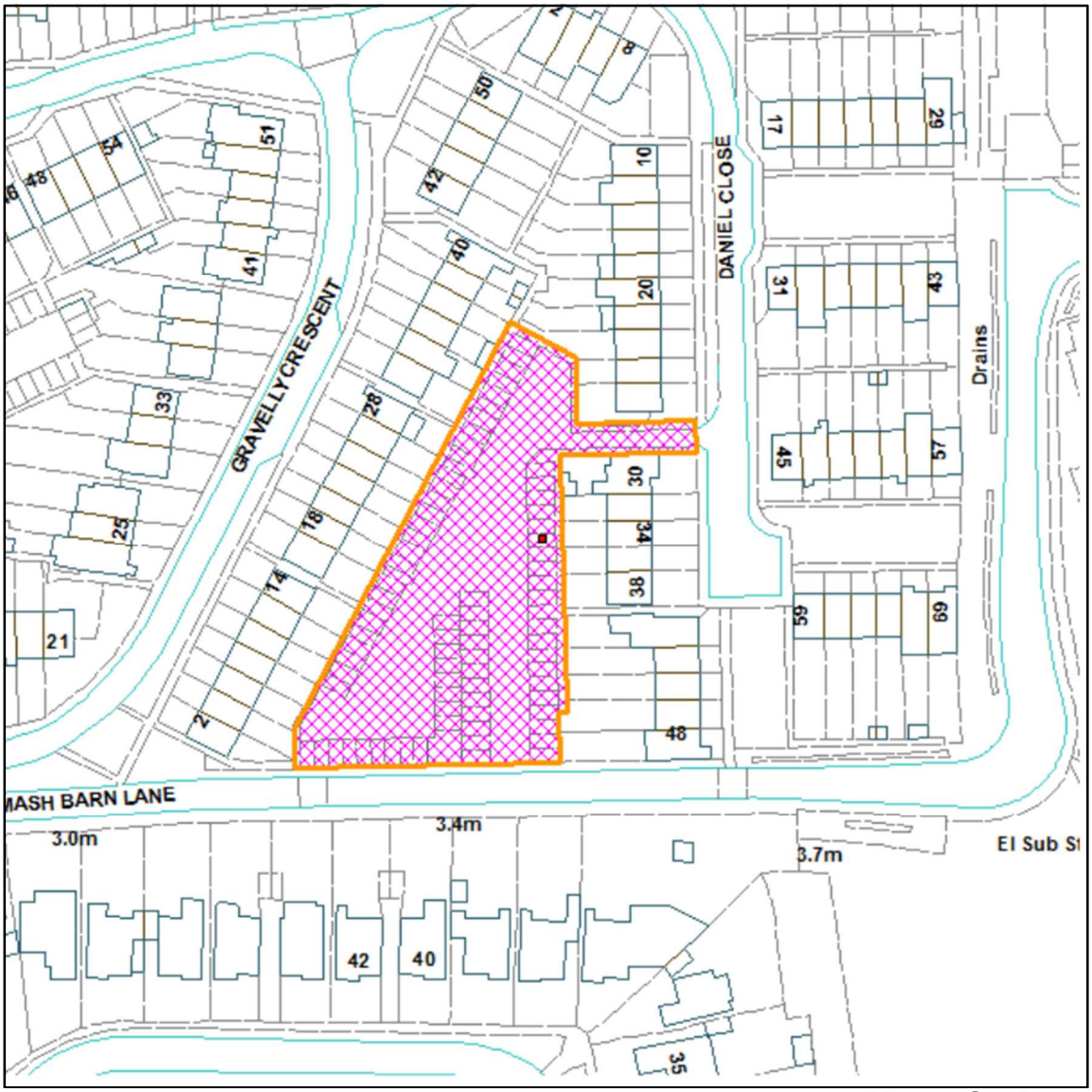
Application Number:	**AWDM/0827/22**	**Recommendation - APPROVE**
Site:	**Garage Block 88 To 97 Daniel Close, Lancing**	
Proposal:	**Demolition of existing garages; erection of 9no. dwellings and associated works**	
Applicant:	Mr J Lock, Adur District Council	Ward:Mash Barn
Agent:	Neal Thompson, Robinson Escott Planning	
Case Officer:	Gary Peck	



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission to demolish existing garages and replace them with 9 dwellings laid out in two rows of terrace blocks on an east-west orientation. The mix comprises 7 x 2 bed 4 person houses and 2 x 3 bed 5 person houses with disabled access on the ground floor with a single storey element to the western end of each block. The 2 bed units would have a floorspace of 81 square metres, while the 3 bed units would have a floorspace of 127 square metres.

The proposal utilises the existing access into the site from Daniel Close and a new parking area will be created in the northern parcel of the site with 9 parking spaces including 1 disabled access space. A further parking area would be provided to the southern part of the site facing Mash Barn Lane providing a further 11 parking spaces, including 1 disabled space. Garden sheds are proposed to provide storage for 2 bikes per household.

The materials proposed include Grey roof tiles and varied multistock red brick. The entrance canopies in front of each property will provide a concealed refuse area for each property.

The application site is within the built-up area as defined by the Local Plan and is a roughly triangular plot accessed via Daniel Close with a frontage also to Mash Barn Lane. The existing garaging lines each boundary of the site as well as a block that projects centrally to the site. Although the site is not especially visible from Daniel Close, except from the access, it is become far more prominent to the south since the opening of the Brighton and Hove Albion training ground and its southern boundary mixture of rear brick walling to the garages and grey palisade is clearly visible from the eastern end of Mash Barn Lane.

The application site is surrounded to the eastern and western boundaries by 2 storey residential properties in Daniel Close and Gravelly Crescent respectively all of which are clearly visible from within the application site.

Relevant Planning History

None relevant to the determination of the application.

Consultations

Lancing Parish Council

No comment

West Sussex County Council

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Note (TN) prepared by Evoke.

Background and Site Context

The application site is an existing garage court comprising 77 nos. car parking spaces, including areas of hardstanding used for informal parking of vehicles. The development proposals are for the demolition of these garages and construction of 9 nos. residential dwellings (2 x 3-bed houses and 7 x 2-bed houses) with associated parking and landscaping.

The proposal forms part of several small sites, mostly garage blocks, across Adur District which have been identified for redevelopment. A pre-application consultation held with WSCC in 2020 raised no issues with the loss of garages in the manner proposed, provided that the various assessment activities proposed within the Scoping Note were carried out and the parking stress should not increase noticeably on the roads surrounding the site.

Access and Visibility

The application site gains access from Daniel Close using a bellmouth simple priority access arrangement. The access road is approx. 3 metre wide with footways along both sides of the road.

This access will be retained to access the northern car park area and to gain access into the 3 nos.dwellings to the north of the side. Daniel Close is a residential road subject to 30mph speed limit.

The remaining 6nos. dwellings will be accessed directly from Mash Barn Lane by demolishing the existing wall to the south of the site.

In accordance with Manual for Streets (MfS) guidance, visibility splay of 2.4m x 43m is achievable along the northern side of Daniel Close and approx. 30m to the end of the carriageway to the south of the site access. The vehicle speeds are considered to be significantly below the posted speed limit of 30mph given the cul-de-sac nature of Daniel Close.

Personal Injury Accident (PIA) Data

WSCC's online record for road collisions has been interrogated for the last 5 years which reveals there has been no incident of personal injury accident near to the junction of site access with Daniel Close. This indicates the site access has been operating in a safe manner.

Parking Arrangements

In accordance with the standards set out in WSCC's Guidance on Parking at New Developments (September 2020), a total of 11 parking spaces are required for the development. In excess of this requirement, provision for a total of 20 nos. parking spaces, including 2 nos. disabled bays is made within two car parks. The 3 nos. houses to the north of the site are provided with 9 nos. car park spaces within a communal car park accessed from Daniel Close. The 6 nos. houses to the south of the site are provided with 11 nos. car park spaces to the south of the site, accessed from Mash Barn Lane.

Safe and secure cycle parking provision of 2 nos. for each dwelling is made within the garden shed of each dwelling. Rear access to each cycle shed is provided to ensure residents do not need to carry the bike through their property.

Parking Survey

An independent parking survey was commissioned to understand the parking stress on the local highway network when the existing 77 garages are replaced with the proposed residential development. WSCC's Parking Capacity Survey methodology was used in carrying out the survey.

The analysis shows a parking stress of 106% on the first day of the survey and 110% on second day of the survey along Daniel Close. It is anticipated that the provision of the excess car parking spaces would be able to assist in the accommodation of the vehicles that could be displaced because of the removal of garages.

Internal Arrangements / Refuse Collection

In accordance with Adur's Space Standards SPD, each dwelling would be provided with a bin storage area to accommodate 2 x 240 litre wheelie bins. In line with the existing arrangements for the neighbouring properties, on the collection day, the bins will be collected from the kerbside, or the refuse vehicle will be reversed onto the refuse collection point.

Swept path analysis carried out using a West Sussex refuse vehicle demonstrates the vehicle can reverse onto the access road, near to the refuse collection point and exit in a safe manner.

Trip Generation and Highway Capacity

TRICS database has been interrogated to calculate the estimated number of trips generated by the proposed residential development. For robust assessment the number of trips generated by the existing uses is not considered. Table 7 within the Transport Note shows the development is likely to generate total two-way movements of 12 in the AM peak hour, 10 in the PM peak hour and 92 during the total daily. Given that the garage court is in use with 77 existing car parking spaces, the proposed trip from the residential development is not considered to cause a detrimental impact on the operation of the local highway network.

Sustainability

The development site is located within a residential area where there are footways and good street lighting system conducive to walking and cycling. Many facilities and local services are within walking distances. Bus stops are located within 300m distance from the site, along Shadwells Road.

These stops provide services to Lancing train station, Shoreham-by-Sea, Worthing, Brighton City airport etc. Lancing train station is located within 1.5 km from the site which provides connections to Portsmouth, London Victoria, Southampton etc. The site is in a sustainable location.

Conclusion

The Local Highway Authority (LHA) does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

West Sussex Fire and Rescue

Having viewed the plans for the planning application no. AWDM/0827/22 for the demolition of existing garages; erection of 9no. dwellings and associated works, evidence is required to show that all points inside all dwellings are within 45 metres of a fire appliance in accordance with Approved Document B Volume 1 2019 Edition B5 section 13. This is to be measured along the hose lay route, not in a direct line or arc measurement. Any areas not within the 45 metre distance will need to be mitigated by the installation of domestic sprinkler or water mist system complying with BS9251 or BS8458 standard.

Southern Water

The developer is currently in consultation with Southern Water with regards to sewer diversion agreement under reference DS_DOS-122073-DSA000000283. The public sewer diversion proposals must be agreed and approved by Southern Water before commencement of works on site.

The submitted drainage layout (15945-HOP-02-XX-DR-C-09100 Rev P9) indicates permeable paving proposed over the public foul sewer, which would not be acceptable to Southern Water.

Please note: No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public or adoptable gravity sewers.

The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Environmental Health

No adverse comments

Technical Services - initial comments

Thank you for the opportunity to comment upon this application. We have the following comments on flood risk and surface water drainage.

Flood risk- The application is within flood zone 3, and has areas at risk from surface water flooding. The Environment Agency should be consulted. The sequential test is incorrect as the development is not included within the Local Plan. An updated sequential and exception test should be completed considering all sources of flood risk.

Surface water drainage- the application includes a surface water drainage strategy. We have on email further calculations and a later layout (Revision P10) than that which is on the planning portal, all latest information should be on the planning portal. The below comments are based upon the latest information which we have been supplied via email:
1. Southern Water have confirmed that infiltrating permeable paving must not be located over their sewers, therefore proposals will require revising. It is unclear if with the information provided it will be possible to make these changes and still adequately drain the proposed development.
2. It has not been confirmed if the proposed drainage will result in greater transmission of existing pollutants. This will require addressing at discharge of conditions stage.
3. Catchment area plans have not been provided as previously requested, so it has not been possible to fully review proposals.
4. An ineffective storage depth should be provided within soakaway calculations.
5. A 45% climate change allowance should be applied to calculations to meet current requirements.
6. As previously requested, please supply calculation results for the 1 in 10 year plus cc event to demonstrate that incoming invert level is above this modelled water level. This is a policy requirement.
7. An incorrect infiltration rate has been applied to permeable paving, this needs to be corrected.
8. Incorrect values of winter cv have been applied to calculations, this needs to be corrected in both sets of calculations.
As per policy, infiltration should be used at this site as it has been demonstrated by on site winter monitoring and testing that it is viable. We wish to place an OBJECTION, AND REQUEST FURTHER INFORMATION is supplied prior to determination. Insufficient evidence has been submitted to demonstrate that a policy compliant design can be achieved. Further/ revised information is required prior to determination as it is not clear that policy compliant drainage can be secured via conditions. In order to overcome our objection please can the applicant submit a revised surface water drainage strategy which addresses the above seven points.

Technical Services - further comments following first submission of additional information

Thank you for re-consulting us, we have the following further comments.
1. Infiltrating permeable paving is still proposed over a public sewer. Southern Water have confirmed in comments on this application that this is not acceptable. Please either present evidence that Southern Water accepts these proposals or alter the proposals.
2. Calculations have been supplied with a 45% climate change allowance applied to the northern area. This 45% climate change allowance has not been applied to the permeable paving calculations, please supply updated calculations.
3. Calculation results for the 1 in 10 year plus 45% cc event have now been provided,

however they show that the proposals are not policy compliant as incoming invert levels to infiltrating features are below this water level.
4. Calculations for the permeable paving have not applied correct values of Cv.

We wish to maintain our OBJECTION at this time. AND REQUEST FURTHER INFORMATION is supplied prior to determination. Insufficient evidence has been submitted to demonstrate that a policy compliant design can be achieved. Further/ revised information is required prior to determination as it is not clear that policy compliant drainage can be secured via conditions. In order to overcome our objection please can the applicant submit a revised surface water drainage strategy which addresses the above four points.

Technical Services - further comments following second set of additional information

Confirm that following the additional information submitted by the applicant's drainage consultant there is no longer an objection to the proposals.

Environment Agency - initial comment

Thank you for consulting the Environment Agency on the above application. In the absence of an acceptable Flood Risk Assessment (FRA) we **object** to this application and recommend that planning permission is refused.

Reasons

The submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the Planning Practice Guidance. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA fails to consider how people will be kept safe from the identified flood hazards in an undefended tidal event. Although the site benefits from a recently completed scheme there are still residual risks and, given the assumed 100 year lifetime of a residential development, we would expect an application to show how these undefended risks are mitigated for the lifetime of the development including the impacts of climate change.

To overcome our objection, the applicant should submit a revised FRA which addresses the points highlighted above. If this cannot be achieved, we are likely to maintain our objection.

Environment Agency - further comment

Thank you for consulting the Environment Agency on the above application following the submission of a revised Flood Risk Assessment (dated 10/08/2022, v1.8, Ref: 15945/02/HOP/SUDS).

We have reviewed the information as submitted and set out our position and comments below.

We are satisfied that our previous objection to the proposal can be removed (as per our letter dated 29 July 2022), provided that a condition be attached to any planning

permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

Safety and Resilience Manager

With regards to the above Planning applications at Daniel Close and Gravelly Crescent in Lancing, I understand that the Environment Agency (EA) has raised concerns about the proposed ground floor sleeping accommodation designed for two of the new homes at Daniel Close and one of the new homes at Gravelly Crescent.

There is a multi-agency flood plan in effect for Adur District which details the emergency response arrangements. This runs parallel with the Emergency assistance centres plan which covers the evacuation of displaced persons.

In the event of flood defences failing and flooding occurring on these sites, the emergency services would consider the need for evacuation and as a local authority we would support the response by providing and managing a place for displaced persons to be housed temporarily.The nearest location is Lancing Leisure centre.

To the South of these sites at Barfield Park there are rows of single storey bungalows and therefore I do not believe that the safety risks in this area will be greatly increased by the current proposals for Daniel Close and Gravelly Crescent.

On this basis I am comfortable with the proposals and have no objection to either of the Planning Applications on the grounds of public safety and flood risk.

Representations

1 letter of objection has been received on the following grounds:

We would like to object to the planning application as we are very concerned that we will be subject to loss of privacy. From the proposed site plan we can see that from the angle of the north site houses, our rear garden will be overlooked by the upstairs windows of the properties and in particular directly overlooked by property number 9. We did raise this with the council and were told that an answer would be sought from the architect which we have not received. In addition to this we are very concerned that we will have a parking space directly behind our rear fence which is currently a garage which gives a slight buffer to sound and protection from moving vehicles. The proposed parking spaces would produce an increase of movement of vehicles and their related output- sound and pollution.

We are also very concerned regarding the production of dust/dirt/debris during the demolition of the garage blocks and the consequent building of the new development, the garage directly behind our rear fence is less than a metre from it. We use our rear garden daily and do not wish for this to be impeded by your proposal.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 - Policy 2: Spatial Strategy, Policy 3: Housing Provision, Policy 15: Quality of the Built Environment and Public Realm, Policy 18: Sustainable Design, Policy 20: Housing Mix and Quality, Policy 22: Density, Policy 28: Transport and

Connectivity, Policy 30: Green Infrastructure Policy 31: Biodiversity, Policy 36: Flood Risk and Sustainable Drainage

Development Management Standard: Space Around Dwelling and Flats

National Planning Policy Framework (2021).

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

The main issues in the determination of the application are the principle of development, the effect of the proposal upon the visual character of the area and the amenities of neighbouring properties, the loss of parking and impact upon highway safety and whether concerns regarding flooding and drainage issues have been adequately addressed.

Principle of Development

As is the case with the application at nearby Gravelly Crescent that appears elsewhere on the agenda the Council is actively looking at redeveloping garage sites with other similar applications already coming before the Committee for determination. In the assessment of each application, it remains as a matter of principle, that as garage sites such as this are within the built-up area as defined by the Local Plan and therefore represent brownfield sites, they are the type of site which should be considered for redevelopment, especially considering the difficulty in meeting the housing needs of the District due to its physical constraints of being located between the National Park and the sea. In principle, therefore, it is not considered there is any objection to the proposed development.

Impact on the character of the area and amenities of neighbouring residents

While the application site is not particularly prominent in the street scene from Daniel Close, as it can only be viewed through the vehicular access to it, the site is certainly more prominent from Mash Barn Lane to the south with the area being opened up since the opening of the Brighton and Hove Albion training ground. It is considered that the garage site now represents an unattractive border to Mash Barn Lane and rather detracts from the visual character of the area. The function of the eastern end of Mash Barn Lane suggests that a frontage development in this location would now be a welcome enhancement to the street scene and accordingly it is concluded that

the proposal would represent a visual improvement to the character of the area.

Within the site itself, like the other garage sites in the area, it has little visual merit. The triangular nature of the site results in long unbroken blocks of garaging, most of which have clearly aged and appear somewhat rundown. At the time of the site visit, some fly tipping appeared to have taken place and added to the vast expanses of tarmac, it is considered that internally, the redevelopment of the site would clearly improve the character of the area.

As with all of the other garage sites considered by the Committee, the application site is surrounded by existing housing on its eastern and western sides, the rear elevations of which face towards the single storey garages. This is not a particularly attractive view for the reasons outlined above but the introduction of largely 2 storey dwellings will clearly greatly contrast from the existing situation as a result of the application proposal and therefore the impact upon existing properties needs to be carefully considered.

Guidance in respect of distances between buildings is primarily contained within the Development Control Standard relating to the provision of flats and dwellings. This requires that usually a distance of 22m is the minimum required between facing principal windows in order to retain sufficient privacy.

Because of the orientation of the site, there is no face to face relationship between the proposed and existing dwellings. The existing dwellings in Gravelly Crescent face south east across the site, while those in Daniel Close face due west. The orientation of the proposed dwellings, however is north-south and accordingly any overlooking would be at a more oblique angle

In terms of the side elevations, where a principal window faces a solid obstruction a distance of 11m is normally required between the window and a single□storey structure or 14m between a principal window and a two□storey structure, in order to allow adequate light to enter the windows. New dwellings should normally be set at least a metre away from the boundary to avoid an appearance of overdevelopment.

Beginning with the distances to the site boundaries, the new dwellings are set between 3 and 5 metres away from the boundaries for access requirements and therefore comfortably exceed the relevant standards.

The southern block of dwellings is 22 metres from the rear elevations of the properties in Daniel Close at the nearest point and 14 metres from the nearest dwelling in Gravelly Crescent, with this part of the block comprising a single storey building. As this is the widest part of the site it is felt that there is comfortable scope to provide the proposed dwellings without an adverse impact upon the adjoining properties.

The site is more constrained to the north as the site narrows and accordingly 3 dwellings are proposed in the northern block, compared to the 6 units in the southern block. As with the southern block, the closer proximity of properties in Gravelly Crescent means that a single storey element is provided to the western end of the proposed dwellings and this would be in excess of 12 metres from the nearest existing dwelling and accordingly it is again considered that the relationship between the respective buildings is considered to be acceptable.

The eastern end of the northern block is given as 13.34 metres away from the nearest dwelling to the east in Daniel Close and therefore is slightly below the Council's standard. It is noted that the roof of the nearest unit is hipped away from existing dwellings and there is a gap of 5 metres to the boundary of the application site and accordingly the dwelling is some distance away from the end of the garden of the nearest property. Because of this, it is considered reasonable to allow a slight exception to the guidance, given that the breach is 0.66 of a metre.

Accordingly, it is not considered there would be an adverse impact upon existing neighbouring properties sufficient to warrant a refusal of the application, especially given the wider strategic need to provide new housing.

Loss of Parking and impact on highway safety

Unlike other applications, representations have not been raised regarding the loss of garaging and the consequent impact upon parking on the area. The parking pressures identified in the Gravelly Crescent application are relevant to this application as well, as it would appear that there is some parking pressure in the area. Again, there does appear to be some limited capacity on the street.

As with the Gravelly Crescent application, few cars appear to be parked within the garage compound itself, and accordingly there would not appear to be a likelihood of significant displacement to the road.

The proposed development would be served by 20 spaces which is considered adequate for the development and having regard to the guidance of the National Planning Policy Framework that development should only be resisted on highways grounds when the impact is severe, it is not considered that a refusal could be justified in this instance on such grounds.

Flood Risk and Drainage

The remaining issue therefore relates to flooding and drainage. As with the Gravelly Crescent application, the initial information submitted by the applicant was not considered to meet the requirements of the National Planning Policy Framework (NPPF), nor was it felt that the required information could be secured by condition.

The NPPF stresses the importance of avoiding inappropriate development in areas at risk of flooding and where development is necessary in such areas it should be made safe for its lifetime without increasing flood risk elsewhere (para 160). As Members are aware the Local Plan undertook a sequential, risk based approach to the location of development which took in all sources of flood risk. However, in view of the extent of housing need and the scarcity of land the Local Plan still had to allocate land at flood risk (New Monks Farm and Western Harbour Arm). The lack of land within the District meant that there were no sequentially preferable sites that could be allocated instead of these sites and the Plan still resulted in a shortfall of over 3,100 dwellings.

As this site is not allocated for development and falls within Flood Zone 3a there is a requirement for a sequential assessment to be undertaken as well as the exception test (set out below).

The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. To pass the exception test it should be demonstrated that:

(a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

(b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

The sequential assessment requires a review of available sites for development with a preference for sites at lower flood risk to be developed first. The applicant (Adur Homes) undertook a review of all garage sites and those identified suitable for development are being progressed for development (including this site and the other garage site at Gravelly Crescent appearing elsewhere on the agenda). As such there are no other Adur Homes sites that are capable of redevelopment in areas of reduced flood risk. Although there is scope to redevelop all or part of the Southwick Estate this land is not available as existing residents would need to be relocated and this site is likely to be progressed through the Local Plan review.

In terms of other potentially sequentially preferable sites your Officers have reviewed the brownfield sites submitted as part of Strategic Housing Land Availability Assessment (SHLAA) and have resolved that the only sites that are potentially available are coming forward for development anyway given the demand for housing within the District. These windfall sites were anticipated as part of the Local Plan process and as a result there would still be a significant shortfall of housing even if all sites came forward.

In terms of the exception test, as amended, the submitted Flood Risk Assessment (FRA) demonstrates compliance with the second part of the test and no objections have been raised by our Engineers and the Environment Agency. Regarding the benefits to the wider community, it is clear that the provision of affordable housing and in particular rented dwellings which will reduce the Councils housing waiting list, is of a significant benefit given the considerable housing need that exists within the District.

The issues relating to the ground floor accommodation remain relevant to this application although unlike the Gravelly Crescent proposal, there are no bungalows in this application, but the ‘wheelchair houses’ would contain sleeping accommodation on the ground floor. Accordingly, it was necessary to also secure the comments of the Safety and Resilience Manager who raises no objection to the applications.

Conclusion

This application provides a clear opportunity to improve the visual appearance of the area, especially when viewed from Mash Barn Lane, as well as providing much needed affordable housing on a relatively large and under used site. Accordingly, it is considered that the application is acceptable.

Recommendation

Approve

Subject to conditions:-

1. Approved Plans

2. Full Permission

3. No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

   Reason: To provide adequate on-site car parking space for the development.

4. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

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

5. No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

   Reason: To provide EVC charging points to support the use of electric vehicles in accordance with current national sustainable transport policies.

6. No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

   Reason: To avoid undue congestion of the site and consequent obstruction to access.

7. The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) (dated 10/08/2022, v1.8, Ref: 15945/02/HOP/SUDS) and the following mitigation measures it details:

   - Finished floor levels have not been confirmed within the submitted FRA, however the first floor levels must be set no lower than 5.7 metres above Ordnance Datum (AOD) to allow safe refuge above design flood levels.

   These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements.

   The measures detailed above shall be retained and maintained thereafter

throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

8. 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. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. 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.

9. 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.

10. 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 the eastern and western walls of the approved dwellings.

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

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: To ensure adequate landscaping is provided

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), the proposed dwelling shall not be extended [or any incidental building over 5 cubic metres in volume erected within its curtilage].

Reason: In the interests of amenity and the environment having regard to the nature of the site and policy 15 of the Adur Local Plan.

14. The hours of construction to implement the development hereby permitted shall be limited to 0900 to 1700 hours Monday to Friday, 0900 hours to 1300 hours on Saturday and there shall be no working on Sundays or Bank/Public Holidays.

Reason: In the interests of the amenities of neighbouring properties

15. Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

Informatives

01 Section 278 Agreement of the 1980 Highways Act - Works within the Highway
The applicant is advised to enter an S278 legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. As part of these works it will also be necessary to apply for a street works license from the Street Works team (street.works@westsussex.gov.uk). The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence the S278 process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

02 Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also 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. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. 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"

5 December 2022

Local Government Act 1972
Background Papers:

As referred to in individual application reports

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