of the building would not be visible from ground level within Railway Approach.

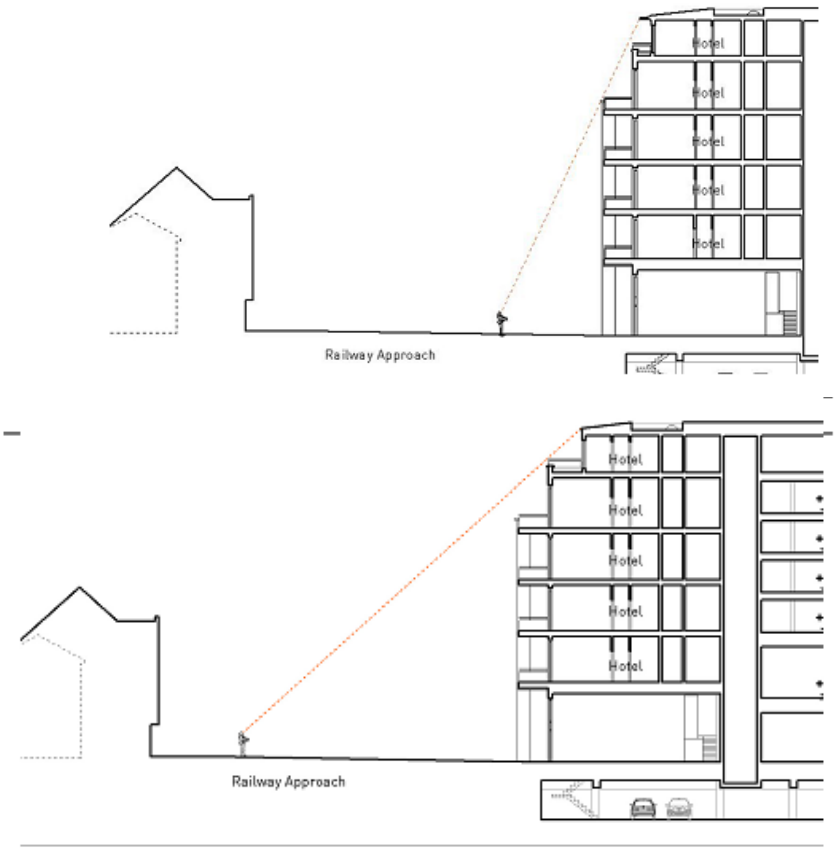
Conclusion

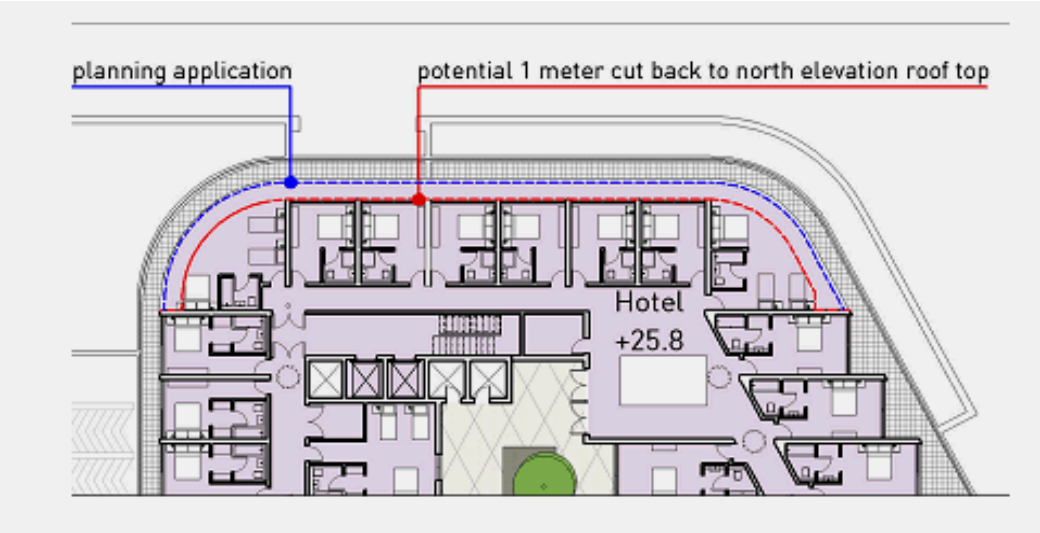
The relationship between the new Worthing Gateway proposals, Railway Approach and in particular the listed buildings has been the subject of an intensive 12 month period of design development, evaluation and adjustment to arrive at the application scheme.

In consultation with WBC and the SERDP it has been recognised that an increased scale of building is appropriate for this Gateway site, and that the potential to improve the public realm in the immediate vicinity of the new building would significantly assist in the integration of the building within the existing setting.

In addition to modifications to the proposal made in the later stages of pre-application design development it has been demonstrated that a further setback to the uppermost level of the hotel can be made.

Whilst English Heritage have not raised an objection to the proposals, this further adjustment should be sufficient to remove the visual profile of the top floor of the building when viewed from ground level within Railway Approach, if such adjustments are thought to be necessary by WBC."





The applicant's highways consultant has prepared the following summary setting out the key differences between the scheme submitted with the original application and the latest highway proposals,

"The original TA layout provided straight across pedestrian crossings on all arms of the Teville Road/Broadwater Road junction. At the request of WSCC this was amended to staggered crossings to improve vehicular capacity. A number of other changes have been incorporated to improve pedestrian and cycle access.

The key changes are marked on the enclosed plan and are set out below.

A. Straight across pedestrian crossings changed to staggered crossing to improve vehicular capacity.

B. Stop lines on Newlands Road arm moved forward to reduce lost time during signal phases to improve junction capacity.

C. Existing pedestrian crossing near Lennox Road to be retained to better match pedestrian desire lines.

D. Existing pedestrian underpass below Broadwater Road Bridge to be retained and refurbished. Proposed cycle routes clarified including link to the railway station.

E. Existing footways widened on the southern arm to provide 3m shared cycle/footways. Proposed cycle routes clarified.

F. Existing footway over Broadwater Road Bridge to be widened to provide 3m shared cycle/footways. Proposed cycle routes clarified.

G. Footway widened at Stanhope Road to improve pedestrian circulation and remove an awkward crossing.

H. Bus stops changed to on carriageway type at the request of WSCC bus officer and bus companies to assist buses rejoining the flow of traffic.

I. Central reserve hardened to prevent right turns and to improve safety.

J. Central reserve hardened and north south drive line straightened to improve safety.

K. Cycle parking locations clarified.

L. Island relocated to suit Kwik Fit access.

M. Turning facility clarified at Hertford Road, similar to that already existing at Oxford Road to the west.

The above changes improve the traffic capacity of the proposal and improve the cycle and pedestrian access and safety in the vicinity of the development."

4. ADDITIONAL CONSULTATION RESPONSES

West Sussex County Council as the **Highway Authority** comments that:-

"Proposal

Outline planning application was submitted in October 2010 for the demolition of existing buildings and erection of a mixed-use development comprising multi-screen cinema, restaurants and cafes, foodstore, hotel, health and fitness centre, offices, multi-function conference and exhibition centre, two residential towers containing 229 apartments together with 19 apartments on a new residential frontage to Teville Road and 12 apartments on a new residential frontage to Broadwater Road, 967 car parking spaces together with a new partially covered pedestrian arcade, landscaping and urban realm and associated highway and access arrangements.

Highways and transport comments

As previously documented, the proposed development will impact on the highways and transport network. This Position Paper seeks to set out the WSCC officer view on the planning proposals as of September 2011. Specifically, comments below refer to the traffic impact of the scheme and the indicative draft Option 13 layout of the proposed highway works. They do not refer to detailed matters nor S106 contributions unless otherwise mentioned.

Vehicular Access to the development

Two vehicular access points are proposed to serve the development. One is provided directly off Teville Road opposite the junction of Hertford Road utilising traffic signal control with the other being off Railway Approach/Oxford Road.

In terms of the detail of the proposed road changes which has progressed since the initial planning submission, the proposal still seeks to remove the existing roundabouts at the junctions of Broadwater Road/Chapel Road/Newlands Road and Chapel Road/Teville Road and replace these with traffic signals. Railway approach has its circulatory system changed and a pedestrian crossing included for road safety reasons. Site access off Teville Road is also shown controlled by traffic signals. In conjunction with the proposed changes and for road safety and traffic flow reasons, traffic movements at both Hertford Road and Stanhope Road will be altered. As per previous consents at the site, it is proposed that Hertford Road remain for two-way traffic along the majority of its length but will only permit a left turn in off Teville Road. Movements out to Teville Road are proposed to be banned. For Stanhope Road, it is proposed to limit movements to left-in and left-out. A narrow island will run east-west along the Teville Road site frontage separating traffic flows and to further reinforce traffic movements.

CLC approval of any changes and associated TRO's will be required. THESE WILL BE REQUIRED PRIOR TO ANY WORKS COMMENCING BOTH ON AND OFF-SITE.

Traffic impact of development

A detailed assessment of the existing network of roads has been undertaken by consultants working on behalf of the developer. Previous uses on the site (and what might reasonably be brought back into use) have been provided by the applicant and considered by the County Council. Based on that originally submitted with the application, the County Council raised concerns over levels of traffic in association with the design of the road system to serve the site.

Since that time, further design options have been submitted. Of these, draft Option's 11, 12 and 13 have been considered in terms of road safety, traffic impact and accessibility. From scrutiny of the plans and supporting traffic and safety reports, Option's 11 and 12 indicate significant levels of congestion and longer queues on all parts of the surrounding road network and long pedestrian waiting times, all of which would not be acceptable to the Highway Authority. Option 13 indicates that the highway network close to the site – namely Broadwater Road, Chapel Road, Newlands Road and part of Teville Road - should operate satisfactorily although this would be still be subject to further design work being undertaken and a number of points of detail being resolved. However, traffic impact on the nearby junction of Teville Road, Tarring Road and South Farm Road, west of the site, still shows congestion.

Looking at the detail of Option 13, in terms of numbers/queue lengths, the future year (2016) without development indicates a queue on Teville Road of 44 vehicles in the weekday PM peak hour of 17:00 to 18:00. With development this figure increases to 117 vehicles. It is not possible to increase the traffic capacity of the South Farm Road junction within available highway land, due to the presence of existing buildings tight to all sides of the junction.

The applicant's Highway Consultant was asked to consider the impact at South Farm Road further. It was considered that a change of junction control to traffic signals would further reduce capacity at this location. This is because the complexities of the existing layout would make it difficult to tailor for signal control. Therefore, this option was rejected. The consultant produced some alternative scenarios, based on extrapolation of the traffic results, assuming a simple linear relationship between changes in traffic flow and changes in queuing, but did not undertake any junction sensitivity tests on the available junction models.

The main alternative scenario considered was to restrict traffic movements at the proposed Teville Road development access for the food store car park – i.e. to control where exiting traffic could go when it left the site. The junction as proposed in the planning application would operate with both left and right turns available to drivers, but not straight across movements to Hertford Road. The alternative scenario included a ban on right turns out of this proposed access which, in turn, showed a slightly reduced impact and consequent queue towards South Farm Road. In terms of numbers, the PM peak hour queue reduces from 117 to 75 (approx) vehicles in the 2016 future year appraisal. However, this does assume a 15% reduction in development generated traffic brought about by Travel Plan measures. Without the 15% the figure rises to 80.

The reality of the situation is that drivers faced with longer queues and, in turn, longer wait times, are likely to look for alternative routes away from the key areas of congestion. In practice drivers will not tolerate delays of this length on a daily basis and will alter travel behaviour in one or more of the following ways such as re-routing and re-timing of journeys, change of travel mode for all or part of journey, change of destination, reducing frequency of journey. An example for trips to a destination within walking distance of the congested junction could be to park prior to the junction and walk through the congested area to the final destination. Re-timing of car journeys can be expected to result in some "peak spreading".

Although the consultant has produced some information on this alternative scenario, the applicant has clearly stated that the proposed supermarket operator would not be prepared to accept restricted traffic movements for commercial reasons.

West Sussex Transport Assessment (TA) Guidance

WSCC TA guidance recommends that the impact of development on surrounding highway networks should result in nil detriment. The Worthing Gateway proposal (draft Option 13) with suitable mitigation at key parts of the network, largely demonstrates this, save for South Farm Road. The investigations at South Farm Road show that it is not possible to produce a nil-detriment solution for this junction within constraints of available land for development of the intensity of traffic generation proposed save for area-wide traffic reduction and management, which does not appear to be within the applicant's gift and could potentially have wider implications.

Sustainable access

To satisfy sustainable access requirements, cycle and pedestrian infrastructure is planned. The proposed crossings will incorporate facilities for pedestrians and, wherever possible, for cyclists and will provide connections in and out of the development site. Links north, south, east and west are proposed via a combination of on and off-road facilities. To compliment this, a bicycle hire scheme is being considered by the applicant and further measures such as reduced cost bicycle purchase are also being considered within a comprehensive travel plan.

At the time of writing, details of the cycle access works and bike hire scheme have yet to be finalised and further work is required on the part of the applicant and his consultants to fully satisfy the Highway Authority. However, the Highway Authority considers that a number of detailed design issues could be resolved post-planning permission. The applicant has accepted this.

A 'car club' is also being considered for the site. However, the applicant has yet to commit to this and further discussion/negotiation with the applicants is required.

A bus stop and waiting area for public transport provision is made to the front of the site although further design work is required here to maximise its potential (the bus waiting area is likely to be doubled in size and an additional bus shelter/waiting facility provided). Real-time Passenger Information (RTPI) and improvements to evening and weekend services to cater for increased demands placed on existing services by the development are sought but to date, have not been agreed. Such measures would be secured via a Section 106 Agreement.

The existing pedestrian underpass (subway) running underneath Broadwater Bridge and connecting the site with the newly re-furbished Morrisons store has been the subject of discussion. The applicant intends to incorporate this well-used facility in improved form (lighting, ease of access, CCTV etc. and DDA compliant). Final details have yet to be agreed.

Use of planting around some of the boundaries of the site (predominantly Teville Road, Broadwater Road and Chapel Road) is proposed instead of pedestrian guardrail. Suitably designed, this has the potential to provide direction for pedestrians and cyclists without the need for traditional pedestrian guardrail in some areas. It will also contribute to improving the public realm in this location. There are still detailed matters to be resolved with this although the principle of such an approach is supported by the Highway Authority. Guardrail is, however, still likely to be required on parts of the crossing points – namely the central islands and on parts of the approaches.

Car parking

Both vehicular access points serve car parking areas – the access off Teville Road is intended to serve the proposed supermarket (400 spaces) with the access off Railway Approach providing access to the remaining 567 spaces serving the other uses. Car parking has now been assessed and as proposed is deemed satisfactory and in accordance with current parking guidance, subject to residential allocation (and control thereof) being agreed. A contribution towards a study of the existing Controlled Parking Zone (CPZ) will be required in order to assess on-street car parking levels once the development is substantially complete. Furthermore, an additional contribution will be required to implement changes to the CPZ if on-street parking problems are identified once the site is substantially complete and in operation. Such contributions would be secured via S106 Agreement.

Other matters to be considered

Comments and recommendations cover County Council interests relevant to the application and as well as Highways and Transport will cover Education, Fire and Rescue, Libraries, Waste Management, Landscaping and Ecology.

Summary position of WSCC

The scheme provides redevelopment of an important site within Worthing and one considered in the Worthing Masterplan and recently adopted Core Strategy for the Borough. It will deliver a number of positive changes to the surrounding highway network including parts of the A24, part of the strategic road network for West Sussex. If suitably designed, it will also improve accessibility for vulnerable users such as pedestrians and cyclists. However, the very nature of the scheme in terms of food shopping and leisure will bring with it additional traffic to parts of the road network where traffic congestion already exists. This will have a potentially negative impact on some roads near to the site – namely the junction of Teville Road, Tarring Road and South Farm Road. However, the reality of this situation is that some drivers will either plan alternative routes, change the time of their journey or use other modes to travel.

Conclusion

Officers consider that the applicants and their consultants have provided sufficient information to enable appraisal of the traffic impact and indicative method of junction design – but not final detail of the latter. The proposal, if permitted, will result in longer traffic queues along Teville Road between the site and the junction of South Farm Road as documented above. However, any large-scale development on the Teville Gate site will generate more traffic onto the surrounding road network. Option 13 appears to provide the optimum arrangement in terms of traffic capacity and road safety as are the works proposed to Railway Approach. Both will be subject to further detailed design work being provided by the applicant and/or his agents and will need to be agreed before final acceptance by WSCC as Highway Authority.

Specific details will continue to be discussed directly with the applicant and/or his Highway Consultant.

Further commitment is also required from the applicant for non-car modes of transport and contributions thereto.

A Fire and Rescue access and water strategy is also required.

In the previous Position Paper of 28th June 2011, WSCC said that the necessary further design work for the areas documented above – namely Teville Road, Chapel Road, Broadwater Road, Newlands Road and Railway Approach – must be submitted to and agreed by the Highway Authority prior to planning permission being granted. This is because it was thought that many of the matters still to be resolved would not be suitable for consideration post-planning permission given their complex nature. Should suitable details not be forthcoming or agreed, then the Highway Authority reserved the right to object to the application.

Since those earlier comments were made, the applicant has provided revised layouts for the areas mentioned above – the detail of which is shown on Drawing's WTD/SA/95/0024 Revision 'A01' and W/SA/06/Figure 8 Revision 'A02'. In the main, these include further detailed design considerations as have been discussed with the applicant's highway consultant. However, some areas will need to be amended when the scheme comes forward at the detailed design stage. The list is not exhaustive but in the main, concern cycle connections in and around the site (mainly on the eastern side of Broadwater Road), access to the underpass, road surface details (Railway Approach) and changes to the north end of Hertford Road where a turning head is shown. Full details will be set out in the formal WSCC response to the planning application, to be submitted to the Borough Planning Officer in advance of the proposed Committee date.

Following discussion with the applicant and his consultants, it has been agreed between parties that the outstanding issues will be attended to post-planning consent. Therefore, the aforementioned drawings are NOT to be considered final although they do show, for the most part, what the scheme will look like when constructed."

In connection with the previous report the **District Valuer** had provided an interim assessment of the viability of the scheme and he stressed the importance of the foodstore to the schemes viability and deliverability. He indicated that further work was required to understand the applicant's development appraisal before being able to advise the Council on the level of affordable housing and infrastructure contributions the scheme could afford before it became unviable.

Following further meetings and additional information regarding such matters as acquisition and build costs the District Valuer has now submitted his final report which concludes that:

"Following our detailed research we are of the opinion that the viability assessment of the policy compliant scheme, including affordable housing (80 units) and a section 106 contribution of £1,000,863 is not viable and shows a deficit of approximately £5,650,606 on the basis of a profit of 12.5%. This compares to the profit shown by the applicants for the overall scheme of 12.77% on the basis of a scheme with no affordable housing on site.

We have also considered the amount of affordable housing that could be provided on site for the scheme to be viable which equates to between 15 to 20 units or all units in the Teville Block. This only equates to approximately 7/7.5%.

As an alternative the Council may be prepared to accept an offsite commuted sum in lieu of the small number of affordable units on site. However the key issue with regard to the delivery of this scheme is the food store. It is the major anchor for the scheme and without it I do not believe that the overall scheme will be delivered and the regeneration of this site will be delayed considerably. All other uses are important but the food store is the key.

Recommendations:

On the basis of our assessment above we are of the view that the policy compliant scheme is not viable and is only viable with a substantial reduction in the level of affordable housing on site. The alternative is to consider a commuted sum in lieu of the on-site provision.

If the Council are prepared to reduce the section 106 contributions and the policy level of affordable housing to assist viability we would recommend including either a review mechanism to review viability at certain stages during the development or an overage clause in any section 106 agreement on the basis that the developer achieves an overall profit level in excess of say 15%. Any "super profit" should be shared 50/50 with the developer in order to provide an incentive.

Delivery of the Scheme: On the basis of our assessment the Food Store is the key element to the scheme and unless this anchor is resolved the scheme will not be delivered under the current market conditions."

The **Planning Policy Manager** comments that:-

"Leisure and Recreation contributions

A broad approach to development contributions to meet the infrastructure needs of the occupier/users of the new development is set out in Policy 12 of the Worthing Core Strategy 2011. The calculations below are based on the draft Planning Contributions SPD.

Total residential number of units is 260 - comprising 1, 2 and 3 bedroom flats. The following mix of housing types has been applied as per the Access and Design statement.

The Teville Gate application will only require contributions in:

- *Equipped children's play areas*
- *Adult/Youth outdoor sport*

*There is **no requirement** for Casual/Informal play as the Ward has above the required NPFA standards*

Total occupancy
125 x 2 persons (1 bed flats) = 250
111 x 3 persons (2 bed flats) = 333
24 x 4 persons (3 bed flats) = 96
Total occupancy 679 occupants

Leisure classifications	***Contribution per resident***
Equipped Children's Play equipment	*£234.00*
Adult/Youth Outdoor Sport	*£248.88*

Total Leisure Contributions

Equipped Children's Play equipment	*429 x £234*	*£100,386*
Adult/Youth Outdoor Sport	*679 x £248.88*	*£168,989*
Total Contribution		***£269,375***

Please note – there is no contribution sought for equipped children's play equipment for 1 bed flats so the contribution relates to the total occupancy of the 2 and 3 bed flats only."

5. ADDITIONAL REPRESENTATIONS

A further **3 letters of objection** have been received raising the following concerns:-

i) The applicant's Briefing Notes contain substantial amounts of data and analysis; however, it appears that they are all based on the statement that any solution involving retention of roundabouts would not deliver the required pedestrian accessibility improvements. As a result, there are estimates of how long pedestrians and cyclists would have to wait at various crossings but it appears no comparable estimates for how long road vehicles would have to wait at the junctions.

ii) At present, outside peak times and with the roundabouts in place to facilitate such movements, a high proportion of traffic passes through the junctions without stopping at all. If the roundabouts are replaced by eight sets of pedestrian controlled traffic lights, then some road traffic will be brought to a halt from one direction or another at all times of the

day and night. This simply must mean raised levels of pollution from noise and exhaust fumes which would seriously affect residents living close to the junctions and possibly even occupants of the proposed twin towers. This would also have an adverse impact on travel time for busses negotiating twelve sets of traffic lights.

iii) It is questioned whether such priority should be given to pedestrian accessibility to and from the development when it was agreed at the meeting on 29th June that the scheme was not likely to lead to a substantial increase in link trips to and from the town centre. It is hoped that the Town Planners and Members of the Committee will take these factors fully into account when making their decisions on this aspect of the scheme.

iv) The height of the proposed flats is totally detrimental to the surrounding area and will destroy the ambience of the town.

v) The towers will be an eyesore and the spoil the view of the town in all directions. Any development should not exceed the height of the flats on the corners of Newland Road and Teville Road.

vi) The development would cause an extremely large increase in traffic in an area that is already congested at certain times of the day.

vii) It is questioned whether sufficient parking has been made.

viii) There is no need for another supermarket with Morrison's across the road from the site. The town already has many vacant sites which have been vacant for many months.

ix) There is no need for a multi-plex Cinema as 4 other venues in the town show films.

One additional letter of support has been received on the grounds that:-

i) The development will be a great asset to the town.

ii) Approval should be granted now rather then seek further amendments and risk losing the opportunity to secure the development of the site given the major financial difficulties facing the country.

6. PLANNING ASSESSMENT

Following the meeting on the 29th June this report concentrates on the outstanding highway issues and negotiations on the s106 Planning Obligation. This report therefore should be read in conjunction with the previous interim report which deals with the detailed planning assessment of the scheme.

In considering the interim report at the end of June Members supported the principle of a foodstore on the site as they recognised its importance to the viability of the scheme. Since then the Government has published the draft National Planning Policy Framework (NPPF). Whilst this is only a consultation draft and has only limited planning weight it does indicate the direction of travel for Government policy. The NPPF still recognises the importance of town centres and re-states the principle of 'town centres first', which means that new retail and leisure developments should look for sites in town centres first. Furthermore, only if suitable sites are not available should retail and leisure developments look for edge of centre and then out of centre sites.

In this case, having regard to PPS4, it is not considered that there are any sequentially preferable sites available. Whilst there is some concern that the proposed development could divert investment from the Union Place site it is considered that the regeneration benefits of developing this key site, which would help to link the railway station to the town centre, would outweigh any residual policy concerns. In this respect the proposal should be regarded as a sustainable development that would help to attract further investment into the town and act as a catalyst for the further regeneration of important town centre sites.

It is essential, however, to ensure that the development does not have an adverse impact on the surrounding highway network and the scheme mitigates the impact of additional traffic and activity as well as parking on adjacent streets. This is a very high density mixed use scheme and trying to balance the desire to improve the pedestrian accessibility of the site with the need to ensure the free flow of traffic into the town centre has been extremely challenging and has resulted in the application being amended in favour of reducing the impact on the highway capacity. Nevertheless the revised plans that have emerged following lengthy highway negotiations have improved the pedestrian and cycle accessibility of the site.

<u>Traffic and Parking Issues.</u>

It is accepted by all parties that the existing roundabouts have to be replaced by signalised junctions not only to create safer conditions for pedestrians and cyclists but also to cope with the predicted development traffic. Furthermore, even without development traffic (i.e. the scheme not proceeding) the Highway Authority accepts that the existing roundabout junctions would be operating beyond capacity in 2016 with unacceptable queue lengths at peak times. Whilst the desire to improve pedestrian accessibility to the site through the use of straight crossings has been supported by your Officers and the Regional Design Panel the various options investigated over the last few months have not been able to come up with a solution that achieves this without causing an unacceptable level of queuing at the junctions or excessive waiting times for pedestrians to cross. This is demonstrated by the following tables:-

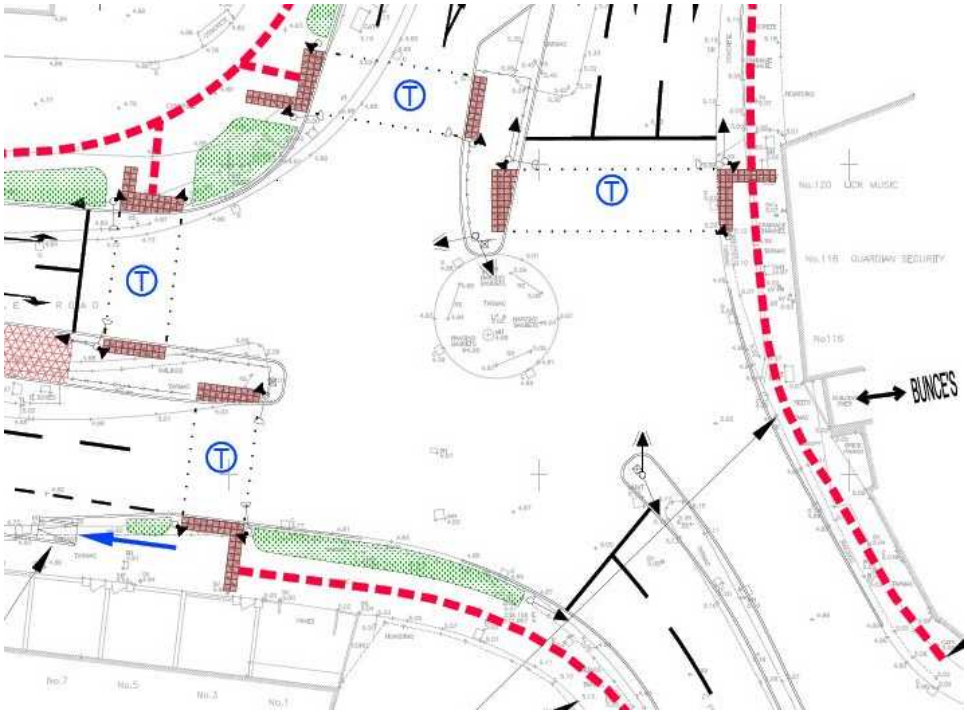
DO NOTHING OPTION For comparison	DO NOTHING Existing Roundabout No development	
	Base Case	
Teville Road / Chapel Road Junction	DoS	QUEUE
TEVILLE ROAD Max Q (L22/23)	65.0	2
BROADWATER Max Q South B (L 24/25)	74.4	3
CHAPEL ROAD Max Q North B (L 21)	50.8	1
Broadwater / Newland Junction		
BROADWATER North B Max Q (L33 34)	55.5	1
BROADWATER South B Max Q (L 31)	90.7	8
NEWLAND RD Max Q (L 32)	145.6	176

DO NOTHING OPTION For comparison	DO NOTHING Existing Roundabout With development	
	Design A	
Teville Road / Chapel Road Junction	DoS	QUEUE
TEVILLE ROAD Max Q (L22/23)	62.3	2
BROADWATER Max Q South B (L 24/25)	76.3	4
CHAPEL ROAD Max Q North B (L 21)	53.9	1
Broadwater / Newland Junction		
BROADWATER North B Max Q (L33 34)	55.9	1
BROADWATER South B Max Q (L 31)	93.9	11
NEWLAND RD Max Q (L 32)	151.5	199

DO SOMETHING OPTIONS With development	TA Design Full All Red – all straight across ped crossings called every other cycle Cycle time 120 seconds		Layout Option 11 Full All Red – all straight across ped crossings Cycle Time 90 Seconds				Layout Option 12 Teville Road straight across, others staggered Cycle Time 90 Seconds				Layout Option 13 Full staggered ped crossings Cycle Time 90 Seconds	
	Design B Peds every other cycle		Design C Peds every cycle		Design D Peds every other cycle		Design E Peds every cycle		Design F Peds every other cycle		Option G Peds every cycle	
Teville Road / Chapel Road Junction	DoS	QUEUE	DoS %	QUEUE	DoS %	QUEUE	DoS %	QUEUE	DoS %	QUEUE	DoS %	QUEUE
TEVILLE ROAD Max Q (L22/23)	101	29	149	74	103	22	126	52	110	30	90	17
BROADWATER Max Q South B (24/25)	99	37	134	106	106	41	123	82	106	41	62	15
CHAPEL ROAD Max Q North B (L 21)	96	65	186	354	99	49	116	36	108	26	90	36
Broadwater / Newland Junction												
BROADWATER North B Max Q (L33 34)	75	10	70	16	101	53	68	20	73	24	77	18
BROADWATER South B Max Q (L 31)	52	25	73	26	73	26	56	21	56	21	56	21
NEWLAND RD Max Q (L 32)	78	31	66	20	66	20	80	23	80	23	80	23

The ‘do nothing’ option above highlights that even without the development taking place the saturation of Newlands Road reaches 145% with queues of 176 vehicles on a single lane arm. This queue would be about 850m long. This demonstrates that the existing junctions would fail in 2016 even if no development takes place. The development requires the roundabouts to be signalised and would ‘benefit’ the town centre and other town centre development sites by improving the capacity of these junctions.

The preferred solution by the Highway Authority removes the previous straight crossings and ‘all red phase’ to allow all pedestrians to cross at the same time and replaces this with a more conventional solution with staggered pedestrian crossing points. This enables the signals to operate more effectively to ease congestion at these junctions particularly during peak hours. The revised approach for the Teville Road junction is indicated in the following extract from the revised plans:



Whilst it is inevitable that the development would increase congestion at these junctions the highway Authority is satisfied that these junctions would operate satisfactorily and improve safety for all modes of transport. The one exception is the impact of development traffic on Teville Road as set out in the Highway Authorities Consultation response.

Teville Road/South Farm Road junction.

There is little doubt that there is already considerable traffic congestion along Teville Road and the mini roundabout junction with South Farm Road often fails to cope satisfactorily with current traffic levels at peak times. This is due to a combination of factors not least the proximity to the level crossing, and the alignment of the junction with Teville Road and Clifton Road. The problems of this junction have been known for some time and previous solutions have been investigated such as making Clifton Road one way but these have not been pursued because of opposition from retailers at the southern end of the Road. Providing a signalised junction would assist but this cannot be achieved within the confines of the existing highway and is clearly beyond the applicants control to implement. Whilst the development would exacerbate an already congested situation along Teville Road (potentially increasing queue lengths from 44 to 117 vehicles) it would not be reasonable to refuse the application on these grounds, given that there is no solution to the problem. As the Highway Authority accepts it is unlikely that traffic would join queues of this length and as most traffic would be local, motorists would find alternative routes to avoid the congestion at peak times. It is apparent that this already happens particularly as there are often significant delays caused by the level crossing. One option considered was banning right hand turning movements from the basement car park on to Teville Road but this option was resisted by the foodstore operator and would not improve the situation significantly.

Although there are concerns about the additional congestion along Teville Road these problems exist at present and would have to be addressed even if the development did not proceed. As indicated by the Highway Authority this could only be solved by wider traffic management solutions and re-visiting options for the South Farm Road junction.

Hertford Road and Stanhope Road.

As with the earlier planning permission for this site the provision of direct access to Teville Road for the site access requires Hertford Road to be altered to only allow a left turn into the site. The majority of Hertford Road would remain two way apart from the last 5 metres similar to the arrangement at Oxford Road. For Stanhope Road, it is proposed to limit movements to left-in and left-out. A narrow island will run east-west along the Teville Road site frontage separating traffic flows and to further reinforce traffic movements. Concerns have been raised by Highway Consultants on behalf of Kwik Fit that the new right hand turn lane into the site would prevent access into their site. The revised highway plans have relocated a proposed traffic island to ensure access and egress for larger Lorries into and out of the Kwik Fit site. An objection has also been raised by Bunce in connection with its delivery access which currently exits directly onto the roundabout. This access appears only wide enough for transit type deliveries and the applicant's highway consultant considers that the signalised junction would make access easier than the current arrangement.

Railway Approach

The applicant originally proposed that the existing access arrangements for Railway Approach would be left as they are and a proportion of any s106 contributions would be used to implement a revised highway layout and improve the public realm between the site and the railway station. During negotiations on the application it was clear that the current anti clockwise arrangement for Railway Approach required modification and the scheme now incorporates the highway alterations to Railway approach necessary to facilitate delivery access to units at the northern end of the scheme. In addition your Officers have argued that the public realm improvements to Railway Approach are essential to improve the setting of the former railway station building directly to the north of the site and help create a new street to enhance the north elevation. As such it is considered that these public realm improvements should be implemented as part of the development. This would affect the viability figures submitted by the applicant and it is likely that the level of funding available for s106 development contributions would need to be reduced. As the cost of these public realm improvements is not known at this stage it is not clear what impact this will have any s106 funding available, however, the cost could be between £200K and £500K.

Pedestrian and cycle Accessibility

Although the loss of the 'all red phase' and straight pedestrian crossings is disappointing, particularly as the new staggered crossings will re-introduce guardrails, it is accepted that the revised approach does bring forward other enhancements to the accessibility of the site by pedestrians and cyclists. The narrowing of the highway around the site will ensure wider footways capable of accommodating pedestrians and cyclists and it appears that there will be scope to remove sections of guardrail along the bridge as the footway on the west side of the bridge is increased in width. It is hoped that as negotiations on the precise highway design continue further improvements to the public realm can be secured to enhance the overall setting of the development and create a more pedestrian friendly environment. The scheme now retains the underpass leading to the Morrisons store and although this is a secondary route and the main focus of pedestrian flow will be through the new arcade, it will be provide an improved DDA compliant route as an alternative to surface level crossing points. The scheme also retains the straight crossing at Lennox Road which is well used crossing at the present time.

Parking

The following table sets out the level of parking proposed for different elements of the scheme.

Parking Use	Number of Spaces
Food store, basement car park	400
Residential spaces in MSCP	180
Public spaces in MSCP	150
Spaces for other uses	237
Total	**967**

Whilst, some Members expressed concern about the level of parking proposed it is considered that the level of provision is adequate given the sustainable location of the site. It is intended that the only allocated residential parking will be for the 24 x 3 bed flats as this will maximise parking available for other uses. The basement car park for 400 cars is predominantly for the foodstore although two hour parking will be permitted. The precise details of any car parking charging regime have not been resolved as yet but the applicant submits that agreement will be reached with the County and

Borough Councils. At this stage it is intended that all parking would 'pay and display' and the applicant would seek as much flexibility as possible to maximise the number of spaces available for the public.

The concerns about the impact of the development on parking in surrounding residential roads is appreciated and a key element of the Travel Plan will be to secure a parking survey of the Controlled Parking Zone (CPZ) once the development is substantially complete and a bonded sum of £50,000 is to be provided to implement changes if the development does lead to parking problems in the locality.

Travel Plan

In view of level of traffic and activity generated by the proposed development it is essential that the proposed Travel Plan is robust to reduce vehicle movements to the site as far as possible (a 15% reduction in vehicle movements is the target proposed). A Framework Travel Plan has been agreed in principle with the County Council although negotiations are continuing in relation to a possible bike hire scheme and/or car club and whether it is necessary to subsidise bus routes to the site to improve the service in the evenings and at weekends. The Framework Travel Plan sets out a number of measures to encourage sustainable travel to the site and it is proposed that the on site management company would employ a Travel Plan Co-ordinator to ensure implementation and ongoing monitoring. It is intended that each occupier of the development would produce its own Travel Plan and implement further measures to reduce car use.

As far as the residential component of the development is concerned a number of measures are proposed to reduce car usage including:

- A £100 voucher for all flats to either pay towards a bike or purchase a season ticket.
- Electric charging points and two electric vehicles.
- Three car parking spaces for use by a car club or car share scheme.
- Information Packs to be provided to all new residents encouraging sustainable modes of transport.
- The provision of real time messaging on bus stop(s) adjacent to the site.

At the last meeting Officers suggested that the introduction of a car club would be beneficial in terms of improving the sustainability of the site and further negotiations are continuing about whether this could be run commercially without any subsidy. The applicant's Highway Consultant has been asked to contact local car clubs to ascertain whether the size of the development would be sufficient to introduce such a scheme without financial incentives. Clearly the provision of two electric cars and spaces for a car club would be beneficial to attract a commercial car club to operate from the site.

Similar discussions are taking place regarding the need for any bus subsidy to ensure improvements are made to evening and Sunday services. Clearly there would be additional demand for buses at this time with the leisure and

retail elements of the scheme. The main issue is whether one of the commercial bus operators would be willing to increase services to the site once the scheme is substantially complete. Normally bus operators are not willing to do this until they are satisfied that sufficient demand has been generated to ensure that the route is commercially viable. The County Council has indicated that it would ideally like to see a contribution of £75K over 3 years (£225K in total) to ensure that buses are available to coincide with the various uses being first open for use.

Affordable Housing and Development Contributions

The latest report from the District Valuer confirms that the scheme would not be viable if the Council insisted on the normal development contributions and 30% affordable housing. To ensure that the regeneration of this site takes place it is essential that the scheme includes the provision of a foodstore and it is apparent that the level of S106 contributions and the percentage of affordable housing secured would have to be significantly reduced.

For a policy compliant scheme there would need to be development contributions of in excess of £1.2 million as well as 30% affordable housing. However, it is clear that for this development to proceed at the present time only £1.5 - £1.8 million is available towards both infrastructure improvements and affordable housing (the final figure will be dependent on the cost of enhancement works to Railway Approach). If planning permission is to be granted it is important for Members to prioritise the limited s106 available funding. This is difficult given that a strong case to be made for mitigating the impact of the development on the locality as well as helping to meet the significant shortage of affordable housing in the town.

Ideally a percentage of affordable housing should be provided on site, however, following consultation with the Councils Social Housing Enabling Manager it may be more beneficial to secure an off-site contribution. If any affordable housing is to be provided on site then the developer would want to ensure that this provided shared ownership rather then social rented accommodation but this would not meet the urgent housing needs of the Borough. Given the lack of funding available from the Homes and Community Agency (HCA) an off-site contribution would provide greater flexibility and could provide up to 20 social rented units at a rent that would be affordable to those in greatest housing need within the town. This may be achieved by assisting Registered Social Landlords (RSL's) to bring forward existing sites where there is a funding gap (such as the Worthing Homes site in Station Road) or delivering additional rented accommodation on sites currently underway (i.e. reducing the level of shared ownership).

To accommodate up to 20 units as indicated by the District Valuer this would equate to a contribution of at least £1.2 million. However, this would still only equate to a percentage of approximately 7.7% significantly below the 30% required by the recently adopted Core Strategy (albeit that this policy accepts that the viability of a project has to be considered in determining the precise level of provision). Depending on the final amount of funding available for

other s106 contributions this would only leave £300 - £500k to meet all other development contributions (highways, open space and education).

At the last meeting Members did indicate that it was important to mitigate as far as possible the impact of the development on local residents in particular traffic and activity and pressure for additional on-street parking in the locality. If the Travel Plan measures are included as s106 contributions (excluding the bus subsidy, Bike Hire and Car Club contributions) this would amount to £111,000. This would include £50,000 towards the implementation of alterations to the CPZ in the area if it is found that there are on street parking problems in the area as a result of the development. Whilst the level of highway development contributions currently proposed is not significant to mitigate the impact of the development on the local highway network this has to be considered in relation to the extent of off-site highway works the applicant has agreed to implement around the site which has been costed at approximately £2.4 million. These works would include the provision of replacement bus shelters, the provision of real time passenger information and improvements to footways and public realm at the two principle junctions adjacent to the site. All the development contributions requested for this development are set out in the attached table as Appendix 1.

If a contribution is also taken to assist the introduction of a car club scheme, bus subsidy (£225K) or Bike Hire (£150K) then it is clear that there would not be any funding left to pay towards Education and Open space. The County Council is currently assessing the requirement for these additional highway contributions and Members will be updated at the meeting. In view of the significant improvements to public realm through the site it is accepted that it would not be possible for the scheme to contribute to off-site improvements to leisure and recreation. Whilst, this is not the same as improvements to informal and formal open space provision it is clear that the scheme cannot afford such contributions and this infrastructure contribution is a lower priority for this development.

Conclusion

There can be little doubt that there is an urgent need to redevelop Teville Gate. The site's rundown appearance, even with the demolition of the majority of the former shops, seriously detracts from the main approach into the town by road or rail. The current development proposal would make significant improvements to public realm within and around the site, provide a significant number of residential apartments in a sustainable location and greatly improve leisure facilities for the town. Of great importance is that the redevelopment of the site is anticipated to act as a catalyst for further regeneration in the area.

The previous interim report analysed the schemes compliance with current retail policy and concluded that the overall regeneration benefits of the scheme justified the inclusion of a foodstore. The District Valuer has supported the applicant's viability assessment and is clearly of the opinion that the development could only proceed with the foodstore as the anchor

tenant in the scheme. Even with the foodstore viability is only achieved by compromising on both the level of affordable housing and development contributions. There is a significant cost involved with improving the two roundabout junctions and this scheme would help to address capacity concerns with these junctions which will benefit other town centre redevelopment schemes. Furthermore, the overall public realm improvements including Railway Approach would meet the long held Masterplan aspiration of improving pedestrian links from the railway station to the town centre. The regeneration benefits of the development are numerous and overall the scheme will transform the approach into the town and create a thriving mixed use development which will assist the overall economic wellbeing of the town.

The overall design of the proposed development is of a very high quality and great thought has been given to integrating a complex mixed use development in a sympathetic manner. The principle of tall buildings has been previously established on the site and despite the current proposal being a denser scheme, incorporating higher commercial and leisure elements and higher residential towers; it is not considered that the development would have a greater visual impact on local residents or the wider landscape. The impact on heritage assets has been assessed and although adjacent listed buildings will have a dramatically different backdrop it is not considered that this in itself would be harmful to their intrinsic character or setting.

There are understandable concerns about the traffic and activity generated by the development and the potential impact of increasing on street parking in surrounding residential roads. Following many months of negotiations the Highway Authority is now satisfied that the revised approach for signalisation will ensure that the junctions leading into the town centre will operate satisfactorily at peak times during the week and on Saturdays. The one exception is Teville Road. However, the Highway Authority accepts that the junction of Teville Road and South Farm Road already has capacity issues and any improvements are beyond the scope of the applicant. The development will increase traffic and queuing along Teville Road, however, there is an acceptance that the level of queuing will not be as predicted as motorists will find other routes to avoid long delays at peak times. To avoid additional parking on surrounding roads the scheme has provided an acceptable level of parking on site and a range of measures would be implemented through the proposed Travel Plan to reduce car usage to and from the site in the future. Funding would also be available to implement changes to the local CPZ if it was found that the development does lead to significant problems of additional parking on surrounding residential roads.

In view of the quantum of retail floorspace proposed in an out of town location, if Members are minded to grant planning permission, the application would have to be referred to the Secretary of State via the Department of Communities and Local Government (DCLG) under Article 13 of the Town and Country(Development Management Procedure) Order 2010.

7. RECOMMENDATION

THAT THE SECRETARY OF STATE IS ADVISED THAT THE COUNCIL IS MINDED TO GRANT PLANNING PERMISSION SUBJECT TO THE ENTERING INTO OF A S106 PLANNING OBLIGATION RELATING TO THE PROVISION OF AFFORDABLE HOUSING AND DEVELOPMENT CONTRIBUTIONS AND SUBJECT TO THE FOLLOWING CONDITIONS:-

1. C1A Standard Outline Condition (delete access appearance, layout and scale).
2. Prior to commencement of development precise details of all proposed materials, together with samples, shall be submitted to and approved in writing with the Local Planning Authority.
3. Notwithstanding the submitted highway plans precise details of all off site highway works (including signalised junctions, pedestrian crossings, footways and other alterations to the public highway shall be submitted to and approved in writing by the LPA prior to the commencement of development.
4. C8Giii Prior to commencement of development precise details of covered cycle parking to be provided at surface level. Details shall also include measures to ensure cycles can be stored securely and reduce risk of theft/vandalism.
5. C8Bi Provide parking before occupation.
6. Prior to the first occupation of the development the underpass indicated on the approved plans shall be improved in accordance with details first submitted to and approved in writing by the LPA (measures for enhancement include surfacing, CCTV surveillance, and level access)
7. Prior to the first occupation of the development the enhancement works to Railway Approach shall be undertaken, as indicated in the approved plans, in accordance with precise details first submitted to and approved in writing with the LPA. These works shall include paving to match that provided through the arcade additional landscaping and a public art feature).
8. C1Ei Approved Plan numbers.
9. C14Hiv Hours of Working 8am to 6.00pm
10. No amplified music or sound system outside the confines of the building unless otherwise agreed in writing by the LPA
11. Details of building maintenance programme and on site management
12. Precise details of car parking charging regime and management.
13. Environment Agency recommended conditions relating to site contamination and mitigation, details of foundation design and methods to control groundwater during construction and details of proposed ground source heat pumps.
14. C7E Provide scheme for dust suppression.
15. Prior to the commencement of development, precise details of external lighting for new public realm areas around the site shall be submitted to and approved in writing with the Local Planning Authority. Thereafter, the development shall proceed in accordance with approved details and no additional external lighting shall be installed without prior approval of the Local Planning Authority.

16. Notwithstanding the provisions of the GPDO no telecommunications equipment shall be erected on the development hereby approved without an application on that behalf.
17. C17Di Protect dwellings from road and rail noise.
18. C18Ai Floor and site level details.
19. C12F Provide combined aerial/satellite facilities and broadband connection to all flats.
20. C9L Public rights of way to be protected.
21. C7L Consent to be obtained for ventilation.
22. Prior to commencement of development details of measures to enhance biodiversity on the site shall be submitted in conjunction with the reserved matters approval required for landscaping on the site.
23. C9H Complete external finishes.
24. Restriction on level of A1 floorspace used for comparison/food retailing.
25. C8Gv Travel Plan
26. The multiplex cinema, conference hall and health and fitness facilities shall only be used for these purposes, and for no other purpose including any other purpose within Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).
27. C18Ni Agree foul water drainage.
28. C18Nii Agree Surface Water drainage.

29. Prior to commencement of development precise details of waste disposal and storage of materials for recycling for the residential, retail and leisure elements of the scheme, shall be submitted to and approved in writing with the Local Planning Authority.
30. C14Dii Archaeological evaluation required.
31. C7J Limitation on trading hours 0700 to 2400 hours.
32. Development to be designed incorporating the advice contained within "Safer Places" (2004).
33. C9Ciii Turning spaces to be provided and kept free of obstruction.
34. C9M Construction Method Statement
35. C10Di External Storage Restriction
36. C10E3 Ground Floor Window Display
37. C11Li Landscape Management Plan
38. C14Hi Scheme for Dust Suppression
39. C14O Details of means of extraction/ventilation for A3 restaurants/cafes
40. C17B Details of air conditioning air handling plant.
41. C18Bii No external roof plant or machinery.
42. C18Liv Sustainable design commercial – BREEAM
43. C18L3 Sustainable design residential Code 4

8. BACKGROUND PAPERS

Policies of the Adopted Worthing Core Strategy
South East Regional Spatial Strategy – The South East Plan
Environmental Statement (ES) and associated supporting documents WB/10.
Draft National Planning Policy Framework (NPPF)

Town & Country Planning (Development Management Procedure) Order 2010.
Previous Planning Approval reference WB/06/0582/OUT
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Statement: eco-towns - A supplement to Planning Policy Statement 1
Planning Policy Guidance 2: Green Belts
Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Statement 7: Sustainable Development in Rural Areas
Planning Policy Guidance 8: Telecommunications
Planning Policy Statement 9: Biodiversity and Geological Conservation
Planning Policy Statement 10: Planning for Sustainable Waste Management
Planning Policy Statement 12: Local Spatial Planning
Planning Policy Guidance 13: Transport
Planning Policy Guidance 14: Development on Unstable Land
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Planning Policy Guidance 18: Enforcing Planning Control
Planning Policy Guidance 19: Outdoor Advertisement Control
Planning Policy Guidance 20: Coastal Planning
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk
Comments of Statutory and Non-Statutory Consultees.
Safer Places 2004
Manual for Streets Dft 2007
Crime and Disorder Act 1998
Human Rights Act 2000
Licensing Act 2003
Planning Act 2008
WBC Adopted Parking Standards – March 2003
Infrastructure Requirements for New Development in West Sussex Parts I & II
Total Access Demand Methodology and Stage 1 Safety Audit and Travel Plan Guidance: West Sussex County Council
Outdoor Recreation Space Survey 1999: WBC

APPENDIX 1

Worthing Gateway Heads of Terms

Service Area	Contribution type	Details/Amounts (£)
Highways & transport	Traffic signals (incl. maintenance) and works to Railway Approach and underpass.	Cost to be met by the development.
	Bike Vouchers Bike hire-	Travel vouchers - **£26,000** Bike hire – approx. **£150,000**
	Variable message signage (VMS) (incl. maintenance)	Applicant to put forward scheme in conjunction with discussions with WSCC
	Travel Plan measures (including monitoring and enforcement)	SAM surveys (3 No. - **£5,000** (each) total £**15,000** Car club – unknown Cost of travel plan adviser – unknown Cost of publicity – unknown
	Structures	As per WSCC requirements (maintenance/access/commuted sums/consultations etc.)
	Materials maintenance	TBD as details emerge
	Traffic Regulation Orders – TRO's	£15,000
	On-street parking survey and changes to CPZ (if latter required)	Survey - **£15,000** Cost of scheme revision (if required) - **£50,000**
Bus services	Extension to evening and weekend services	Costs and levels of service to be provided by applicant. (Stagecoach have quoted 75k per year for 3 years – total **£225,000**)
	Realtime Passenger information (RTPI)	TBA (e.g. No.'s, types, locations etc.)
	Bus waiting facilities	2 No. shelters with RTPI – Approx. 40k (total). To be provided as part of the development

Education	First	Wholly private (P) housing - £50,000. Private (P) and 30% affordable (A) - £35,000. (Approx indicative figures based on available information – final figures will be based on actual mix and type).
	Middle	£38,508 (P&A) (P) – £54,704 both approx figures.
	Secondary	£73,159 (P) £51,500 (P&A) – both approx figures. Total Education – **£177,863** assuming all market housing on site.
	Sixth form	**Not required on this occasion**
Youth	Facilities/infrastructure	Formula-based on mix/type
Libraries	Facilities/infrastructure	**Not required on this occasion**
Fire & Rescue	Facilities/infrastructure (incl. hydrants)	**£5,000** (approx) – This figure does not include hydrants and other required infrastructure and will be informed by final mix and design.
Household waste & re-cycling	Facilities/infrastructure etc.	**Not required on this occasion**
Affordable Housing		Provision of 20 affordable units on site or off site contribution of £1.3 million.
Open Space		Off site contribution of **£269,375.**