

REPORT UPDATE

Application No: FG/39/18/PL

Reason for the Update / Changes

Reason for Update/Changes:

A new version of the National Planning Policy Framework was published after the preparation of this officer report. Where reference to the NPPF is made in the report any consequential changes have been identified.

Officers Comment:

Page 24 of the report refers to the now superseded NPPF. Paragraph 7 is reiterated in paragraph 8 of the new guidance. Paragraph 11 is reiterated in paragraph 2 of the new guidance. Paragraphs 17 & 18 are reiterated in paragraph 81 of the new guidance.

There are therefore no changes required to the officer report following the publication of the new NPPF.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report.

Recommendation Report for Planning Permission

REF NO: FG/39/18/PL

LOCATION: Worthing Peugeot
Littlehampton Road
Ferring
BN12 6PB

PROPOSAL: Demolition of existing property & outbuildings; erection of new Motor Dealership with Showroom, Offices & Motor Vehicle Workshop (including MOT) & new Head Office Facility adjoining the existing Peugeot building on site including associated hard & soft landscaping & associated supporting facilities. This application is a Departure from the Development Plan.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The application is to extend the existing Peugeot Dealership (1288 sq m of floorspace) with a new Honda Dealership and Workshop, and new Head office facility for Yeomans with associated vehicle display and parking and hard and soft landscaping. A bungalow to the west of the existing premises is to be demolished. This will enable the relocation of the existing Honda site in Horsham Road Littlehampton which is too small and not fit for purpose to be redeveloped.

The new buildings have been designed to complement the existing but appear visually distinct. The head office will be

immediately adjacent to the existing Peugeot building, set back slightly behind it and with a slightly higher flat roof. It will be 2 storey with offices on ground and first floors. The front elevation will be predominantly glazed with dark grey aluminium panels. The roof will be light grey. The Honda building will be set a little further forward than the head office building but behind the Peugeot building.

It will accommodate a showroom at the front displaying up to 7 cars and a workshop to the rear (5 bays plus MOT) with a height to allow for the servicing of vehicles on raised lifts. A small parts store is to be provided at first floor level above the sales office area. It will have a light grey mono pitch roof with the same parapet height as the Peugeot building and constructed of white aluminium panels with glazing to the bottom half of the showroom frontage.

The forecourt will be enlarged to provide a sales area for the Honda dealership and extra sales area for Peugeot with 45 more spaces for customer parking. There are no changes proposed to the existing accesses from Hangleton Lane and the A259. Cars and vans will continue to enter the site from the A259 and exit onto Hangleton Lane. Transporters are proposed to access the compound at the rear via Hangleton Lane.

Although this application shows the indicative positions for branding and signage these will require a formal application for Advertisement Consent application.

Waste/Recycling storage will be located at the rear of the site behind the workshop in a small compound enclosed with 2m high close boarded fences.

The main entrance, to both the new Honda showroom and Head Office, will be to the south of the proposed building. A second entrance is to be provided to the north side for workshop staff and parts drop-off. Here there will also be roller shuttered access for vehicles requiring access to the workshops and MOT area.

Planting will comprise native hedge species and semi-mature trees on the west side of the parking area and low level planting on the frontage. These areas will be protected with hoops and low level fencing to match the existing. The existing stone wall at the rear and on the east boundary will be retained and a 2m high close boarded fence erected on the boundary with White Cottage. The new parking area in the north west part of the site will be paved with Brindle bricks in a herringbone pattern.

SITE AREA

0.67 ha..

TOPOGRAPHY	The site itself is predominantly flat but the land rises to the north.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	The site boundaries are formed by a low wooden post and single rail fence, behind which is landscape planting including some specimen trees. This planting is recent and yet to mature. At the rear of the planting margin are inverted 'U' shaped metal barrier elements, anodised finished. Otherwise, the frontage of the site has a generally open appearance. There are stone and brick walls on the north and east boundaries.
SITE CHARACTERISTICS	The site comprises an area currently used for car sales with a show room and work shop on the east side and associated car parking to the sides and fronting the A259, a small area of land at the back of the site which comprises a group of dilapidated outbuildings and stables that were originally used as an equestrian yard and a bungalow with associated outbuildings in a dilapidated state on the east side adjacent to Hangleton Lane. The existing Peugeot showroom is a building is of 2 storey height with a monopitch roof and clad with turquoise and dark grey aluminium panels above large areas of glazing on the frontage.
CHARACTER OF LOCALITY	The character of the A259 road corridor in this area is commercial with a supermarket opposite. To the rear (north) of the site is The South Downs National Park. There is intervening development between the site and the park. The character of the road frontage in the vicinity of the site is not rural, being developed and including a dual carriageway. Development density and character becomes more rural northwards. To the east is a row of two storey residential properties with further residential properties to the north east.

RELEVANT SITE HISTORY

FG/61/99/	To provide a single bay, single storey extension to the existing car preparation bay to form an additional preparation area.	ApproveConditionally 22-09-99
FG/45/15/PL	Change of use of land from agricultural/compost production to B8 Storage. This application is a Departure from the Development Plan	Refused 10-06-15 Appeal: Allowed+Conditions 31-12-15
FG/134/13/	Demolition of existing single storey dwelling, construction of paved display and parking forecourt, with associated landscaping and lighting	ApproveConditionally 15-01-14

The Peugeot dealership has been extended to the north on appeal (FG/45/15/PL) and west following approval FG/134/13.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Ferring Parish Council

Objection:

- Contrary to Ferring Neighbourhood Plan which requires land on north side of A259 is to be protected and used for agriculture not commercial storage and distribution.
- In countryside.
- On the edge of the National Park.
- Transporters stop on the pavement or in the inside lane of the dual carriageway causing a dangerous obstruction.
- Additional traffict onto the already congested A259.
- Impact on the landscape and surrounding area.
- Overdevelopment.
- Loss of a dwelling when there is an unmet need.

Kingston Parish Council

Object and support Ferring Parish Council comments

22 letters of objection:

- Contrary to countryside policies.
- Loss of agricultural land.
- Impact on South Downs National Park.
- Inappropriate development on edge of the National Park.
- Impact on Angmering/Worthing gap.
- Unacceptable extension to an already unacceptable use.
- Loss of a dwelling.
- Overshadowing.
- Overdevelopment.
- Noise - nearby houses have prohibition of noise and disturbance on their deeds.
- Traffic congestion.
- Highway safety - large vehicles regularly reverse onto A259 from Hangleton Lane and no provision is maded for unloading/loading.
- Transporters have damaged drainage ditches, cess pit cover and pavements and this will result in more damage.
- Should not be determined until status of extant permission for 100 vehicle storage and proposal for development of adjacent land is clear.
- Provision for a metal recycling store will result in noise and pollution.
- The economic benefit is marginal - only 10 actual additional jobs - rest are potential.
- Assertion that the retention of the two dealerships in Arun District depends on the redevelopment of the Ferring site is unverifiable and the absence of any alternative and available site to the west of Littlehampton has not been demonstrated.
- There would be no social benefit from this development - there is no shortage of car dealerships on the A259 between Goring and Littlehampton.

3 letters of support:

- Good for Honda, its employees and the local economy.
- Current Honda garage in Littlehampton is far too small and tucked away.
- Bigger premises will encourage more customers who will undoubtedly use ASDA and other retailers.
- Bigger premises will mean extra growth and possibly more employment.
- Peugeot Garage there for some time anyway so an additional Honda facility will hardly bring any more disruption.
- View of Highdown will not be greatly affected as there are other businesses in this area.
- A259 is a busy road but an extra few cars over the 8.00 - 6.00pm opening times is hardly going to impact on this.

COMMENTS ON REPRESENTATIONS RECEIVED:

The practise of transporters unloading to the front of the dealership and not following access onto the site from Hangleton Lane has been investigated and no breach of planning control found. Damage to cesspit, drains and verge not a material planning consideration.

All other issues are noted and addressed in the conclusion section of this report.

CONSULTATIONS

WSCC Strategic Planning
 Engineering Services Manager
 Engineers (Drainage)
 Economic Regeneration
 Arboriculturist
 Parks and Landscapes
 Environmental Health
 Environment Agency
 Highways England
 South Downs National Park
 Engineers (Drainage)
 Surface Water Drainage Team

CONSULTATION RESPONSES RECEIVED:

Highways England - No objection.

County Highways - Comments awaited.

Environment Agency - No objection subject to conditions.

Greenspace - No objection subject to a landscaping condition.

South Downs National Park Authority - No comments.

Engineers - No objection subject to condition.

The proposal may increase the frequency of deliveries and use of Hanger Lane access where significant

surface water flooding has historically occurred. Therefore West Sussex County Council may wish to comment.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted and appropriate conditions proposed. Comment, as suggested by Arun Engineers, from County Engineers is being sought and will be reported as an update.

POLICY CONTEXT

Designation applicable to the site:

Outside built up area boundary.

DEVELOPMENT PLAN POLICES

DDM1	D DM1 Aspects of form and design quality
DSP1	D SP1 Design
CSP1	C SP1 Countryside
SDSP2	SD SP2 Built-up Area Boundary
SDSP3	SD SP3 Gaps Between Settlements
EMPDM1	EMP DM1 Employment Land: Development Management
ENVDM5	ENV DM5 Development and biodiversity
QEDM2	QE DM2 Light pollution
QEDM4	QE DM4 Contaminated Land
QESP1	QE SP1 Quality of the Environment
SDSP1	SD SP1 Sustainable Development
TSP1	T SP1 Transport and Development
WDM3	W DM3 Sustainable Urban Drainage Systems
WMDM1	WM DM1 Waste Management

[Ferring Neighbourhood Plan 2014 Policy 1A](#)

A Spatial Plan for the Parish

Ferring Neighbourhood Plan 2014 Policy 7

Land north of Littlehampton Road, encouraging of existing rural businesses

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD3	Parking Standards
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POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan

or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area.

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton.

The Ferring Neighbourhood Plan has been made and the relevant policies considered in the determination of this application.

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 comply with relevant Development Plan policies relating to development outside the built up area boundaries. The proposal accords with policy C SP1 (f). on the basis that it is a proposal for economic growth outside the built up area boundary which conforms with policy EMP DM1 (6.) of the Arun District Local Plan 2018.

As a result of the above the proposal is compliant with policy 1A of the Ferring Neighbourhood Plan (FNP) whose aim is to resist proposals outside the BUAB where they do not accord with development plan policies.

The proposal also complies with Policy 7 of the FNP whose aim is to resist 'any proposals for a change of use from an established agricultural, horticultural or equine use or any other unrelated uses.' The area of land, forming part of the site, was once known to be used as an equestrian yard but has been reported to have ceased to be used as such over 10 years ago and has since been unused. The remaining part of the application site are not in established agricultural, horticultural or equine use.

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.

CONCLUSIONS

PRINCIPLE

The key policy considerations in the determination of this application are those contained within the Arun Local Plan 2018 (ADLP) and the Ferring Neighbourhood Plan (FNP). The application site is situated outside of the built up area boundary (BUAB) and within the Angmering to Worthing gap as specified by policies SD SP2 and SD SP3 of the ADLP. Policy C SP1 of the ADLP will not permit development situated outside of the BUAB unless it is consistent with other ADLP policies. Policy C SP1 of the ADLP seeks to protect the countryside for its own sake and as such exerts strict control over development situated outside of the BUAB.

In order to determine whether the proposals accord with development policies for proposals outside of the BUAB, the relevant Local Plan policy to assess the proposals against is Policy EMP DM1.

Policy EMP DM1 of the ADLP relates to circumstances in which economic growth outside the BUAB may be permitted. This policy states under (3) that the Council will positively encourage the relocation of existing firms within the District and under (6) that planning permission will be granted on sites outside the built-up area, provided that it satisfies the criteria in the policy.

This application is for the relocation of an existing business within the district and the applicant has stated that the current premises in Littlehampton are no longer fit for purpose and that the Honda dealership needs to be located in the eastern part of the district.

The proposal meets all of the other criteria set out in EMP DM1 (6.) in that:

It is an appropriately sized extension of an existing employment site, it is of a high standard of design, layout and landscaping appropriate to the context and a sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species.

The new buildings have been designed to complement the neighbouring Peugeot dealership building. They are the same scale and built of similar materials using neutral toned cladding and extensive glazing to the frontage. The proposed use of the site is in line with the growing commercial use of the area and the building in keeping with the neighbouring Peugeot dealership building.

The adjacent premises are already in use as a car dealership and the area adjacent to the house to the north will be a car park with an intervening close boarded fence.

Highways England after examining the application and undertaking an assessment are satisfied that the trips generated will be of a level that will not materially affect the A27 which is part of the Strategic Road Network.

In terms of access onto the site there will be no new access points as it is proposed that those already there and used by the Peugeot dealership are utilised. These have been regarded as safe by County Highways when applications for Yeomans Peugeot were approved. A further 44 for sale car parking spaces and 15 customer car parking spaces (to be shared with Peugeot) are to be provided by this proposal. The existing car parking to the south provided by the Peugeot dealership is to be rearranged so that Honda are to be provided with a total of 60 for sale car parking spaces and Peugeot with 58 for sale car parking spaces.

There is a station within walking distance and a bus stop close by. Further comments from Highways are awaited and will be reported to Committee as a report update.

Policy SD SP3 - Gaps Between Settlements. Angmering to Worthing.

Proposals are expected to maintain the generally open and undeveloped nature of this gap so as to prevent coalescence and retain their separate identity.

As described below there is considerable development abutting the site to the north and east which continues past Hangleton Lane to the west. This part of the gap is therefore not generally open and undeveloped in character and the development of the site will not materially add to this existing character and appearance.

Ferring Neighbourhood Plan (FNP).

The application site is located on land north of the Littlehampton Road and as such Policy 7 in the FNP applies. This states that the Neighbourhood Plan will support development subject to certain visual impact criteria. Further, it states that it will resist any proposals for a change of use from an established agricultural, horticultural or equine use or any other unrelated uses.

The proposal will:

- i. Minimises visual impacts on the surrounding countryside, since it is well related to existing development to the east and located in a position where it will not be out of character as it is surrounded by development on all sides.
- ii. The new building is located immediately adjacent to a building of similar size and appearance and therefore maintains the existing pattern of development and avoids significant incursion into open countryside.
- iii. There is development between the northern boundary of the site and the National Park which reduces any impact on the setting of the SDNP.
- iv. Whilst the application is not accompanied by drawings or other images showing impact of the proposed new development from key vantage points in the surrounding open countryside, it is clearly evident from the limited scale and mass of the proposed building and from the surrounding development and screening that there will be no material additional harm to the appearance of the open countryside.
- v. The development does not fall into the category of it being required to meet exceptional circumstances such as utility infrastructure needs.

The existing use of the land is not an established agricultural, horticultural or equine use. The proposed development is therefore considered to be in accordance with FNP Policy 7.

Ferring Neighbourhood Plan 2014 Policy 1A states that proposals for development located outside of the built up area boundary that do not accord with development plan policies in respect of the control of development in the countryside will be resisted. The proposed development is in compliance with all the relevant development plan policies namely policy EMP DM1 of the Arun District Local Plan 2011-2031 and policy 7 of the Ferring Neighbourhood Plan.

National Planning Policy Framework.

Paragraph 7 of the NPPF states that the planning system should contribute "to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. In paragraph 11, the NPPF confirms that planning law requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

In paragraph 17 the NPPF also states the need to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Paragraph 18 notes that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system. It is therefore clear that the NPPF lends support to the development proposed. This is particularly the case since the proposal is not considered to give rise to unacceptable harm in respect of such matters as visual amenity, design and amenity in general and is considered to be in accord with the Development Plan.

VISUAL AMENITY

The new buildings are of an appropriate design which complements the neighbouring existing dealership

buildings and are grouped within close proximity so as to tightly contain the built form. Landscaping will be conditioned so as to soften the appearance of the new parking area. The land rises up behind the site into the South Downs National Park. However, due to the commercial and residential character of development on both sides of the A259 neighbouring the site there will be no material additional impact on the setting of the National Park. As such the proposal complies with policies D SP1, D DM1, LAN DM1 and QE SP1 of the Arun Local Plan 2011-2031.

RESIDENTIAL AMENITY

There will be no impact on the houses to the east as the existing show room stands between them and the new development and the new building in the centre (drawing number P310) is only marginally higher.

The White Cottage is located to the north abutting the north west corner of the application site. The area in front of this house will be a parking area with an intervening 1.8m high solid fence. There will therefore be no overshadowing or loss of light. There will be a tapered separation distance of between just under 1m abutting the rear of their garden to approximately 2m abutting the front of the White Cottage curtilage. The White Cottage rear garden is approximately 19m wide. Given the fact that the use for parking of for sale cars will generate intermittent and infrequent activity together with the ample rear garden space enjoyed by White Cottage the proposal will not represent an unneighbourly development.

This is further supported by an Acoustic Assessment Report has been prepared which concludes that the predicted noise levels are shown to be very low and inaudible at the nearest neighbouring residential properties.

As such the proposal complies with policies policies D DM1, QE SP1 and QE DM1 of the Arun Local Plan 2011-2031.

HIGHWAYS

Highways England have confirmed that the development will have no adverse impact on the Strategic Highway Network.

There is to be no alterations to the existing vehicular access. All transporter and large deliveries are (and will remain to be) via Hangleton Lane to the existing compound located to the rear of this application site. Highways comments are awaited concerning any issues about intensification of the use of these access and the impact that this will have by way of highway safety.

Pedestrian access is via the same entrance as vehicular access and will remain unchanged with this proposal. The existing site has no bicycle parking nor does the proposal.

WATER AND DRAINAGE

Conditions are recommended, as proposed by the Environment Agency, to remediate any contamination and ensure there will be no pollution as a result of this development and, from the Council's Engineers, to require details of the surface water drainage. As such the proposal will comply with policies W DM3 and QE DM4 of the Arun Local Plan 2011-2031

ECOLOGY/TREES

The ecological appraisal of the site identified extensive areas of existing buildings and hard standing, habitats which are of 'low ecological value'. A small area of potentially suitable reptile habitat was

recorded within the site boundaries. Confirmation has now been received that no reptiles were found in the development site following a Reptile Presence / Absence Survey of areas with the potential to support protected species of reptiles. No potential for any other protected species was recorded on site. The sites ecological value is limited by the poor surrounding habitat, while large parts of the site are dominated by hard / bare ground. Development of this site is not considered likely to detrimentally effect any protected species in the local area.

A full Arboricultural Impact Assessment and Tree Survey has been submitted with this application. All the trees within the development area are considered to be of low quality and mainly ornamental species. A total number of 6 trees (all small and of low value / ornamental type) will be removed from the site. The proposal seeks to plant 8 new suitable/native trees along the Hangleton Lane and White Cottage boundaries as mitigation.

As such the proposal will comply with policies D SP1, D DM1 and ENV DM5 of the Arun Local Plan 2011-2031

PLANNING APPEALS

In determining this proposal it is also necessary to consider some conclusions reached in determining recent appeals on adjoining sites.

In FG/45/15/PL & FG/46/15/PL the Inspector considered the main issue to be the effect of the proposal on the character and appearance of the Ferring area and the aims of policies on the protection of the countryside and a defined gap between settlements.

The Inspector concluded that the truly open countryside land in both the wider 'gap' and the Policy 7 area did not visually include the appeal site. The Inspector considered that the site is within a predominantly developed area, bounded by built form and developed land. The Inspector further considered the site to do little to enhance the character and appearance of the area, the value of either the 'gap' or the aims of Policy 7.

The Inspector considered that vehicles would be seen from the elevated viewpoints of the Downs, but then that this would be in the context of the other development in the vicinity and more particularly the large area of car parking presently associated with the car dealership. The use as proposed would not therefore undermine the reasons for the designation of either the National Park or the heritage asset and would not cause harm to either. It is considered that this remains the case for the current proposal given the limited impact visually due to its scale, location and grouping with other nearby existing development.

CONCLUSION

The development does not give rise to unacceptable harm in design and visual amenity terms. It is also not harmful to amenity in general and is acceptable in highway impact terms.

The character of the area within which the site is located is not that of open uninterrupted countryside in terms of character and appearance. The vicinity of the site has the character of a reasonably well defined developed area within the wider open countryside. This area is a comparatively compact one and there are not considered to be unacceptable implications for the wider open countryside nor for the setting of the South Downs National Park.

The Appeal decisions also do not give rise to considerations that would mean that a refusal of planning permission would be justified.

It is therefore recommended that planning permission be granted subject to the following conditions.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

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:

- 17036 - P001 Location Plan
- 17036 - P140 Site Plan as Existing
- 17036 - P150 Site Plan as Proposed
- 17036 - P200 Existing Plans
- 17036 - P201 Existing Elevations
- 17036 - P202 Existing Plans & Elevations
- 17036 - P250 Proposed Plans - Ground Floor
- 17036 - P251 Proposed Plans - First Floor
- 17036 - P300 Proposed Sections
- 17036 - P310 Proposed Elevations
- 17036 - P910 Proposed Massing View
- 17036 - P912 Perspective Views (1)

17036 - P913 Perspective Views (2)
17036 - P960 Landscape Strategy

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy QE SP1 of the Arun District Local Plan.

- 3 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 policy W DM2 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.

- 4 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - All previous uses.
 - Potential contaminants associated with those uses.
 - A conceptual model of the site indicating sources, pathways and receptors.
 - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Where demolition is required 1. and 2. above should be submitted prior to demolition. Parts 3. and 4. can take place post demolition if necessary.

Reason: To ensure that the development complies with approved details in the interests of

protection of the environment and prevention of harm to human health in accordance with Arun District Local Plan policies QE SP1 and QE DM4. This is required to be a pre-commencement condition because these details have to be agreed and in place before any work commences.

- 5 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect and prevent the pollution of the water environment in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, and Environment Agency Groundwater Protection Position Statements (2017) A4 - A6, J1 - J7 and N7 and to ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun District Plan policies QE SP1 and QE DM4.

- 6 Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: To protect the environment and prevent harm to human health by ensuring that the remediated site has been reclaimed in an appropriate standard in accordance with Arun District Local Plan policy QE SP1.

- 7 No development above slab 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 policies D DM1 of the Arun District Local Plan.

- 8 No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: To protect the environment and prevent harm to human health and to ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework and in accordance with Arun District Local Plan policy QE SP1.

- 9 No works above slab level pursuant to this planning permission shall be carried out until details of the the position and intensity of all lighting fitments shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in accordance with policies D DM1 and QE DM2 of the Arun District Local Plan.

- 10 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework to protect the environment and prevent harm to human health in accordance with Arun District Local Plan policy QE SP1.

- 11 The use hereby approved shall not begin until details of a scheme for the control of car transporters and deliveries has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include numbers/frequency, and measures to ensure that all deliveries including transporters unload/load only within the rear area accessed off Hangleton Lane and enter and leave the site in forward gear. Only the approved scheme of deliveries shall be operated thereafter.

Reason: In the interests of road safety in accordance with policy T SP1 of the Arun Local Plan 2011-2031.

- 12 The development hereby approved shall only operate within the times 08:00 to 19:00 hours Monday to Saturday and 08:00 to 18:00 on any Sunday, Public or Bank Holidays.

Reason: In the interests of neighbouring amenity in accordance with policies of the Arun Local Plan 2011-2031 D DM1, QE DM1 and QEDM2 .

- 13 The development hereby approved shall be operated at all times in accordance with the contents of the acoustic report PC Environmental Ltd. dated 23 February 2018. The use hereby approved shall not commence until details are submitted to and approved in writing by the Local Planning Authority concerning paragraph 3.6 of the acoustic report. The submitted details shall include technical specifications for the noise output of the precise plant and equipment to be installed. Only the approved details shall be operated thereafter.

Reason: In the interests of amenity in accordance with Arun Local Plan 2011-2031 policies D DM1 and QEDM1.

- 14 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters;

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,

- the storage of plant and materials used in construction of the development,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with Arun Local Plan 2011-2031 policies, T SP1, D DM1 and QEDM2. It is considered necessary for this to be a pre-commencement condition because the purpose of the condition is to mitigate the impact of construction.

- 15 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Where demolition is required 1. and 2. above should be submitted prior to demolition. Parts 3. and 4. can take place post demolition if necessary.

Reason: To ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun District Local Plan policies QE SP1 and QE DM4. This is required to be a pre-commencement condition because these details have to be agreed and in place before any work commences.

- 16 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect and prevent the pollution of the water environment in line with National Planning Policy Framework (NPPF; paragraph 170), EU Water Framework Directive, and Environment Agency Groundwater Protection Position Statements (2017) A4 - A6, J1 - J7 and N7 and to ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun District Plan policies QE SP1 and QE DM4.

- 17 Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: To ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun Local Plan policies QE SP1 and QE DM4.

- 18 The use hereby approved shall not commence until details of a scheme of lighting are submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be operated thereafter.

Reason: In the interests of amenity in accordance with Arun District Local Plan 2011-2031 policies D DM1 and QEDM2.

- 19 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.

- 20 INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a tree(s) for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0845 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.

- 21 INFORMATIVE: Information and advice on contaminated land studies, including an explanation of conceptual models, is available in the Environment Agency/NHBC publication "Guidance for the Safe Development of Housing on Land Affected by Contamination" ISBN 0 11 310177 5.

The site is located upon river terrace deposits, consisting of lenticular sands, silts and gravels, overlying undifferentiated chalk. The river terrace deposits are designated a Secondary A aquifer with minor vulnerability, the chalk is designated a principal aquifer with major vulnerability.

Given the sensitivity of ground water in the area, any soakaway system would need to be equipped with contaminant interception systems. The AKS Ward Drainage Strategy document underlined that the design will be compliant with CIRIA guidelines and best practice.

We would encourage continued adherence to these guidelines and any deviation from the original specification would require consultation with the Environment Agency.