AWDM/0998/23 | Approval of Details Reserved by Conditions 14 (Car Park Barrier), 16 (Electrical Vehicle Charging) and Condition 22 (Flood Risk and Riverside Management) of previously approved application AWDM/0511/21. | Kingston Wharf Brighton Road Shoreham-by-sea West Sussex

Submitted Information

- Application Form received 19/07/2023
- HGP-XX-00-DR-A-1008 (T4) External FInishes Plan dated 27/01/2023 received 19/07/2023
- J5300/E701 Block A Basement Electrical Services Layout dated May 2022 Received 19/07/2022
- J5300/E702 Rev D Block B & C Basement Electrical Services Layout dated May 2022 received 19/07/2023
- PP-D-190258-1 EV SOLO S7 Charger Datasheet Received 19/07/2023
- PP-D-210225-1 EV Twn T7 Charger Datasheet Received 19/07/2023
- CRPK-SR2 High Security Car Park Roller Shutter Specifications Received 19/07/2023
- CRPK-SR2 A High Security Car Park Roller Shutter Sections Received 19/07/2023
- CRPK-SR2 High Security Car Park Roller Shutter Product Brochure

Condition 14 - Car Park Barrier

Any gate to any parking area in the site shall be sited at least 6m back from the edge of the public highway. Details of any gate and of any entry control system (if used), shall first be submitted to and approved in writing by the Local Planning Authority, and this condition shall apply notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town And County Planning (General Permitted Development) Order 2015 as amended, or any Order revoking or re-enacting that Order.

Reason: To provide vehicle waiting space clear of the public highway in the interests of the safety and free flow of vehicular traffic and pedestrians and in the interests of visual amenity, in accordance with policies 15 & 28 of the Adur Local Plan 22017 and SH5 & SH9 of the Shoreham Harbour Joint Area Action Plan 2019.

Condition 16-Electric Vehicle Parking

No phase of the development shall be occupied until Electric Vehicle Charging spaces ('EV spaces') and operational charging apparatus have been provided in accordance with plans and details, (including details and charging rates for charging apparatus and on-going maintenance for active EV spaces, and details of ducting/cabling for passive EV spaces), have been submitted to and approved by the Local Planning

Authority. The EV spaces and associated charging apparatus, ducting and cabling shall be permanently maintained in effective working order thereafter.

Reason: To ensure the provision of well-located Electric Vehicle Charging spaces to serve the development in accordance with policy 28 of the Adur Local Plan 2017 , SH1 & SH5 of the Shoreham Harbour Joint Area Action Plan 2019 and para 110 of the NPPF 2019.

Condition 22-Flood RIsk and Riverside Management

The development hereby approved shall be carried out in accordance with the submitted Flood Risk Assessment (ref 12276/08/HOP/FRA, January 2020, HOP, V4 20.04.2020) and the following mitigation measures it details: i. Finished floor levels for habitable rooms are set no lower than 6.22 metres above Ordnance Datum (AOD); ii. Finished floor levels for the commercial building are set no lower than 4.94 metres above Ordnance Datum (AOD). iii. The existing flood defences shown in the Proposed Site Block Plan drawing no. PL-200 rev. P4 shall be improved as outlined in Section 5.13 of the FRA; and

iv. A waterfront access route of no less than 4 metres in width shall be maintained in accordance with drawing reference: 2908_SK055_RIVERWALK ACCESS dated 20/04/2020, to provide unobstructed riverside maintenance access from the A259 Brighton Road. v. Details of any gate or barrier to prevent unauthorised vehicular access shall first be submitted to and approved in writing by the Local Planning Authority, in liaison with the Environment Agency and shall be installed in accordance with the details thereby approved and the phasing plan at condition x of this permission and permanently maintained thereafter. These mitigation measures shall be fully implemented for each phase of development according to the phasing plan at condition 3 of this permission and shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce and manage the risk of flooding to the proposed development and future occupants, in accordance with policy 36 of the Adur Local Plan 2017 and SH6 of the Shoreham Harbour Joint Area Action Plan 2019 and the NPPF 2019.

Consultees

County Council Highways:

The Local Highways Authority (LHA) has reviewed the details submitted in support of Condition 14 Car Park Barrier and 16 Electric Vehicle Provision and have raised no objections to the submitted details.

West Sussex County Council Lead Local Flood Authority

The LLFA understands this is the discharge of Condition 22(v) AWDM/0204/20 subsequently wrapped up into a s73 AWDM/0511/21 Approval of Details Reserved by Conditions 14 (Car Park Barrier) , 16 (Electrical Vehicle Charging) and 22 (Flood Risk and Riverside Management) of previously approved application AWDM/0511/21.

Upon review, there are no objections or further comment to make on condition 22 (Flood Risk Management)

Environment Agency

We note that the submitted Flood Risk Assessment (application ref: AWDM/0204/20) refers to measures relating to the car park, including a raised bund on the entrance ramp, appropriate flood resistant measures and/or flood doors for plant rooms and suitable access to upper levels along with signage and information panels. Given that these measures have been approved and conditioned, we have no comments to make on the discharge of condition 22 v. and are satisfied that the local planning authority can determine this accordingly.

UK Power Networks

If the proposed works are located within 6m of the substation, then they are notifiable under the Party Wall etc. Act 1996. The Applicant should provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The Applicant would need to be responsible for any costs associated with any appropriate measures required. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.

Our engineering guidelines state that the distance between a dwelling of two or more stories with living or bedroom windows overlooking a distribution substation should be a minimum of ten metres if the transformer is outdoor, seven metres if the transformer has a GRP surround or one metre if the transformer is enclosed in a brick building. It is a recognised fact that transformers emit a low level hum which can cause

annoyance to nearby properties. This noise is mainly airborne in origin and is more noticeable during the summer months when people tend to spend more time in their gardens and sleep with open windows.

A problem can also occur when footings of buildings are too close to substation structures. Vibration from the transformer can be transmitted through the ground and into the walls of adjacent buildings.

In practice there is little that can be done to alleviate these problems after the event. We therefore offer advice as follows:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.

2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.

3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation.

4. If noise attenuation methods are found to be necessary we would expect to recover our costs from the developer. Other points to note:

5. UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.

6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.

7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.

8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices. Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections

department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

Conclusion

The submitted details in respect of conditions 14, 16 and 22 as part of this application are considered acceptable and are able to be fully discharged. Some informatives were provided by UK Power Networks which are provided in this response. However no objections have been raised.

The two roll-shutter barriers are at the foot of the access ramp serving the twin entrance to the basement car park and are visually discreet. Highway officers are satisfied, as is the Environment Agency.

At the eastern end of the site, the submitted drawing shows demountable bollards to control access to the riverside maintenance route, which has also raised no objection among consultees / future users (WSCC Highways, Environment Agency and lead local Flood Authority.

EV charging is distributed around the basement, although the submitted drawing contains multiple electrical information, this makes it hard to cross-refer to the submitted data sheet, which describes single and twin charging points of 7 - 22kwh rates for particular locations, however, the rates are within the desired range and the number meets the requirements of the 2021 planning approval. UK Power networks raise no objection.

As such, imposed conditions 14, 16 and 22 are discharged. Please note that there may be other conditions which may be outstanding.

Officer: Jedd Goodwin-Roberts 22-10-2023

Officer: Stephen Cantwell 30-11-2023