

REPORT UPDATE

Application no: Y/127/21/RES
Page no: 107
Location: Land at Bilsham Road Yapton
Description: Approval of reserved matters (appearance, landscaping, layout and scale) following the grant of Y/91/17/OUT for 250 No dwellings with associated parking, road/footway/cycleway provision, open space, landscaping, surface water attenuation & ancillary works (resubmission following Y/152/20/RES). This site is not CIL Liable as in Yapton Strategic Site.

UPDATE DETAILS

Reason for Update/Changes:

A further consultation response was received from WSCC Highways in regards to the provision of 5% of the spaces as disabled parking spaces. This concern was primarily due to the removal of these spaces from use by visitors when there may not be sufficient demand for disabled parking to warrant a 5% provision. It was instead recommended that 5% of the spaces should be capable of conversion to disabled parking spaces should there be an identified need.

Following the comments from WSCC Highways an amended accessibility plan has been provided which shows 5% of the total spaces to be provided on site are capable of being adapted to provided dedicated disabled parking if required. This approach aligns with the Consultation response received from WSCC and ensures adequate visitor parking will remain available for use whilst ensuring that disabled parking needs can be adequately met across the development.

Therefore, Condition 1 has been amended with the accessibility plan and site layout plan revision versions amended to reflect this change.

Officers Comment:

Note: The changes to condition 1 are shown on the attached amended replacement recommendation sheet.

Approval of reserved matters (appearance, landscaping, layout and scale) following the grant of Y/91/17/OUT for 250 No dwellings with associated parking, road/footway/cycleway provision, open space, landscaping, surface water attenuation & ancillary works (resubmission following Y/152/20/RES). This site is not CIL Liable as in Yapton Strategic Site.

Land at Bilsham Road
Yapton

RECOMMENDATION

AC - Approve Conditionally

1 The development hereby approved shall be carried out in accordance with the following approved plans and documents:

- Location Plan - S201
- Site Survey - S202
- Site Survey (Sheet 1) - S202.1
- Site Survey (Sheet 2) - S202.2
- Illustrative Street Scenes (AA, BB, CC, DD) - C202 Rev A
- Illustrative Street Scenes (EE, FF, GG, HH) - C203 Rev A
- Illustrative Perspective View (View A) - C204
- Illustrative Perspective View (View B) - C205
- Illustrative Perspective View (View C) - C206
- Illustrative Perspective View (View D) - C207
- Illustrative Perspective View (View E) - C208
- Illustrative Perspective View (View F) - C209
- Illustrative Perspective View (View G) - C210 Rev A
- Proposed Site Layout (Whole Site) - P201 Rev H
- Proposed Site Layout (Footpath Routes) - P201.3
- Tenure Housing Plan (Whole Site) - P202 Rev C
- Building Materials Layout (Whole Site) - P203 Rev D
- Building Materials Layout (Sheet 1) - P203.1 Rev C
- Building Materials Layout (Sheet 2) - P203.2 Rev C
- Boundary Materials Layout (Whole Site) - P204 Rev C
- Boundary Materials Layout (Sheet 1) - P204.1 Rev C
- Boundary Materials Layout (Whole Site) - P204.2 Rev C
- Surface Materials (Whole Site) - P205 Rev C
- Surface Materials (Sheet 1) - P205.1 Rev C
- Surface Materials (Sheet 2) - P205.2 Rev C
- Garden Depth Layout (Whole Site) - P206 Rev C
- Car Parking Layout (Whole Site) - P207 Rev C
- Accessibility Layout (Whole Site) - P208 Rev D
- Refuse Strategy Layout (Whole Site) - P210 Rev C
- Green Infrastructure Layout (Whole Site) - P211 Rev C
- Land Use Layout (Whole Site) - P212 Rev C
- Apartment Block A - Full Plans & Elevations - P213 Rev A
- Apartment Block B - Full Plans & Elevations - P214
- Apartment Block C, D, E, F, G - Full Plans & Elevations - P215
- Apartment Block C, D, E, F - Elevations - P216
- Apartment Block H & FOG - Full Plans & Elevations - P217
- C2H4 - Semi - Full Plans & Elevations - P219 Rev A
- C2H4 & C2H5 - Terrace - Full Plans & Elevations - P220 Rev A
- C2H6 - Detach - Full Plans & Elevations - P221
- C3H3 - Semi - Full Plans & Elevations - P222
- C3H5 - Detach - Full Plans & Elevations - P223 Rev A

- C3H5 & C2H3 - Semi - Full Plans & Elevations - P224
- C3H5 & C2H3 - Terrace - Full Plans & Elevations - P225
- C3H10 - Detach - Full Plans & Elevations - P226
- C3H10 - Semi - Full Plans & Elevations - P227
- C4H2 - Semi - Full Plans & Elevations - P228
- C4H2 - Detach & Terrace - Full Plans & Elevations - P229
- 2B3P Type A - Semi - Full Plans & Elevations - P230
- 2B3P Type A - Terrace - Full Plans & Elevations - P231
- 2B4P Type B - Semi - Full Plans & Elevations - P232 Rev A
- 2B4P Type B - Terrace - Full Plans & Elevations - P233 Rev A
- 2B4P Type C - Semi - Full Plans & Elevations - P234
- 2B4P Type C - Terrace - Full Plans & Elevations - P235
- 2B4P Type D - Detach - Full Plans & Elevations - P236
- 3B4P Type A - Semi & Terrace - Full Plans & Elevations - P237 Rev A
- 3B4P Type A - Semi - Elevations - P238
- 3B4P Type A - Terrace - Elevations - P239
- 3B5P Type B - Detach & Semi - Full Plans & Elevations - P240
- 3B5P Type B - Semi - Elevations - P241
- 3B6P Type C - Detach - Full Plans & Elevations - P242
- 3B5P Type D - Detach - Full Plans & Elevations - P243 Rev A
- 3B5P Type D & 2B49 Type B - Semi - Full Plans & Elevations - P245 Rev A
- 3B5P Type D & 2B49 Type B - Terrace - Full Plans & Elevations - P246 Rev A
- 4B7P Type A - Detach - Full Plans & Elevations - P247
- 4B7P Type A - Semi - Full Plans & Elevations - P248
- 4B7P Type B - Detach - Full Plans & Elevations - P249
- 4B7P Type B - Detach - Elevations - P250
- Ancillary Buildings - Single & Twin Garages - P251
- Ancillary Buildings - Double Carport & Sheds - P252
- Ancillary Buildings - Single & Double Carports - P253
- Ancillary Buildings - Triple Carport - P254
- Ancillary Buildings - Pump & Sub Stations - P255
- Ancillary Buildings - Double & Triple Pergola - P256
- Ancillary Buildings - Single Attached Garage - P257

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policies D DM1, D SP1, QE SP1 and T SP1 of the Arun Local Plan.

- 2 No development above damp proof course (DPC) level shall take place until full details of the proposed cycle stores for those dwellings which do not benefit from a garage or individual store located within the properties demise have been submitted to and approved in writing by the Local Planning Authority and the relevant houses shall not be occupied until the approved cycle storage associated with them have been erected/provided. These cycle storage spaces shall thereafter be permanently retained and maintained.

Reason: To provide alternative travel options to the use of the private motor vehicle in accordance with Arun Local Plan policies T SP1 and T DM1.

- 3 No dwelling shall be occupied until the vehicular access, roads, footways, car/garaging including visitor spaces and cycle parking and turning spaces serving that dwelling have been constructed and are available to use. Once provided, the parking spaces shall not be used for any purpose other than for the parking of vehicles and the garages shall not be used for any purpose other than the parking of vehicles and for domestic storage.

Reason: In the interests of ensuring appropriate access and vehicle parking and highway safety within the development in accordance with policy T SP1 of the Arun Local Plan.

- 4 None of the dwellings hereby approved shall be occupied unless and until the applicant/developer supplies a certificate confirming the agreement of the Royal Society for the Prevention of Accidents (RoSPA) to the location of the SuDS features within areas of Public Open Space and close to designated play areas. The submission shall include details of any physical changes if necessary such as boundary treatments for approval in writing by the Local Planning Authority prior to occupation.

Reason: In the interests of amenity and safety in accordance with policies D DM1 and OSR DM1 of the Arun Local Plan.

- 5 No development above damp-proof course (DPC) level shall take place unless and until details of the proposed location of the required fire hydrants have been submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service.

Prior to the first occupation of any dwelling forming part of the proposed development, the developer

shall at their own expense install the required fire hydrants (or in a phased programme if a large development) in the approved locations to BS:750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.

The fire hydrants shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner/occupier if the installation is retained as a private network.

Reason: In the interests of amenity and in accordance with policy INF SP1 and T SP1 of the Arun Local Plan and in accordance with The Fire & Rescue Service Act 2004.

REPORT UPDATE

Application no: AL/87/21/PL
Page no: 125
Location: Oldlands Farm Newlands Road Bognor Regis
Description: Erection of a warehouse (Use Class B8) with ancillary office, associated vehicle parking, van storage, plant, ancillary structures, lighting landscaping and infrastructure works including earthworks to facilitate flood compensation area. This site may affect listed buildings, may affect the character & appearance of the Shripney Conservation Area, is a Departure from the Development Plan, affects a Right of way & is in CIL Zone SP3 (Zero Rated) as other development.

UPDATE DETAILS

Reason for Update/Changes:

Transport Summary submitted by applicants:

The applicants have provided a high level summary of the transport impacts in the submitted Transport Assessment. This includes an additional breakdown of the vehicle types during the am and pm peak. There would be 58 cars, 168 LGVs and 2 HGVs in the am peak and 79 cars, 168 LGVs and 0 HGVs in the pm peak. The LGVs would depart the site in the am peak and return in the pm peak. The summary confirms that the highways impact on the site access roundabout would not be severe and represents an increase of 2.4% in the am peak and 3.5% in the pm peak. The agreed contribution of £75,480 would provide any further capacity enhancements at this junction. A contribution of £22,973 has been agreed to mitigate the impact on the A27.

Officers Comments:

Transport Summary submitted by applicants:

The additional high level summary of transport impacts does not require any changes to the report or recommendations.

Drainage update:

The hydrodynamic flood modelling and drainage details are close to being finalised but the LPA has not been provided with any revised plans as at 26th April 2022. The recommendation has been amended to impose a 3 month time limit for the receipt of satisfactory drainage plans and documents to give a cut off point for moving to part (b) of the recommendation (i.e. the imposition of pre-commencement conditions for drainage).

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

Officers Recommendation:

RECOMMENDATION:

That delegated authority is granted to the Group Head of Planning (in consultation with the Chair

and Vice Chair of Planning Committee) to:

- a. approve planning permission subject to conditions;
- b.subject to a Section 106 Agreement, the terms of which are substantially in accordance with those set out in this report with any minor amendments being authorized by the Group Head of Planning

FOLLOWING EITHER:

- a)receipt of drainage plans/ documents, deemed to be acceptable by ADC Engineers, which will be included in the list of approved plans and in conditions requiring compliance with the plans/ documents, within three months from 27th April 2022 OR
- b)receipt of written confirmation by the applicant to the imposition of the standard pre-commencement drainage conditions (as set out in this report or any alternative wording agreed by both the applicant and Local Planning Authority).

REPORT UPDATE

Application no: AL/107/21/PL
Page no: 156
Location: Woodgate Centre Oak Tree Lane Woodgate
Description: Demolition of the Woodgate Centre buildings (including 3 No. residential dwellings) & the construction of 180 No. residential dwellings with the creation of new vehicular access with footways and cycleways, ancillary road infrastructure, emergency access arrangements, associated parking, public open space, including children's play space, landscape planting, surface water attenuation & drainage & other associated infrastructure. This site is in CIL Zone H SP2, BEW Strategic Site and is not CIL Liable.

UPDATE DETAILS

Reason for Update/Changes:

Additional representations:

Additional representation received from Lichfields on behalf of the Southern Consortium requesting application is deferred until matters related to the delivery of the east-west pedestrian and cycle bridge link, and access and servicing arrangements of the land to the north of the Woodgate Centre are resolved.

Consultee comments:

Following their consultation response further advice has been received from National Highways that they are concerned that a proportional contribution based on the 4300 dwellings (proposed for BEW through the endorsed masterplan) would not fully offset the impact of development upon the operation of the A27. Therefore, National Highways have identified that a proportional contribution should be made on the basis of 3,000 dwellings, until such time as adequate evidence has been provided to satisfy them that the identified mitigations for the A27 could accommodate the additional 1,300 dwellings or that additional mitigation is needed.

Updated Heads of Terms:

Figure of £39,200 now agreed for bus improvement contribution if improvements to existing bus stops are not provided by Wings Nursery development.

E/W Cycle/Pedestrian Link trigger corrected to 50% occupations and wording added about triggers for delivery or payment.

Delivery of Public Open Space triggers corrected to 50% for approval of management strategy and 75% for final completion notice. Adoption of Public Open Space - clarified by inclusion of reference to 'if called on by ADC'.

Officers Comment:

Additional representations:

Response to the representation received by the Southern Consortium:

Firstly, in relation to the drafting of the S106 to secure the delivery/ contributions towards the E/W link, Pye Homes have confirmed that they will accept a contribution of 50% of the costs. The detailed wording of the S106 provisions can be resolved under the delegated authority that is being sought. The Southern Consortium want the figure for the contribution to be based on detailed design for the bridge. Pye Homes have produced a document (shared with the Southern Consortium and the council) which sets out the costs for a bridge which allows for contingencies and fees amounting to £2,512,636. This figure, combined with a mechanism within the S106 to ensure that any increase in costs could be recouped, is sufficient to provide certainty that the E/W Link will be delivered. A detailed design would not be appropriate at this stage in the process and there is no reason to defer the application on this basis. Secondly, in relation to the drafting of the S106 Agreement not securing the necessary provisions to access and service the land parcel to the north of the Woodgate Centre, Pye Homes have confirmed that they agree that the S106 needs to include provisions to avoid a ransom situation. The council would not agree any S106 wording that could lead to a ransom situation occurring. This matter can be resolved through continued discussions between the solicitors and is not a reason to defer the application.

Consultee comments:

Whilst the Local Planning Authority are of the view that contributions should be based upon the master planned figure of 4,300 it is accepted that National Highways retain their position. Therefore, it is proposed that the Heads of Terms be amended to reflect the higher figure of £53,700 but that if prior to finalising the S106 additional information is provided to address the concerns of National Highways then the lower figure based on 4,300 dwellings will be used.

REPORT UPDATE

Application no: A/248/21/PL
Page no: 209
Location: Land North of Water Lane Angmering
Description: Variation of condition imposed under A/40/18/OUT relating to condition 4-approved plans.

UPDATE DETAILS

Reason for Update/Changes:

1. The applicant has provided amended details in regards to the changes to the developable area (having failed to account for existing open space provision within the developable area). This updated information confirms that rather than the developable area will increase by 0.97ha with the open space provision reducing by the same amount.

Parameter Plans as originally approved (A/40/18/OUT):

- Open Space 11.9ha
- Developable Area incl. roads 17.53ha
- Employment Land 1.52ha

Parameter Plans as proposed by this application:

- Open Space 10.93ha
- Developable Area incl. roads 18.5ha
- Employment Land 1.52ha

Officers Comment:

1. Whilst the open space provision on site will be reduced by 0.97ha the conclusions within the original Officers Recommendation Report Are unchanged with the benefits to the enhancements outweighing this reduction in open space provision.

The revised parameter plans will still provide a total of 10.93ha of open space which will still exceeds the requirements established through the Arun Open Space SPD which for a development of 525 dwellings would generate an on-site open space requirement of 4.62ha.

Note: There are no changes to recommendation, conditions and/or reasons.

