

DEVELOPMENT CONTROL COMMITTEE

14 MARCH 2018

OFFICER REPORT UPDATES

REPORT UPDATE

Application no: AL/123/17/PL
Page no: 3
Location: Mildmay Hook Lane Aldingbourne
Description: Demolition of existing dwelling & erection of 1 No. dwelling (resubmission following AL/83/17/PL).

UPDATE DETAILS

Reason for Update/Changes: WSCC (Highways) comments received & additional Parish Council comments.

WSCC (STRATEGIC PLANNING, HIGHWAYS) COMMENTS:

An appropriate quantity of on-site parking is proposed. The dwelling should also be provided a secure and covered cycle parking provision.

The proposed point of access will be afforded similar visibility to that of the existing access so no concern would be raised.

The Local Highways Authority does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

Conditions regarding access, access closure, car parking spaces and informative regarding minor highways works recommended will be included. It is not considered a cycle parking condition is required as the site has a rear outbuilding under construction which could be used for cycle storage and there is other space for cycles to the rear.

FURTHER ALDINGBOURNE PARISH COUNCIL COMMENTS:

"The Parish Council is very disappointed with the content of the Officers report.

The Parish Council objected to this application on a number of policy grounds including H1 Quality of Design. The officer's report blandly states that;

"the development is considered to meet policies H1 AL/123/17/PL REPORT(ODB) and H6 as the scale of the replacement dwelling is considered to be appropriate to the character of the settlement as it is similar in height it Bramleys and other dwellings on the road"

The Parish Council has indicated that this development does not meet the policy objectives of H1 as the development clearly does not "provide a high quality design that reflects the local character and reinforces local distinctiveness and such an ultra modern building will be incongruous.

The NPPF places great weight on neighbourhood plans (paras.184-185). If the Neighbourhood

Plan is to be consistently ignored by Arun then local residents will rightly ask themselves what purpose the Aldingbourne Neighbourhood Plan and Neighbourhood Planning in the District as a whole serves. The Parish Council considers that significant harm will be caused to public confidence in plan making locally.

The Parish Council requests that these points are made to the Committee."

OFFICER COMMENTS:

Highways comments noted. The conditions regarding access, access closure and car parking spaces and informative will be included. The cycle parking condition is not considered to be reasonable as the property has a large outbuilding to the rear for cycle storage and space underneath the front overhang for bicycles. For this reason the condition is not recommended to be imposed.

The Conclusions and Officer Comments on Representations sections of the officer report satisfactorily address the further points made by Aldingbourne Parish Council. The relevant Neighbourhood Development Plan policies have been fully considered. But the officer notes that the Parish disagree with the opinion of the Council's planning team. The area is not of a uniform character and has a mixture of dwelling styles and materials.

Conditions and informative to be added:

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawings.

Reason: In the interests of road safety in compliance with saved policies GEN7 and GEN12 of the Arun Local Plan.

Access closure

No part of the development shall be first occupied until such time as the existing vehicular access onto Hook Lane has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety in compliance with saved policies GEN7 and GEN12 of the Arun Local Plan.

Car parking spaces

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use in compliance with saved policy GEN12 of the Arun Local Plan.

Informative

Vehicle Crossover - Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission goes not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

REPORT UPDATE

Application no: AL/83/16/OUT
Page no: 14
Location: Land south & west of Barnside & east of pond Hook Lane Aldingbourne
Description: Outline application with all matters reserved for residential development of up to 8No. dwellings & associated works including access, landscaping & open space. This application is a Departure from the development plan.
Resubmission of AL/8/16/OUT

UPDATE DETAILS

Reason for Update/Changes:

Aldingbourne Parish Council submitted the following comments on the 27th February:

- (1) The site was agricultural land prior to its current ownership
- (2) The APC NDP seeks to protect agricultural land
- (3) Arun District Council now has a 5 year Housing Land supply
- (4) The development is contrary to policy GEN 7 of the Arun Local Plan and policies H1 and H3 of the APC NDP which is attached for reference.
- (5) If the Parish Council had more notice the policies within the NP could have been expanded however I note that today is the last date for comments and therefore the Plan is attached in its entirety."

A further response was then issued on the 5th March and states that:

"The Parish Council has now had an opportunity to review your report to Committee in respect of this application which was the subject of a judicial review in December 2017.

The Parish Council understands you have recommended approval of application AL/83/16/OUT and wishes the Committee members to be aware of The Parish Council's concerns and those of parishioners. Specifically:

- That the Aldingbourne Neighbourhood Plan is a recently made plan which was approved at referendum in 2016, just 18 months ago with over 90% support.
- That the Neighbourhood Plan specifically resists the loss of Best and Most Versatile land (pp.32 - 33) and that a special policy test applies to this (i.e. whether the loss of Best and Most Versatile land is clearly outweighed by 8 units).

Aldingbourne Parish Council considers that

- i. The housing proposed is not specifically to support an agricultural enterprise or other land-based rural business as required by policy EH3.
- ii) Given that the proposal is to build 8 units, the weight that can be attached to that benefit is small

and will be a drop in the ocean of Arun's overall housing land situation.

iii) The loss of BMV land is something national policy resists and is important for the local economy, it should therefore carry significant weight,

(iv) the NPPF places great weight on neighbourhood plans (paras.184-185) and the Parish Council considers that significant harm that will be caused to public confidence in plan making locally will be great. Therefore there is a conflict with EH3 which should carry substantial weight in the planning balance.

The Parish Council considers as such, those harms do significantly and demonstrably outweigh the modest benefit of 8 new units and planning permission should therefore be refused.

Officers Comment:

In response to point (1) above, it is understood from Land Registry records that the owners bought the property in 2012. Also, aerial photography from 2010 suggests that the majority of the application site land was at that time in arable use. Otherwise, the issues raised are already considered within the officers report.

There are no changes to the recommendation or conditions

REPORT UPDATE

Application no: FG/115/17/PL
Page no: 76
Location: 44 Ferringham Lane Ferring
Description: 4 No. bungalows

UPDATE DETAILS

Reason for Update/Changes: Additional comments, conditions and revised plans

The elevations on the submitted plans are incorrect. Revised drawings showing the correct elevations will be submitted.

The representations received include an objection from the Ward Member. Following receipt of revised layout plans indicating the position of plots 1 and 2 further into the site, to provide a 22m gap to the dwellings nos 8 and 9 Little Paddocks to the east, anyone who had made a representation on the application was advised of the amended plans and further comments were invited. As a result 19 additional comments have been received all re-iterating concerns previously expressed, but also adding concerns over the lack of landscaping to soften the development and that the application is in fact for houses not bungalows as stated in the description.

Officers Comment:

Additional Landscaping details are included in the substitute plan drawing. Whist the application is described as bungalows it is being considered on the basis of the submitted plans which clearly show they have first floor accommodation.

County Highways have been re-consulted on the revised parking layout and have made the following comments:

From scaling the plan (628-06) this will leave 2.88 metres between the planting for plot 2 and the north eastern corner point of the garage. This would be enough internal width for a vehicle to pass. By way of some proxy guidance building regulations allow internal access to be reduced to 2.75m over a short distance, so a car or other private vehicle will be able to fit through.

It's been accepted that two spaces per dwelling and three visitor spaces is acceptable to meet the needs of the development. I would be minded to accept that such a provision is still available on the internal hardstanding even with the revisions to dwelling placement, though it is getting very restricted and opportunity to provide suitable parking spaces is getting diminished by the pushing forwards of plots 1 and 2.

Each dwelling is provided with a garage space so that means 4 spaces need to be provided somewhere on the remaining hardstanding area.

Theoretically spaces can be provided in parallel fronting plots 3 and 4 though as previously

observed such spaces should measure 3 x 6 metres and this is not available with the design show. These spaces would likely be useable but would require some manoeuvring to access.

There is also space adjacent to the garage at the southern extent of the plot outside plot 4 to park two vehicles. One additional echelon space could also be provided where the visitor parking area is.

Given none of the above has been shown I would be minded to suggest getting a formal parking layout plan provided and approved. I would not recommend any parking fronting plot 1 as this has been indicated at the turning area for larger vehicles. Similarly any parking fronting plot 2 or in front of the northern most garage is going to further impede access to plots 3 and 4 so would not be recommended.

Where this development is accessed via a private road WSCC would not be able to offer a formal objection to the proposed. The applicant and Local Planning Authority should consider the points raised above and consider the impacts of the layout proposed whereby parking for plots 1 and 2 is being pushed away from the dwellings which may not be the most ideal and convenient parking solution for future occupiers.

These comments were discussed with the agent and further substitute plans have been submitted relating to the deletion of part of one of the garages and the addition of indicative parking and landscaping. The parking layout indicates that 2 parking spaces/garages are provided per dwelling with 3 at the entrance to the development for visitor parking.

The parking condition (no. 6) has been amended to include submission of details of the parking layout to ensure that these details can be discussed further with County Highways to ensure that the spaces are accessible .

A fencing and materials condition have been added to the recommendation. The materials condition includes surfacing materials. The plans condition has been amended to include the latest amended layout and cross section plans submitted.

Note: The changes to the conditions and/or reasons are attached on the amended replacement recommendation sheet.

4 No. bungalows

44 Ferringham Lane
Ferring

RECOMMENDATION

Approve Conditionally

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plan: Location Plan 628-01 revA,
Site Layout Block - 628-02 revD
Roof Plans 628-03 revE
House Plans 628-04 rev E
Elevations 628-05 rev B
Coloured Site Sections 06C
Site Sections 06

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 No part of the development shall be first occupied until visibility splays of 2.0 x 43 metres to the south of the site and 2.0 x 39 metres to the north of the site have been provided at the site vehicular access onto Ferringham Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 4 No development shall not commence until the 4 metre wide vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access onto Ferringham Lane which could compromise highway safety in accordance with the NPPF.

- 5 Prior to the commencement of development details of the proposed traffic light system to control access in and out of the site shall be submitted to and approved by the local planning authority. This should include the:

- design, location and operation of the traffic light system.
- continued maintenance and operation of the traffic light system.

Reason: In the interests of road safety and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access onto Ferringham Lane which could compromise highway safety in accordance with the NPPF.

- 6 The buildings shall not be occupied until the precise details of the layout of the parking spaces, turning facilities and garages have been submitted to and approved by the Local Planning Authority and the details so approved have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, turning and garaging of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 7 Development shall not commence 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, the recommendations of the SUDS Manual produced by CIRIA.

Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage.

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

Reason : To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

- 8 No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.'

Reason: In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

- 9 Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking or re-enacting this Order) no extensions (including porches or dormer windows) to the dwelling houses shall be constructed or buildings shall be erected within the curtilage unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: To safeguard the privacy and amenity of adjoining occupiers, maintain adequate amenity space and safeguard the cohesive appearance of the development in accordance with policy GEN7 of the Arun District Local Plan.

- 10 No windows (other than those shown on the plans hereby approved) shall be constructed at first floor level in the rear east elevation of plots 1 and 2 which adjoins the side boundary with Little Paddocks without the prior permission of the Local Planning Authority on an application in that behalf.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policy GEN7 of the Arun District Local Plan.

- 11 The first floor windows on the east rear elevation of plots 1 and 2 shall at all times be glazed with obscured glass and fixed to be permanently non-opening below 1.7m internal floor level.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policies GEN7, DEV19 of the Arun District Local Plan.

- 12 The buildings hereby permitted shall not be occupied until provision for covered cycle parking has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority and such provision shall thereafter be used only for the parking of cycles.

Reason: To ensure that adequate and satisfactory provision is made for the parking of cycles in accordance with policy GEN7 of the Arun District Local Plan.

- 13 No development above damp proof course (DPC) level shall take place unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed buildings and hard surfaced access road and parking areas have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the buildings and surfacing.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity/and character and appearance of the Listed Building/ by endeavouring to achieve a building of visual quality in accordance with policy GEN7 of the Arun District Local Plan.

- 14 No development above damp proof course (DPC) level shall take place until details of screen walls and/or fences have been submitted to and approved by the Local Planning Authority and no dwellings shall be occupied until such screen walls and/or fences associated with them have been erected.

Reason: In the interests of amenity in accordance with policy GEN7 of the Arun District Local Plan.

- 15 **INFORMATIVE:** Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 16 **INFORMATIVE:** Drainage Engineers advise that 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 365, 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 30% 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. Supplementary guidance notes are also available on request.

- 17 **INFORMATIVE:** A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

- 18 **INFORMATIVE:** The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.

REPORT UPDATE

Application no: LU/280/17/PL
Page no: 88
Location: General Henrys 31 Horsham Road Littlehampton
Description: Conversion of existing building to form 5 No. dwellings with associated cycle & refuse stores, parking & landscaping with dormers to north & south elevations.

UPDATE DETAILS

Reason for Update/Changes:

Substitute plans received showing cross sectional detail and velux windows.

Officers Comment:

Noted. These demonstrate that rooms in unit 5 will benefit from natural light and ventilation.

Note: The changes to conditions show under Officers Recommendation at the end of the attached report.

Conversion of existing building to form 5 No. dwellings with associated cycle & refuse stores, parking & landscaping with dormers to north & south elevations.

General Henrys
31 Horsham Road
Littlehampton

RECOMMENDATION

Approve Conditionally

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:

- Site Plan
- Proposed Elevations - Drawing No. CFA/FULL/BS Revision 1
- Proposed Floor Plans - Drawing No. CFA/FULL/BS Revision 1
- Proposed Cycle and Refuse Storage - Drawing No. CFA/FULL/BS

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 The two dormer windows on the north elevation of the building shall at all times be glazed with obscured glass and fixed to be permanently non-opening up to 1.7m above ground floor level.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policy GEN7 of the Arun District Local Plan.

- 4 No part of the development shall be first occupied until the parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: In the interests of amenity to provide car parking spaces in accordance with policy GEN7 of the Arun District Local Plan.

- 5 No development shall commence 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 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: In the interests of amenity and highway safety in accordance with policy GEN7 of the Arun District Local Plan and the NPPF. It is considered necessary for this to be a pre-commencement condition to ensure that during construction no adverse impacts upon amenity or the operation of the highway take place.

- 6 No part of the development shall be first occupied until covered and secure cycle parking spaces and bin enclosures have been provided and permanently retained in accordance with the approved plans.

Reason: To provide alternative travel options to the use of a car in accordance with the NPPF.

- 7 **INFORMATIVE:** Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

REPORT UPDATE

Application no: LU/320/17/PL
Page no: 98
Location: Littlehampton Golf Club Rope Walk Littlehampton
Description: Alterations to golf practice ground & surrounding land, including tees (incorporating importation of material).

UPDATE DETAILS

Reason for Update/Changes:

The comments referred to in the representation section of the report are not from the Ward Member, but from a Local and County Councillor. An additional representation from this Councillor has been received stating that the bridge at Ferry Road was repaired last year and the road is already starting to sink very gradually. It is already breaking up. Photographs have been submitted to support this comment. This application will allow an additional approximately 3000 plus lorry movements within a 6 month period. There are other areas along this stretch of road that have had to be bolstered up which cannot withstand this type of HGV movement and will not last .

This application has to be looked at again and there has to be another way and I believe that is by bringing the goods in by sea .

5 identical additional letters of support have been received from Members of the Golf Club stating this is an important, high quality course that is much valued and enjoyed by its Members and visitors. The existing practice ground is low lying in relation to surrounding land to 3 sides and has poor drainage. This proposal will also beneficially re-position a number of tees. the proposal will help to sustain and improve the quality, experience and enjoyment of the course.

Officers Comment:

County Highways have no additional comment to make on the application. There are existing problems with the repair of the road and the applicant is incorporating mitigation within the application. It would not be reasonable to insist that materials are brought in by sea.

REPORT UPDATE

Application no: LU/323/17/PL
Page no: 108
Location: United Services Maltravers Road Littlehampton
Description: Change of use of former United Services Club (Sui Generis) to 10 No. flats (C3 Dwelling House) with associated landscaping, parking, bins & recycling storage.

UPDATE DETAILS

Reason for Update/Changes:

Deletion of pages 118 & 119

Recommendation change to 'Conditional approval with S106'

Officers Comment: Unilateral Undertaking completed since the application was cleared onto Agenda.

Note: The changes to recommendation are attached on the amended replacement recommendation sheet.

Change of use of former United Services Club (Sui Generis) to 10 No. flats (C3 Dwelling House) with associated landscaping, parking, bins & recycling storage.

United Services
Maltravers Road
Littlehampton

RECOMMENDATION

App Cond with S106

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:-

PL.001
PL.003 Revision C
PL.002 Revision B

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 The materials and finishes of the external walls and roofs of the development hereby permitted shall be similar in colour and texture with those of the existing building.

Reason: In the interests of amenity in accordance with policies GEN7 of the Arun District Local Plan.

- 4 The first floor windows on the east and west elevations of the building shall at all times be glazed with obscured glass and fixed to be permanently non-opening to a height 1.7m above finished floor level.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policy GEN7 of the Arun District Local Plan.

- 5 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (December 2017) and the following mitigation measures detailed within the FRA:

· Finished floor levels are set no lower than 5.20 metres above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To reduce the risk of flooding to the proposed development and future occupants in compliance with saved Arun Local Plan policy GEN11 and emerging Arun Local Plan policy W DM2 and the NPPF.

- 6 INFORMATIVE: The Environment Agency (EA) recommend that the owner/occupants sign up to the Environment Agency Flood Warning Service and have a flood evacuation plan.

The EA therefore recommend seeking comments from your Local Authority emergency planners.

The EA recommend that consideration be given to use of flood mitigation measures to reduce the impact of flooding when it occurs. Flood mitigation measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. More information can be found in the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at: <http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>

- 7 INFORMATIVE: The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

- 8 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.