A/148/05

PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Outline application for car showrooms and associated access, parking and landscaping (departure from the Development Plan) Land South of A259, Littlehampton Road, Rustington

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	The application is in outline form and the only matters being dealt with by this application are the landscaping and the means of access to the site. Other matters will be dealt with under reserved matters that are the layout, the number, siting, design and external appearance of the building.
SITE AREA	6 hectares
RESIDENTIAL DEVELOPMENT DENSITY (NET)	N/A
TOPOGRAPHY	Land lies lower than the main A259 road but of an approximate level with land to the south.
TREES	Trees to the site are mainly to the verge between the main site and the A259.
BOUNDARY TREATMENT	Main boundary to the A259 is formed of timber open fencing together with trees and shrub planting on the majority of the boundaries.
SITE CHARACTERISTICS	Land formerly agricultural with the majority of the site being in the flood plain. The site is lower than the A259 road and thereby affords clear views over it from the road network and pedestrian areas off Mill Lane to the east.
CHARACTER OF LOCALITY	The site is situated between the railway line to the south and 3no. roads. To the north the A259, the east Mill Lane and west, Brook Lane. To the south of railway line there is an industrial estate and to the north of the A259 is the Rustington Golf Centre.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
A/80/93	Proposed access and use of existing hardstanding for agricultural storage purposes.	Refused 03.12.93
A/19/95	Outline application for indoor bowls club and car park.	Withdrawn 30.05.95
A/37/03	Outline application for car showrooms and associated access, parking and landscaping.	Withdrawn 22.12.03
A/94/04	Outline application for car showrooms and associated access, parking and landscaping.	Refused 03.09.04 Appeal Hearing Current

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REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
Angmering Parish Council	Objection - It is a significant departure from the Development Plan. The proposed access to the site via Mill Lane is potentially dangerous. Mill Lane is a sloping road with restricted sight lines which is also used by school children. The additional traffic which would use Mill Lane and the A259 at this roundabout would cause serious traffic build ups and a highway feasibility study should be called for.
Rustington Parish Council	Objection - The proposal by reason of its location outside of the built up area and within close proximity of a flood plain is in conflict with Local Plan policies. The site is adjacent to a Strategic Gap between Angmering and Rustington and the proposal would be detrimental to this design. The formation and use of an additional access to the public highway would add to the hazards of highway users and cause traffic problems and road congestion. The proposal would generate an unacceptable increase of traffic entering and leaving the highway to the detriment of highway safety and would result in an excessive amount of development being dependent on a single point of access.
Ferring Residents & Owners' Association	Objection - To build three car showrooms on the field the application has already failed once and being outside the built up area boundary would be a departure from the development plan. It should remain as agricultural land. The land is a green corridor which breaks up the continuing infilling of the south. The A259 is already congested with traffic, three showrooms would attract even more traffic.
East Preston & Kingston Preservation Society	Objection - The Society considers that the proposed development would not represent a justifiable departure from the Development Plan and should therefore be refused planning permission. If any development that does not conform to the Development Plan is to be permitted, it must be a building of quite exceptional social value. A car showroom does not meet this test. If any new car showrooms are really needed in the area they should be constructed within the built up area on sites already allocated for development. The site proposed for this development should be left as open countryside. The fact that it is a flood risk area is a further reason for leaving it undeveloped. If it is too damp to be cultivated, perhaps it could be treated as amenity land and planted with trees.
The Angmering Society	Objection - The site is outside the built up area boundary and the proposal is contrary to Local Plan policies. If approved, it would create a precedent which would encourage similar applications in the future for ribbon development along the A259 which would be difficult to resist. The proposed vehicular access to the site from Mill Lane is unsatisfactory. It would result in unacceptable congestion of traffic at Windmill Bridge of vehicles from the south. The access could well create a safety hazard particularly when new vehicles are being delivered to the

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
	showrooms. The volume of traffic using Mill Lane is high and an increase resulting from some 312 employees on site and from customers and deliveries would produce dangerous conditions.
6 letters of objection	Resubmission and should also be refused. No change in circumstances since refused application. A259 is a busy road and suffers substantial congestion. The application would exacerbate this. To impose further traffic on this road would be a retrograde step and the hazards of vehicles entering and exiting the showrooms would increase existing dangers. Land is designated outside the built up area boundary and as agricultural land and there is no justification for changing this. If there were a shortage of showrooms in the area to deprive adequate facilities then perhaps the application would be of some benefit, but this is not the case. The field serves a useful purpose as an attractive visual feature and a break between the railway and the commercial buildings to the south and the busy A259 to the north. Massive 10 car transporters turning into this development would cause traffic chaos. Inadequate customer car parking. Lack of public knowledge of this application. Concern that this will end up being a storage facility for unsold new vehicles as the production of new vehicles does not stop even when they are not being sold. In the Midlands there are thistles and weeds growing in amongst the land of car sales areas because sales are bad. What source data has been used to calculate 78 employees per dealership? I believe it to be fewer.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Environment Agency	First Consultation - Objection - The site is located in a flood risk area. The Agency also objects to the proposed landscaping due to the close proximity of the Rustington stream, a classified main river under our jurisdiction. The Agency has previously been consulted where a flood risk assessment was undertaken and options agreed, no such details have been submitted with this application to enable the Agency to fully assess the flood risk implications. Objection Removed - Following receipt of a flood risk assessment. The Agency is now satisfied that this addresses immediate concerns. If approved it will be necessary for planning conditions to be attached.
County Highways	No objections from a highway point of view. Detail of the new access junction onto Mill Lane has been the subject of safety audits and it has been established that an acceptable access can be provided at this location. The final design and construction will be the subject of a further Stage 2 Audit and a Legal Agreement between the applicant and the Highway Authority.
Network Rail	No objections in principle subject to conditions.

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Sussex Police	No objection in principle.
Southern Water	No objection in principle. The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised. No development or new tree planting within 3m. either side of the centre line of the public sewer and all existing infrastructure should be protected during the course of construction works.
District's Forward Planning	Information has been submitted accompanying the application which aims to indicate the need for the development. This includes some letters from existing car dealerships expressing a potential interest. However, it is not explicitly demonstrated how the requirements of these firms relate to the proposed units/business floor space to be provided. The supporting document concludes that there is a requirement for additional accommodation for local firms resulting in 4400 square metres floor space on sites amounting to 1.8 hectares. It is noted that the application states that 13,680 square metres floor space is to be provided, the total site area proposed is 6 hectares. It is not clear that there is any firm agreement from all these firms to relocate the proposed development. The policy DEV8 states that a legal agreement/planning condition may be necessary to ensure matters including the restriction of occupancy to the firm concerned, to ensure that the premises are used by that local company/companies, given that an exception may be made to allow development which would not normally be permitted in the countryside. It needs to be made clear that the use of these premises would be tied to these local firms in order to comply with the requirements of the policy. A unilateral agreement ~~of a~~ (Section 106 Agreement) would be required. Criterion 'A' of Local Plan Policy DEV8 which relates to circumstances in which additional development may be permitted outside of the built up area boundary for local firms, requires that the development is of a high standard of design and layout. Criterion 'E' requires that the development includes suitable landscaping and floorscaping proposed where appropriate. The site is visually prominent and offers an opportunity for high quality landmark development as indicated by material submitted with the application. The Inspector's report into the Arun District Local Plan (2002) refers to this and states:- *"... given careful and imaginative design, it is possible that a specialist commercial development could make beneficial use of part of this parcel of land. It could provide an opportunity to create a high profile and landmark scheme in one of the main traffic corridors of the District".* This site is unlikely to be suitable for residential use, and there is potential for an appropriate, high quality development by a local firm/s to make effective use of this site. However, given its location outside of the built up area boundary, it must be clearly demonstrated that **all** criteria in Policy DEV8 can be met, to ensure compliance.

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POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Outside Built-up Area Boundary Class A and B Roads Agricultural Land Value Grade I Land Liable to Flood

DEVELOPMENT PLAN POLICIES

West Sussex Structure Plan : LOC2, NE5, NE17, CH1, CH7, ERA4, DEV1
Arun District Local Plan : GEN1, GEN2, GEN3, GEN4, GEN7, GEN8, GEN9, GEN11, GEN12, GEN18, GEN27, DEV8

PLANNING POLICY GUIDANCE

PPS1 - Delivering Sustainable Development
PPG4 - Industrial Commercial Development
PPS7 - Sustainable Development in Rural Areas
PPG13 - Transport
PPG16 - Archaeology and Planning
PPG25 - Development and Flood Risk

POLICY COMMENTARY

The above policies combine to describe the relevant development control criteria against which this application will be considered, in particular with relation to land outside the built up area boundary, commercial development and flood risk.

COMMENT ON CONSULTATION RESPONSES

Noted. However, it should be noted that whilst the Environment Agency have received a Flood Risk Assessment relating to this application, none have been submitted to the Local Planning Authority.

COMMENT ON REPRESENTATIONS RECEIVED

Noted. The appropriate body for dealing with highway safety matters is County Highways who have raised no highway objections. The site is not within a Strategic or Local Gap.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to conflict with relevant Development Plan policies in that it does not comply specifically with the requirements of Local Plan Policy DEV8.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

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CONCLUSIONS

As can be seen from the history there is a current appeal being held by way of a Hearing on the previous application. The appeal has been deferred pending the outcome of this application.

This application endeavours to deal with items not covered under the previous application i.e. comparing alternative sites, justifying a need for this site and potential users for the showrooms. However, it is the Local Planning Authority's opinion that insufficient information has been submitted in order to substantiate the application and to receive an approval. As can be seen from Forward Planning response, there is no clear evidence to show a secured company for this site or identified that this is an appropriate site for the development. No unilateral agreement or Section 106 Agreement has been submitted and whilst photographs of the existing buildings submitted indicate that a landmark development would be achieved, it is somewhat difficult to determine within this outline as more information on this matter would be required.

There is also some difficulty with the Environment Agency response as the Flood Risk Assessment has not been submitted to the Local Planning Authority for assessment and whilst we accept the Environment Agency's withdrawing their objection, it is information that would be required to be on the public file.

The Inspector's report on the Local Plan Inquiry relating to this site did indicate that in his opinion that given a careful and imaginative design, it is possible that a special commercial development could make beneficial use of part of this land and it could provide an opportunity to create a high profile and landmark scheme in one of the main traffic corridors of the District. He went on to say that if a specialist proposal were to be pursued in the present uncertain circumstances, a case should be made via a planning application and strict compliance with Development Plan criteria.

This application and those previous have resulted from that statement within the Inspector's report in 2002. However, it is not considered that the proposal has yet clearly identified the need for this development on this land also the submitted information raises a conflict in that the report from Caxtons stated in para. 10.3"..... The total accommodation required is approximately 4,400 sq. m on sites mounting to 1.8 hectares". This application proposes 13,680 sq. m over 6 hectares. A difference of more than 3 times the size. Further there are no secured companies wishing to make a sound commitment to this land for the development as proposed and therefore the Local Planning Authority do not accept at this stage that a case has been identified for allowing development on land outside the built up area boundary for a use other than agriculture or forestry and therefore it is recommended the application be refused for the reasons set out overleaf.

ANGMERING A/148/05/

Outline application for car showrooms and associated access, parking and landscaping (Departure from the Development Plan)

Land south of A259
Littlehampton Road
Rustington

RECOMMENDATION

Refuse

1 The site lies in a rural area and the proposal, being unrelated to the needs of agriculture, forestry, recreation, the extraction of minerals or disposal of waste, conflicts with policies LOC2 of the West Sussex Structure Plan GEN2, GEN3 of the Arun District Local Plan which seeks to protect the countryside, safeguard agricultural land, and ensure that the amount of land taken for development is kept to a minimum, consistent with the provision of high quality and adequate space within the built environment and to resist the consolidation of linear or sporadic development.

2 The Local Planning Authority is not satisfied that the need for such a facility to serve the locality within this location has been demonstrated, and the proposal therefore conflicts with policies LOC2 of the West Sussex Structure Plan and GEN3, DEV8 of the Arun District Local Plan.

3 The proposal will result in the loss of the rural buffer to the built up area and the development would change the landscape character and adversely impact upon the visual amenity of the area in conflict with policies LOC2 of the West Sussex Structure Plan and GEN1, GEN3, GEN7 of the Arun District Local Plan.

REPORT UPDATE

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Reason for the Update/Changes

- Further Information
- Consultations Received
- Representations Received

District Council's Parks and Greenspaces

Any development in this area will have a detrimental impact on the location changing its character which could be described as rural in nature. The site is overlooked by the A259 which forms the northern boundary of the site.

The illustrative layout shows four buildings and appears to provide for a reasonably satisfactory landscaping scheme, further detail would need to be supplied with a full application. The scheme provides a reasonable balance between a developed area and an area set aside for biodiversity. The western portion of the site to be managed as water meadows and to progressively improve its nature conservation value.

Concerns that this illustrative proposal could be significantly eroded in future applications by detailed full applications taking larger areas of the site contained within the red edge to be developed with hard structures and thus reducing the biodiversity potential of the site.

I note the existing mature belt of pine trees will have a condition survey and proposal for some felling of over-mature trees with replanting. These trees are a significant feature in the landscape, their retention must be ensured in any proposal.

County Planning

When consulted on the earlier application A/37/03 the County Council raised strategic planning objections because of conflict with the Structure Plan and the locational, character, development and environment, resources and assets policies of the then Draft Structure Plan. The latest Structure Plan was adopted in 2004.

The strategic policy issues remain the same as those identified in relation to the earlier application which is at appeal. The current application includes information on the demand for car sales outlets in Arun district and an analysis of some alternative locations in the area. It is for Arun to consider the weight to be assigned to this information. Unless an exception to policy is justified, then there remains conflict with the Structure Plan policies.

The formal representation of the County Council therefore that unless Arun District Council is satisfied that there is demand for car showrooms in this area and that there are no alternative locations which do not conflict with strategic policy then West Sussex County Council would raise strategic planning objections to the proposal because of

conflict with the following polices of the West Sussex Structure Plan, LOC2, CH1, CH7, ERA4, DEV4.

County Archaeologist

No objection on archaeological grounds to the development proposal subject to suitable archaeological safeguards to ensure that prehistoric and Roman archaeological remains on the site, unavoidably at risk of damage from or destruction by development related ground excavations, are not damaged or destroyed by development without adequate prior archaeological investigation and recording.

One letter of objection

The proposal would do serious harm to this green wedge. It would create a potentially very dangerous access to Mill Lane and would be contrary to Local Plan Policies.

Submitted Petitions from staff of Richmond Cars supporting the application

31 and 36 signatures

Submitted Petition from staff of Frosts supporting the application

70 signatures

Letter of Support from Frosts

We have been searching for suitable premises in the eastern part of Arun District for several years without success. We took on a temporary lease of premises in Ferring to give us more time to find premises and none have been found. If new premises are not secured in the very near future we will have no alternative but to either close completely or move out of the area. Both of which would have serious implications for our workforce.

We have entered into an option to buy agreement to purchase the land within 3 months of grant of planning permission.

We commissioned a report from Caxtons to undertake an independent study on the need for our showrooms in the District. They looked at all of the commercial allocations in the Local Plan and made enquiries to over 300 commercial agents in the south east. Not one suitable site came forward which would meet the needs of a medium or large size car dealership.

This site is close to our staff and customers homes and would not result in car transporters having to use residential or village roads.

Letter of support from Richmond Cars

As joint applicant we are anxious that Committee Members are aware of the importance of this application to our company, staff, customers and local economy.

This company is a local firm and has a very strong commitment to this site. We have entered into an option agreement to purchase the land upon grant of planning permission and also agree to a unilateral undertaking requiring us to occupy the premises.

We have had a full assessment undertaken of the availability of sites for car showrooms in the District and a substantial number of commercial agents in the southeast have been approached. There are no available sites for medium or large new car showroom dealerships in the Arun District.

This application is our only hope of remaining within the Arun District. If refused, our staff would either be made redundant or have to move with us. Currently the vast majority of staff live either within or close to Littlehampton.

Letter of support from Harwoods

We have been very keen to find a high quality car showroom between Littlehampton and Worthing for a considerable length of time. To date none have been found and there is no land allocated for this use in your Local Plan.

The proposed site is ideal for our car showroom enterprise. It is located adjacent to the A259 and would be readily accessible to customers and staff and has the capacity for providing a good quality landscape setting for top franchises. It is also of sufficient size to enable the site to be developed sensitively and spaciously. We believe that if we developed a car franchise in Arun it would be of considerable benefit to the Arun district. This is because Harwoods has a very strong business identity in the region. A top showroom on this site would help attract and stimulate new investment in the area. This would benefit local employment and opportunities and the local economy. It would also attract customers into the area who would benefit existing businesses and stimulate trade in general.

Officer Comment :

Subsequent to the report being written for Committee as shown within the Agenda, further information has been forthcoming to these offices to warrant a more in-depth discussion. Details from car franchises, Richmond Cars, Frosts and Harwoods, have been submitted. Details of information relating to options to purchase the land from the landowner although confidential has been submitted. Discussions with the planning legal section relating to unilateral undertaking is underway, although currently not submitted and/or signed there is an indication that the Companies indicated within the application are interested in the site. These Companies are Richmond Cars, Frosts and Harwoods.

As can been seen from the history of the site applications for the car showrooms have been submitted to these offices since 2003 and to date have not received a favourable recommendation, indeed the previous application A/94/04 is currently at appeal, which has been deferred pending the outcome of this application.

The report in conclusion on page 40 of the Agenda discusses the information submitted with this application and states that the application endeavours to deal with items not covered under the previous application. However, the important matter of a unilateral agreement or Section 106 as required by local plan policy DEV8 had not been submitted. DEV8 states:

"...Planning permission may be granted to local firms, currently located within the district, proposing development on sites outside the built-up area, provided that the applicant can demonstrate:-

(i) that no acceptable alternative can be identified within existing permitted or

allocated floor space or within or through redevelopment of existing commercial premises; and

(ii) that the proposal:

- **(a) exhibits a high standard of design and layout;**
- **(b) is capable of being well served by public transport or otherwise is readily accessible other than by private car to a significant residential workforce if employment intensive uses are proposed;**
- **(c) provides access arrangements and parking facilities in accordance with the Council's adopted standards;**
- **(d) relates sympathetically to the surrounding built and natural environment;**
- **(e) includes a suitable landscaping and floorscaping provision where appropriate;**
- **(f) displays a satisfactory relationship with neighbouring uses in order that the amenities of nearby residents in particular are protected; and**
- **(g) incorporates, where appropriate, crime prevention measures.**

A legal agreement or planning conditions may be necessary to secure:

(i) implementation within a specific time period;
(ii) no sub-division and
(iii) restriction of occupancy to the firm concerned."

As stated above since the report being written for the Agenda further information has been put forward by the agent amongst which are commitment to sign a unilateral undertaking for three companies involved and/or a commitment to comply with any conditions attached to a permission or specific users; letters of support from the Companies have also been submitted.

The other problem relating to the application as submitted was the issue of floor area for the uses. Indeed the plans and forms were contrary to one another with the form stating there will be 13,680 square metres of floor area and the plans indicating on one drawing three buildings for car franchise each measuring 8,000 square metres, 4,000 square metres and 4,000 square metres together with an additional building stating car service centre for 4,000 square metres. The agent has now confirmed that this actually relates to the plot rather than the building. A further plan submitted indicates the four buildings plots covering 20,000 sq. m. to be for car retail outlets with none being for car service thereby intimating four users rather than three, the fourth as yet being unnamed.

Notwithstanding this, the application is in outline form and if the use is acceptable in this location it is considered that conditions could satisfactorily limit the total area which would be acceptable as per the revised applications, being 5000 sq. m. and indeed the number of users that will be acceptable for the site.

Details have been submitted why this is an acceptable site for this use within the Arun District and comparison sites and why they are not acceptable have been put forward. The design of the buildings would all be a reserved matter and therefore conditions would tie this matter up to the satisfaction of the Local Planning Authority.

The application therefore relates to the use, the landscaping of the site and the means of access to the site. The use was the stumbling block being the reason why the application was being recommended in the first instance for refusal, but as stated further information has now been forthcoming to warrant a recommendation contrary to that

shown within the agenda.

The Local Planning Authority considers the need for the use has been demonstrated with three local firms supporting the proposals and giving a firm commitment to moving onto this site if allowed. No objections have been raised from either the Council's Parks and Greenspaces or the County's Highways Section on landscaping and the means of access to the site. Other matters - layout, number, design, external appearance of the building can be dealt with by reserved matters.

A flood risk assessment has now been submitted to the Local Planning Authority and is satisfactory. Given the additional information submitted to the Local Planning Authority, the policy objections have in my opinion been met.

Accordingly, the recommendation is that the application should now be for approved subject to conditions.

An amended recommendation sheet is attached with this Report Update.

Notes : Changes to recommendations, conditions and/or reasons for refusal will always be accompanied by a new replacement recommendation sheet.

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Outline application for car showrooms and associated access, parking and landscaping (Departure from the Development Plan)

Land south of A259 Littlehampton Road Rustington

RECOMMENDATION

Approve Conditions

1 The permission hereby granted is an outline permission under Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995 and an application for the approval of the Local Planning Authority to the following matters must be made not later than the expiration of 3 years beginning with the date of this permission:-

(a) the layout of the site;
(b) the number, siting, design and external appearance of the buildings;

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

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3 The development which lies outside the built up area boundary, is permitted solely in recognition of the terms of Arun District Local Plan policy DEV8 and as such is subject to a restriction that the premises be occupied by 1) Richmond Cars; 2)Frosts; and 3) Harwoods, or such other local firms as may be agreed in writing with the Local Planning Authority prior to the first or any subsequent ccupation of either the whole or part of any of the buildings that may be approved subsequently as details pursuant to this outline application.

Reason: The site lies in a rural area outside the defined built-up area boundary where development unrelated to the essential needs of agriculture and or forestry would not normally be permitted in accordance with policy DEV8 of the Arun District Local Plan.

4 The total floor area of the buildings relating to the use hereby permitted shall not exceed 5000 sq m.

Reason: In order to maintain an acceptable balance of development in the interests of the character and appearance of the building group which is outside the built-up are as defined, where normally only that development essential in the interests of agriculture/forestry is permitted in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

5 The access from the site to the public highway shall be designed, laid out and constructed with/kerb radii/visibility splays/and sight lines in all respects in accordance with plans and details to be submitted to and approved by the Local Planning Authority before any other operation or use authorised by this permission is commenced.

Reason: In the interests of road safety in accordance with policies DEV1, NE17 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

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6 The access to the proposed site shall be laid out to provide visibility splays on each side of the access in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

These splays shall be:-

2) (a) A line 4.5 metres long measured along the centre line of the proposed access from the line of the nearer edge of the carriageway of Mill Lane.

(b) A line 70 metres long to the south measured along the nearer edge of the carriageway of Mill Lane from the intersection with the centre line of the proposed access.

(c) The straight lines joining the termination of the above lines.

No other work shall be carried out on the site until the above-mentioned sight lines and splay lines have been provided and thereafter the said sight lines and splay areas shall be kept free from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway.

Reason: In the interests of road safety in accordance with policies DEV1, NE17 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

7 Clean, uncontaminated rock, subsoil, brick rubble, crushed concrete and ceramic only shall be permitted as infill material.

Reason: To prevent pollution of controlled waters in accordance with policy GEN9 of the Arun District Local Plan.

8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons 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 5 years from the completion of the 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 policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

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9 Other than the trees identified on plan 605 005 as being felled all other existing trees, bushes. hedges shall be retained and protected in a manner to be agreed with the Local Planning Authority before the development commences for the duration of the development and shall not be damaged, destroyed, uprooted, felled, lopped or topped during that period without the previous written consent of the Local Planning Authority. Any trees removed without such consent or dying or being seriously damaged or becoming seriously diseased during that period shall be replaced in the following planting season with trees of such size and species as may be agreed with the Local Planning Authority.

Reason: To ensure the retention of vegetation important to the visual amenity, the ecological quality and for the environment of the area in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

10 No trees or bushes growing and to be retained on the site shall be damaged, uprooted, felled, topped or lopped without the prior written consent of the Local Planning Authority until 2 years after completion of the development hereby permitted. Any trees removed without such consent or being severely damaged or becoming seriously diseased or dying before the end of that period shall be replaced with trees of such size and species as may be agreed with the Local Planning Authority.

Reason: To ensure the retention of vegetation important to the visual amenity, the ecological quality and for the environment of the development in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

11 No trenches or pipe runs for services and drains shall be cut or laid within 5 metres of the bole of any existing tree to be retained on this or adjoining sites.

Reason: To protect tree roots from damage likely to lead to the loss of the tree in the interests of the visual amenities of the locality in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

12 The burning of materials obtained by site clearance or from any other source shall not take place within 6 metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.

Reason: To protect trees and vegetation from fire damage in the interests of the visual amenities of the locality in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

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13 Before any development takes place a nature management scheme for the area shown on the attached plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To conserve the wildlife interest of an important natural habitat in accordance with policies ERA2 of the West Sussex Structure Plan and GEN29 of the Arun District Local Plan.

14 No development shall take place on the site until the Applicants have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: The site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with policies CH7 of the West Sussex Structure Plan and AREA 17 of the Arun District Local Plan.

15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no building shall not be extended or altered in any way unless permission is granted by the Local Planning Authority on an application in that behalf.

eason: In order to control the development in the interests of the character and appearance of the building group which is outside the built-up area, as defined, where normally only that development essential in the interests of agriculture/forestry is permitted in accordance with policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

16 The buildings shall not be occupied until the parking spaces, turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking and turning 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 DEV1, DEV5 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

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17 The building hereby permitted shall not be occupied until space has been laid out within the site in accordance with details approved by the Local Planning Authority for the turning of vehicles clear of the public highway and such space shall not thereafter be used other than as a turning area.

Reason: In the interests of road safety in accordance with policies DEV1, NE17 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

18 No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water drainage system has been approved by and implemented to the reasonable satisfaction of the Local Planning Authority.

Reason: To prevent the increased risk of flooding and to prevent pollution of controlled waters by ensuring the provision of a satisfactory means of surface water disposal in accordance with policy GEN9 of the Arun District Local Plan.

19 A buffer strip of at least 8m either side of the waterbody is maintained between any watercourse or pond on site and any development.

Reason: To enable a strip of undisturbed, functioning riparian habitat to be retained, as a valuable habitat for wildlife, and for aesthetic benefits in accordance with policy GEN11 of the Arun District Local Plan.

20 If during development, any visibly contaminated or odorous material not previously identified is found to be present at the site, must be investigated. The Local Planning Authority must be informed immediately of the nature and degree of contamination present. The developer shall submit a Method Statement which must detail how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of protection of controlled waters in accordance with policy GEN31 of the Arun District Local Plan.

21 INFORMATIVE - In the submission of any Reserved Matter application or detailed planning application, the Local Planning Authority will require and expect a level of quality of design equivalent or better that indicated in the illustrative material submitted with is outline application.

22 INFORMATIVE - The final design and construction of the new acces junction on to Mill Lane will be the subject of a further Stage 2 Audit and Legal Agreement between the Applicants and the Highway Authority.

23 INFORMATIVE: The West Sussex County Council as Highway Authority would remind applicants that they may have to provide on the application site, areas for the parking and unloading of vehicles, temporary contractor buildings, plant and stacks of materials as the use of the adjacent public highway for these purposes may not be acceptable under the terms of the Highways Act.

24 INFORMATIVE - Southern Water advise that no development or new tree planting should be located within 3m either side of the cetreline of the public sewer and all existing infrastructure should be protected during the course of construction works. Further, a formal application for connection to the public sewerage system is required in order to service the development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Souther Water's Network Development Team (Wastewater) based in Otterbourne, Hampshire.

25 INFORMATIVE - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned that, in the event of failure, it will not fall on to Network Rail land.

26 INFORMATIVE - Network Rail will need to be consulted on any alterations to ground levels. Excavations including soakaways within 10m of the boundary with the operational railway Network Rail will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. No surface water must be discharged onto Network Rail land without their prior permission.