

Recommendation Report for Approval of Reserved Matters Following Outline Approval

REF NO: LU/121/17/RES

LOCATION: Land North of Toddington Lane
Parcel C1 & part Parcels B2, B4 & C2
Littlehampton
BN17 7PP

PROPOSAL: Approval of reserved matters following outline consent LU/47/11/ for construction of 126 No. dwellings together with internal road network, car parking & landscaping.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

This is a Reserved Matters application for 126 dwellings together with internal road network, car parking and landscaping on part of the North Littlehampton Strategic Development Area, located to the north of Toddington Lane and the east of Mill Lane.

The application seeks access, appearance, landscaping, layout and scale for the dwellings, including the construction of the first part of Main Avenue, which would lead from the Lyminster Bypass. Two Local Areas of Play (LAPs) and one Locally Equipped Area of Play (LEAP) are also being applied for together with a pumping station and an electricity substation.

This Reserved Matters application site comprises Parcel C1 and parts of Parcels B2, B4; and C2 and constitutes Phase 2 of development at the North Littlehampton Strategic Development Area (SDA).

AMENDMENTS TO THE RESERVED MATTERS APPLICATION

In July 2017 the applicant submitted amended plans of house types for this reserved matters application, comprising revisions to the materials and the external appearance and finishes of the houses and the apartment building.

On 12th September 2017 the applicant submitted amended documentation for this reserved matters application, which comprised a formal re-submission.

The re-submission included:

- * an Accommodation Schedule;
- * a revised Design and Access Statement (DAS) and Appendix A of the DAS;

- *a Drainage Technical Report dated 17.09.17 - amended to take account of the revised site plan (the principles have not changed);
- * a Tree Report dated 11th August 2017 and amended Tree Plan 16276-BT5;
- * A Noise Report dated September 2017 along with various noise mitigation specifications;
- * An amended Energy Statement - to take account of amended layout and Accommodation Schedule;
- * Road Safety Audit (RSA) 1 Addendum;
- * RSA1 Addendum Response Report; and
- * An amended WSCC parking calculator.

The proposed Accommodation Schedule comprises:

- * 11 Alnwick 2 bedroom houses;
- * 8 Clayton 3 bedroom houses;
- * 6 Greyfriars 3 bedroom houses;
- * 20 Hanbury 3 bedroom houses;
- * 4 Hatfield 3 bedroom houses;
- * 18 Souter 3 bedroom houses;
- * 6 Leicester 4 bedroom houses;
- * 7 Lumley 4 bedroom houses;
- * 2 Whitehall 4 bedroom houses;
- * 8 Wolvesay 4 bedroom houses;

i.e. a total of 90 market dwellings;

plus

- * 20 shared ownership properties comprising terrace houses; and
- * 16 affordable rented properties (6 of which will be flats in the apartment building and 10 will be semi-detached houses).

On 1st November 2017 the applicant submitted further amended documentation for this reserved matters application comprising:

- * An amended RSA 1 Report Report and Addendum Report;
- * A revised parking calculator and parking layout plan including an increase in parking provision and the introduction of individual parking courts in parcels B2 and C2.
- * Visitor parking spaces have been concentrated around the affordable dwellings, open space and the apartment building. Three additional visitor spaces have been provided along the northern boundary of the site in the grass verge in Parcel C1 to allow more flexibility in this area.
- * Additional landscaping has been incorporated where possible. The continuous verge in Parcel C1 in front of the commercial / retail area would comprise a pedestrianised hard

landscape area incorporating trees planted in tree grilles.

On 4th December 2017 the applicant submitted further amended plans for this reserved matters application comprising:

* An amended layout plan and landscaping plans identifying tree planting in and around the car parking courts and along the Main Avenue and the Estate Roads.

SITE AREA

3.5 ha.

RESIDENTIAL DEVELOPMENT DENSITY

Overall density 41 dwellings per hectare over the whole site.

TOPOGRAPHY

The two areas within the application site with existing buildings on is raised approximately 3.0 metres above the level of the central area and the Black Ditch environs.

TREES

None of any significance affected by the proposed development.

BOUNDARY TREATMENT

The Black Ditch watercourse follows the northern site boundary. Low lying land within the site south of the Black Ditch comprises grazing marshes of biodiversity value. Land to the north of the Black Ditch, beyond the site boundary, is arable land with large-scale fields and a few defining hedgerows.

There are two main public rights of way near the site. The first is a bridleway which runs east to west along a track between Lyminster and Poling. This route is less than 300 metres to the north of Black Ditch and the site boundary at its nearest point. A public footpath connects the eastern part of the site to this bridleway.

The site will lie directly to the east of the proposed Lyminster Bypass. This bypass will improve north-south access to Littlehampton by removing delays associated with the existing A284 Lyminster Road and the Wick level crossing. Once constructed, the bypass will provide access to and from the A259 to the south and the A27 to the north.

To the east of the application site, further residential development will be delivered in conjunction with the Central Wetland Area. To the south of the application site, the Local Centre (Civic Quarter) will be delivered under a separate reserved matters application.

SITE CHARACTERISTICS

The reserved matters application comprises several of the character areas detailed within the Development Framework Document (DFD), which accompanied the Section 73 application. The outer part of the site falls within the Central Outer Core Character Area, with the central area largely situated within the Local Centre Character Area.

This site, which extends up to the Black Ditch watercourse,

consists of approximately 85 hectares of land, previously occupied by glasshouses, warehouses and other development, and is located on the northern edge of the town. A substantial proportion of the site was formerly occupied by buildings (mainly glasshouses) and hard surfacing.

The existing site subdivides into two general areas, being the developed area to the immediate north of the railway line, mainly to the north of Toddington Lane; and the undeveloped area being the low lying grazing marshes to the north and east of the developed area extending up to the Black Ditch watercourse. The undeveloped area serves as part of the functional flood plain, whereas the developed area stands on a raised plateau approx 2-3 metres above the flood plain.

The south coast mainline railway forms the southern boundary of the overall site. Toddington Lane crosses north over the railway, serves a mixed use area located centrally on the site before turning west to connect, via Mill Lane, to the Lyminster Road. The residential area of Toddington is located south of the railway and the separate village of Lyminster lies to the north, whilst the northern part of the residential area of Wick is situated to the west of the site. The A284, which is the main road serving Littlehampton from the A27, passes to the west of the site through Lyminster and Wick and then south to Littlehampton Town Centre.

CHARACTER OF LOCALITY

The Black Ditch watercourse lies to the north of this reserved matters application (LU/121/17/RES). Low-lying land within the site, south of the Black Ditch, comprises grazing marshes of biodiversity value. The Central Wetland Area is located to the east of the current application site. To the south of the railway line is the Watersmead Business Park. To the west of this business park is a small haulage depot site. The majority of the land between the railway line and the A259 Worthing Road is the residential area of Toddington Park. To the west of the Toddington Park area is open land in a number of uses, including allotments, the Wick Town Football Club site and a recreation ground.

RELEVANT SITE HISTORY

LU/47/11/	Outline application with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,260 residential dwellings (out of a potential 1,460 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant,	App Cond with S106 23-01-13
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extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment & a departure from the development plan. This application affects a public right of way.

LU/63/11/	Outline Application for the construction of the "Fitzalan Link Road" between the A259 Worthing Road & the East Street/Fitzalan Road roundabout - This application affects a Public Right of Way	ApproveConditionally 06-06-12
LU/234/16/RES	Application for reserved matters relating to access, appearance, landscaping, layout and scale of the previously approved LU/63/11/. This application affects a Public Right of Way	ApproveConditionally 19-10-17
LU/92/16/RES	Approval of reserved matters following LU/47/11/ for landscaping of internal road to the North of Toddington Road, East of Southern section of proposed Lyminster By Pass & West of Parcels B3 & B5.	Approve 15-08-16
LU/182/15/PL	Variation of conditions 4, 6, 7, 8, 39 & 42 imposed under planning reference LU/47/11/ relating to list of plans, illustrative masterplan, CHP plant building, Design Statement, bus stops & traffic improvements.	
LU/117/15/RES	Approval of reserved matters following outline consent LU/47/11 for construction of 117 dwellings together with associated internal road network, car parking & landscaping on parcels B3 & B5 following demolition of existing glasshouses & buildings.	ApproveConditionally 21-04-16
LU/114/15/RES	Approval of reserved matters following outline permission LU/47/11 for layout, appearance and landscaping of access road.	ApproveConditionally 08-07-16

LU/347/14/RES	Approval of Reserved Matters following Outline Application LU/47/11 for Construction of 114 dwellings together with associated internal road network, car parking and landscaping on Parcel A1, following demolition of existing glasshouses and buildings. Departure from the Development Plan.	ApproveConditionally 01-09-15
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The development of the North Littlehampton Strategic Development Area (SDA) has been the subject of substantial and ongoing public consultation.

The access road is now largely constructed under planning permission LU/92/16/RES.

The proposed development would facilitate the delivery of the first tract of Main Avenue, providing the connection from the Lyminster Bypass through the application site. Future planning applications, notably the Central Wetland Area would bring forward the next phases of Main Avenue ensuring that it becomes the main spine road for the development as envisaged in the outline planning permission.

A planning application (LU/278/17/RES) has been submitted for the construction of the southern section of the Lyminster Bypass, including the northern and southern roundabouts. A separate discharge of conditions application (LU/284/17/DOC) has also been submitted to accompany the reserved matters application for Lyminster Bypass.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Littlehampton Town Council

The Town Council initially raised an objection to this reserved matters application but withdrew their objection following the formal re-submission of the application in September 2017.

- The further stage of this development is welcomed and no issues are raised with the estate layout or details of the proposals. The provision of affordable housing is supported. The installation of a pumping station to facilitate the permanent solution of foul water disposal is welcomed. It is important that the necessary infrastructure is delivered. It is noted that the improvements to the Toddington Lane ghost island works to the junction of Lyminster Road and Mill Lane have not been progressed as yet, despite the commitment in the original s106 Agreement. It is considered essential that these works proceed to eliminate serious road safety concerns. The Town Council is happy with the proposed locations of the bus stops. The Town Council does not require bus shelters as it is felt that bus stops will be adequate and the Town Council is unable to confirm ownership of and how the shelters would be maintained in the future. Bus stops will also provide more flexibility for movement if routes were to alter in the long term. The issues that have arisen east of the level crossing on Toddington Lane were not dealt with in the original outline planning permission (LU/47/11). It is considered that the intensification of traffic in this vicinity, where no pavement or street lighting exists and the level crossing is only partly barriered, will lead to further significant safety issues.

4 representations were received from residents objecting to the proposed development and raising the following issues:

- Prior to the commencement of development on Land north of Toddington Lane, the lane

accommodated two lanes of traffic. Now the lane has been reduced to a single lane of moving traffic due to the residents of the Hollyacre development parking in the road.

- Construction traffic is ruining Toddington Lane; and the road cleaner is only used sparingly.
- What has happened to the Lyminster Bypass which residents were assured would be constructed before the increase in traffic became an issue?
- The level crossing is unlit at night, and only half the barrier is fenced (which is suitable for a country lane but not in the centre of a major housing development with hundreds of children). The barrier activation signal warning of the arrival of a train at the crossing is less than 28 seconds.
- There are no suitable public footpaths or adequate street lighting for children to walk to school in South Littlehampton.
- There is no robust road marking along the length of Toddington Lane, most notably at the junction of Steele Crescent in terms of who has the right of way. HGVs are still attempting to travel through Eden Park.
- The new bus route and HGVs still continue to travel from north to south over the level crossing, making Toddington Lane unfit for purpose, unable to accommodate the increased volume of traffic.
- The original plan included a care home and a new 2 form entry primary school. The care home has been removed from the plan and now only land will be allocated should the Council wish to build a new school.
- How many more amendments will be made to suit the builders?
- The bus which will travel along Toddington Lane and Mill Lane to serve the new housing estate will be another unnecessary vehicle.
- The need for new houses is appreciated, but not at the expense of the existing residents.
- The trees and hedges on the northern boundary of Five Stones Nursery belong to Five Stones. No discussion has been made between the developers and the owner of the Nursery who owns the trees and hedges.

COMMENTS ON REPRESENTATIONS RECEIVED:

In response to Littlehampton Town Council's initial objection, a Section 278 application was submitted to WSCC and the technical drawings have been approved for works along Toddington Lane and Mill Lane. In response to the Town Council's comments regarding pavement connectivity along Toddington Lane, at the moment there is a footpath extending from Hollyacres eastwards along Toddington Lane. Part of the Section 278 works will improve this.

The remaining comments are noted and dealt with under the "Conclusions" section of this report.

CONSULTATIONS

Archaeology Advisor

Highways England

WSCC Strategic Planning
Environment Agency
Surface Water Drainage Team
Environmental Health
Parks and Landscapes
Arboriculturist
Southern Water Planning
Economic Regeneration
NHS Coastal West Sussex CCG
Sussex Police-Community Safety
Engineering Services Manager
Engineers (Drainage)
NHS Coastal West Sussex CCG
Mr Clavell-Bate
WSCC Strategic Planning
Environmental Health
Arboriculturist
Highways England
WSCC Strategic Planning
WSCC Strategic Planning
Southern Water Planning
WSCC Strategic Planning
WSCC Strategic Planning
Parks and Landscapes
Parks and Landscapes
WSCC Strategic Planning

CONSULTATION RESPONSES RECEIVED:

HIGHWAYS ENGLAND:

No objection raised subject to the improvement scheme at the A27/A284 Crossbush (Condition 43 imposed on the outline planning permission - LU/47/11/) will be delivered by the developer prior to the occupation of 350 dwellings on the land north of Toddington Lane site.

LOCAL HIGHWAY AUTHORITY:

The first WSCC highways and transport response, dated 15th May 2017 required the following information and modifications:

- (1) An RSA and Designers Response
- (2) Tracking diagrams of Main Avenue (bends and / or curves) required
- (3) Tracking of refuse and fire vehicles to Plots 95-100 and 117-122 shows overriding of access points to the main carriageway and over-sailing of the footway opposite. Or else consider bin stores located within suitable distance to the main access roads.
- (4) The raised table adjacent to plot 95-100 should be reviewed as the surface treatment is not consistent with the other tables elsewhere.
- (5) Layout differences with s73 Master Plan need explaining

- (6) Further tactile paving to be provided at appropriate crossing points - e.g. adjacent to Plots 27, 80, 95-100.
- (7) Tactile paving by plot 126 needs to be moved closer to the junction onto the desire line for crossing to enable N-S crossing.
- (8) The foot/cycleway and parking configuration outside Plots 81-86 and 87-94 need to be amended (limited reversing visibility due to lack of footway in front). Service margin in this area also compromised. Also private car spaces can not be included in the public highway.
- (9) Evidence and consideration of alternatives for speed control where speed cushions are shown. It should also be demonstrated how any proposed will control traffic speeds to the speed limit proposed and how they would be suitable for road users expected to use them.
- (10) Visibility Splays - need to be appropriately shown in accordance with relevant guidance at all junctions and where driveway join carriageways (including consideration of landscaping and demonstration that planting does not obstruct).
- (11) Adopted or non-adopted road needs to be shown.
- (12) Plots 28 and 65 driveways to be widened to 3.0 metres.
- (13) Parking for Plot 17 seems excessively long.
- (14) Garages for plots 22, 23, 30, 31, 39, 40, 53, 54, 101, 102, 103 and 104 are too far set back and therefore have over-long driveways.
- (15) Visitor cycle parking to be shown across the development
- (16) Motorcycle parking required
- (17) More visitors parking required to reduce likelihood of on-street parking. Preference for lay-by arrangements alongside carriageways. Further consideration given to visitor parking near commercial area.
- (18) Need for mobility impaired users to be considered.
- (19) TRO funding to restrict parking on the Spine Road adjacent to commercial areas.
- (20) Footways alongside Plots 17, 29-32 should be widened to a minimum of 1.8m
- (21) Consideration should be given to shared foot /cycle use to north side of Spine Road.
- (22) All private paths leading directly to properties should be demonstrated to be DDA compliance.
- (23) Are walking and cycling connections to be included from the REM site to the commercial element adjacent.
- (24) Street lighting to be provided for on the layout.
- (25) Further information regarding bus infrastructure is required.

The second WSCC highways and transport response, dated 11th October 2017 required the following information and modifications:

- (1) The submitted Stage 1 Road Safety Audit and the Addendum Stage 1 Safety Audit are satisfactory, but modifications are required to the Designer's Response
- (2) Landscaping - a continuous verge south of Main Avenue would not be appropriate adjacent to a retail/commercial element. With regard to hard landscaping (granite setts with trees pits adjacent are shown for parts of the main spine road leading into the development), this type of treatment should be removed and replaced with grass. Granite setts are potentially a safety hazard if pedestrians choose to cross over them, a maintenance liability and can create issues with tree growth adjacent.
- (3) Parking for plots 80-94 still causes concern given the nearness of the parking spaces to the edge of the carriageway which will make it difficult for drivers to see oncoming traffic (and vice-versa). Also, some of it (spaces 81-84) will, in part, obstruct visibility at the junction found just west. These should be amended and appropriate junction visibility provided adjacent.
- (4) More visitor parking should be shown throughout the layout to reduce the likelihood of on-street car parking - preference being for lay-by arrangements alongside carriageways. Also, given the commercial nature of the first part of the main spine road, further consideration should be given to visitor parking in this location as well. The applicant should also be prepared - post-construction - to fund a possible Traffic Regulation Order (TRO) to restrict parking on the spine road adjacent to the commercial areas. In addition to private cycle parking, visitor provision be provided across the development.

- (5) Visibility splays need to be appropriately shown in accordance with relevant guidance at all junctions and where driveways join carriageways (including consideration of landscaping and demonstration that planting etc. does not obstruct visibility splays). All splays to comply with road design speeds.
- (6) Where trees are proposed next or close to pedestrian crossing points, adequate visibility is required for pedestrian and cyclists.
- (7) Further tactile paving should be provided at appropriate crossing points; and additional crossings should be considered on desire lines.

The third WSCC highways and transport response, dated 7th November 2017 raised no objection but requested the imposition of conditions relating to the main spine road (alongside the Civic Quarter); the access road (other than the main spine road); prevention of surface water drainage onto public highway; vehicle parking and turning; a construction management plan; and landscaping along the main spine road. The Local Highway Authority is now satisfied with the Designer's Response dated 27th October 2017. The Local Highway Authority would require any Traffic Regulation Order if required on the adoptable elements of the road post construction and / or when properties front it, to be paid for by the applicant (the applicant has agreed to fund any TRO). The proposal is acceptable from a highway point of view, subject to the following minor amendments which are required to be made at the detailed design stage (Section 38 / Section 278 stage) and any subsequent Road Safety Audits:

- (1) Further detail required of the exact specification of the hard landscaping for the initial section of spine road intended to be adopted.
- (2) Further detail of the exact specification of the tree pits and root areas for the trees alongside the initial section of main spine road intended to be adopted.
- (3) Further consideration of pedestrian crossings and their proximity to trees on initial section of main spine road intended to be adopted.

The fourth WSCC highways and transport response, sent in an email dated 5th December 2017 comprised the following comment regarding the provision of a tree lined avenue along both sides of Main Avenue:

The key issue from a highway safety perspective is one of visibility and any impact the presence of trees might have on this. Although visibility splays have been shown on one of the plans, it appears that the pedestrian crossing points on the first section of main spine road (so the E-W section coming-in off the IDR) have trees too close to the crossing points which will mask pedestrians from drivers and vice-versa. The 'knobbly' (Keyblok paving) hard landscaping alongside the tree pits is not welcomed and presents a trip hazard to pedestrians.

The fifth WSCC highways and transport response, sent in an email dated 12th December 2017 comprised the following comment regarding the amended landscaping plans, which include a tree lined avenue along Main Avenue and tree planting on the Estate Roads:

It is confirmed that what is shown is largely acceptable to the Highway Authority for planning purposes. There are, however, a number of points and/or requirements that the Local Planning Authority needs to be aware of that will need to be picked-up/considered at the detailed design/S38/278 stage. At this time, some of these/implications thereof, might make it necessary to revise the design and/or location of trees in places.

- 1. Tree types - must be clean (and narrow) stemmed up to 2.4m with no growth beneath when mature (to provide clearance for cyclists and pedestrians underneath).
- 2. Street lighting - Street lighting design and positions need to be considered carefully so as to not be obscured by tree canopies etc.
- 3. Verge/hard landscaping areas - A continuous verge would still be advantageous/preferred for tree root spread. Hard landscaping in-between trees can attract weeds etc. and might require additional maintenance (for which an additional commuted sum might be required). If used, Keyblok paving is acceptable to WSCC.
- 4. Services - must not run in verges nor hard landscaping areas where trees are proposed, nor roads

(put them in footways/cycleways).

5. Road Safety Audit (RSA) - A Stage 2 RSA will be required at detailed design and/or S38/278 stage.
6. Fencing in verge or hard landscaping areas - this should not be provided for safety and maintenance reasons.
7. Tree pits - Design details of tree pits must be agreed at the detailed design/S38/278 stage prior to installation.
8. Commuted payments - Will be required for tree and pit maintenance (will be worked-out at detailed design stage).

SOUTHERN WATER:

No objection raised.

As a temporary solution a maximum of 100 residential dwellings can be allowed to be connected to the public sewerage system at manhole TQ0203991 prior to the provision of the foul network upgrading works. No further flows from the development site will be allowed to discharge to the public sewer via the temporary connection until such time as the Section 98 of the Water Industry Act legal agreement for requisition of the public sewer is signed. The applicant has negotiated a further temporary solution with Southern Water while the permanent upgrade works to the foul system are undertaken. The applicant has signed a Section 98 Agreement with Southern Water which allows the applicant to discharge into the existing network. Foul water will be stored in temporary wet wells on site and then be discharged into the existing network. By signing the Section 98, Southern Water has accepted that foul water from the site can enter into the existing network thereby removing the need for an occupancy restriction. This reserved matters application provides for a permanent pumping station which will replace the temporary wet wells serving the Strategic Development Area.

ENVIRONMENT AGENCY:

No objection raised.

The EA acknowledge that this Reserved Matters application relates to an outline planning permission (LU/47/11) that pre-dates revised climate change guidance. The EA confirmed that flood compensation with a net increase in flood storage was provided for in the proposed development.

ADC DRAINAGE:

No objection raised.

The details submitted to address condition 10 (Surface Water Drainage Scheme), condition 11 (Watercourse or culvert crossing), condition 12 (Discharge consent) and condition 13 (Details of proposed foul drainage system) which were imposed on the outline planning permission (LU/47/11) will be considered in a separate application for the discharge of conditions (DOCs) which has been submitted by the applicant.

ENVIRONMENTAL HEALTH:

No objection raised following the submission of an amended Noise Report. Initially, insufficient detail was provided with the application to discharge conditions 37 (Noise mitigation measures) and 38 (Noise Levels). Environmental Health initially requested the submission of the following details:

- Alternative means of ventilation required throughout the development for noise sensitive rooms. The method of such ventilation is to be prescribed and agreed with Environmental Health.
- Enhanced glazing to be prescribed and detail of noise attenuation to be provided to the satisfaction of Environmental Health.
- Building layout and design - provide layouts and position of noise sensitive rooms within these in relation to the main sources of noise in order to demonstrate the way in which building orientation and internal arrangement have been designed to reduce external noise impact.
- Details are required of the locations and specification for acoustic fences.
- Proof of on-site validation of proposed methods of noise mitigation to be provided before any occupation of premises.

The noise details which were required by conditions 37 and 38 imposed on the outline planning permission (LU/47/11) will be considered in a separate application for the discharge of conditions (DOCs).

SUSSEX POLICE:

No objection raised.

The Police requested the following design changes be considered:

- (1) Design out vulnerable rear garden pathways
- (2) Garage and on-curtilage parking for Plots 101, 65, 55 have no observation / surveillance
- (3) The rear parking court of Plots 95-100 must have good observation (needs to be viewed by active rooms - e.g. kitchens and living rooms).

The applicant has amended the layout of the proposed residential scheme, designing out the majority of rear garden pathways (1). The applicant has responded about issue (2) in terms of parking bays for Plots 101, 65 and 55, that the submitted elevation plans indicate that all three plots have habitable rooms on the rear elevations and, as such, adequate overlooking of these parking bays have been provided for. Kitchens overlook the parking courtyard of Plots 95-100 (3).

ADC GREENSPACE:

Following the submission of amended plans ADC Greenspace confirmed that there were no objections on landscape grounds to the proposals submitted under reserved matters application LU/121/17/RES following consent LU/47/11. Tree choice to the north and south of Main Avenue now increased will be a welcome addition to the greening of the development. Species choice from *Carpinus* 'Frans Fontain' to *Tillia cordata* 'Green Spire' is an acceptable substitution as these are still a fastigiated form tree which will be suitable for location in avenue formation. The submission of planting pit formation cross section and specification is good to see and this has shown detail regarding the inclusion of watering tubes and 'deadmen' underground guying systems. The detail for the trees to Main Avenue includes a root support system which includes growing medium specification, root directors/barriers, aeration system, irrigation and anchors. This attention to detail along with adequate follow up maintenance and watering to establishment should support long term thriving growth and establishment. The general scheme proposed in Proposed planting drawings LA101 -LA105 provides a well thought out and comprehensive scheme which has provided a good mix of both native and ornamental species and trees at a suitable size at planting to provide instant impact to this development. The scheme proposed has provided detail in plan form with species choice, plant numbers and densities and size at time of planting. A maintenance specification has been provided. The LEAP Play proposals LA106 contained within drawing A0088461 LA100-107.dwg, does provide a good play experience with a variety of play experiences being provided for this younger age range. The estate railings and knee rails proposed around the two LAPs respectively are acceptable. The applicant has confirmed that a management company has been established for the site.

ADC ARBORICULTURE:

No objection raised.

The submitted arboricultural report shows that the trees on the site have been properly assessed and considered in accordance with BS5837 requirements. It will not be possible to retain any of the trees and hedges on this particular part of the larger development site. There are no trees or hedges on the site that would have merited retention and protection; there are some B graded trees but they are either of a low valued species or are not of landscape significance. It will be important to offset the new houses with quality tree and shrub planting that is on areas of open space where it can develop to full potential without conflicting with the proposed new development.

ADC ECONOMIC DEVELOPMENT:

No comment on this reserved matters application for residential development on Phase 2 at North Littlehampton Strategic Development Area (SDA).

COMMENTS ON CONSULTATION RESPONSES:

Comments noted and addressed in the "Conclusions" section of this report.

POLICY CONTEXT

Designation applicable to site:

North Littlehampton Strategic Development Area.

DEVELOPMENT PLAN POLICES[Arun District Local Plan \(2003\):](#)

DEV17	Affordable Housing
GEN11	Inland Flooding
GEN20	Provision of Public Open Space within New Development
GEN29	Nature and Conservation Across the District
GEN7	The Form of New Development
GEN8	Development and the Provision of Infrastructure
GEN9	Foul and Surface Water Drainage
GEN32	Noise Pollution
GEN33	Light Pollution
GEN34	Air Pollution
AREA17	Sites of Archaeological Interest
SITE7	Land at Toddington, Littlehampton

[Publication Version of the Local Plan \(October 2014\):](#)

D DM1	Aspects of Form and Design Quality
D SP1	Design
GI SP1	Green Infrastructure & Development
W DM1	Water Supply & Quality
W DM2	Flood Risk
QE DM1	Noise Pollution
QE DM2	Light Pollution
QE DM3	Air Pollution
QE SP1	Quality of the Environment
T SP1	Transport and Development
H DM1	Housing Mix
H SP2	Affordable Housing
INF SP1	Infrastructure provision and implementation
OSR DM1	Open Space, Sport & Recreation
SD SP1	Sustainable Development
HER SP1	The Historic Environment

[Littlehampton Neighbourhood Plan 2014 Policy 18](#) Fitzalan Link Road

Littlehampton Neighbourhood Plan 2014 Policy 2	A Spatial Plan for the Town
Littlehampton Neighbourhood Plan 2014 Policy 19	Lyminster Bypass & the A27 at Arundel
Littlehampton Neighbourhood Plan 2014 Policy 22	Design of New Development

PLANNING POLICY GUIDANCE:

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

A new Local Plan is in preparation and constitutes a material consideration when determining planning applications. At this stage the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015. The Examination into the submitted plan was suspended whilst Arun District Council addressed matters raised by the Inspector but it resumed on 17th September 2017 and has now concluded. The District Council is awaiting the Inspector's report which is due out in Spring 2018.

A number of Main Modifications to the Arun District Local Plan 2011-2031 (Publication Version) October 2014 were approved by the Council on 22nd March 2017 and consultation on these has taking place. The Main Modifications should be read alongside the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and where there are changes the Main Modification may also be material consideration to take into account. The re-convened examination, which considered modifications to the emerging Local Plan, ended in Autumn 2017.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

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 and policies within them will be considered in determining planning applications. Made NDP policies will be considered alongside other development plan documents including Arun District Council's Local Plan. Whilst an NDP is under preparation it will afford little weight in the determination of planning applications. Its status will however gain more weight as a material consideration the closer it is towards it being made. Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Regulation 14).

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 written Ministerial Statement of 13 December 2016 confirms that relevant policies for the supply of housing in Neighbourhood Plans should not be deemed to be out of date where all of the following circumstances arise;

- The NDP has been part of the development plan for 2 years or less or the Ministerial Statement is less than 2 years old
- The NDP allocates sites for housing
- The Council can demonstrate a three-year supply of deliverable housing sites

Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Regulation 14).

Littlehampton Neighbourhood Plan was made on 5th November 2014.

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 in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

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 principle of the development was approved at the outline planning permission stage (LU/47/11) which was granted on 23rd January 2013. Appraisal of this application (LU/121/17/RES) therefore relates to the detailed proposals for reserved matters of appearance, access, landscaping, layout and scale of the previously approved under LU/47/11/ amended by LU/182/15/P which was approved by the Development Control Committee on 15th November 2017 and includes a Development Framework Document (DFD) so as to ensure that the proposed development on Parcel C1 and part of Parcels B2, B4 and C2 would have continuity in design with the future reserve matters applications that will be brought forward under the outline permission, The applicant has applied for a Deed of Variation to the S106 Agreement which was imposed on the outline planning permission (LU/47/11).

Policy 2 of the Littlehampton Neighbourhood Plan (LNP) says: "The Neighbourhood Plan concentrates future housing, economic and community related development within the built up area boundary of Littlehampton and especially within the Fitzalan Corridor connecting the strategic housing allocations at North Littlehampton (Toddington - north of the railway) and at Courtwick Park with the Littlehampton Academy, the Town Centre, the Community Hub and 'the Green'".

The proposed development would be located in the western half of the North Littlehampton Strategic Development Area, east of the proposed Lyminster Bypass, next to and wrapping around the Local Centre Character Area. The Main Avenue runs through the site. These areas are detailed in the Development Framework Document (DFD) as being of higher density contemporary urban development. The Main Avenue and the adjacent future retail development have been key features determining the form of development in this location. The outer edges of the application site fall within the Outer Central Core Character Area, where a softer contemporary design approach is required to both reflect the adjoining green infrastructure (the existing Black Ditch to the north and the Central Wetland Area to the

east) and provide a clear transition between these open areas and the built form of the development site.

The application was presented to the North Littlehampton Steering Group meeting on Tuesday 5th December 2017 where it was resolved that there were no objections and the proposed development was welcomed.

The whole of the North Littlehampton SDA has outline planning permission for up to 1,260 dwellings (LU/47/11/). House building has commenced on the southern part of the SDA, in accordance with the approved reserved matters applications.

HOUSING MIX

The proposed Accommodation Schedule comprises the following mix of house types:

- * 11 two bedroom houses
- * 56 three bedroom houses
- * 23 four bedroom houses

plus

- * 20 shared ownership properties comprising terrace houses; and
- * 16 affordable rented properties (6 of which will be flats in the apartment building and 10 will be semi-detached houses).

The proposed housing mix complies with the recommendations in the GL Hearn evidence base for the emerging modified Local Plan which recommends no need for 5 bedroom or 6 bedroom houses, but a clear need for 2, 3 and 4 bedroom houses.

It is considered that the proposed housing mix is varied and does reflect the varying needs of the District such that the Council's Interim Housing Statement is complied with.

ASSESSMENT

It should be noted that the applicant has amended and improved the submitted scheme four times during the process of this reserved matters application in July, September, November and December 2017, so as to ensure that the quality, appearance and design of the residential development meets the aspirations of the masterplan that accompanied the outline planning permission and the DFD.

APPEARANCE, CHARACTER & LAYOUT

Local Centre Character Area

The Local Centre would be located within the Central Area Zone as identified in the approved Development Framework Document (DFD).

This character area will form a gateway into Littlehampton as well as the main entrance into new development as defined in DFD. Appropriate focal building will be required. It will deliver commercial and retail development with high density apartment accommodation above ground floor level. A strong public realm will need to be created to provide legibility to the Local Centre - increased offset from the road along Main Avenue will help in this regard. Built form will need to stretch along the Main Avenue and wrap around the civic square which will form the main public realm focus for the area.

Design Objectives in the Local Centre Character Area

In terms of design objectives, as set out in the DFD, the Area aims to establish "new contemporary highly urban vocabulary". High density and increased height of the buildings will create a clear and legible local centre for the future community. Modern and urban approach to design will provide for distinguished

Character Area that is elevated from the predominantly residential character of the wider development site. It will also provide greater opportunities for gateway led design.

The proposed apartment building and the terraced and semi-detached properties proposed in Parcels B2, B4, C1 and C2 within the Local Centre Character Area would provide a high density, urban character. This is evident in the rows of semi-detached and terraced properties located behind parking courts, running along Main Avenue in Parcels B2 and C2 and the visual impact created by the semi-detached properties fronting onto the Civic Square on the south side of Parcel C1. The 3 storey apartment building (plots 95-100) at the junction of Main Avenue in Parcel B2 would provide a focal / gateway building at the entrance to the Phase 2 development; which would be complemented by the 3 storey houses on plots 101-104 inclusive located to the rear of the apartment building. The amendments to the apartment building on Parcel B2, comprising the introduction of parapet features on the gable ends, painted render around the window frames, the re-alignment of the windows to introduce uniformity and symmetry, and the reduction in the amount of cladding on the front and rear elevations enhance the character and appearance of the building at a key location fronting onto Main Avenue.

Following the submission of amended layout plans in September 2017, the applicant is seeking to ensure that the scale of development is appropriately stepped back along Estate Road running to the south of Parcel C1 to ensure a strong visual streetscene. The initial layout plans showed all of the houses along this frontage set out in regimented rows, which was considered to be visually oppressive. The stepping back of a number of houses along this frontage ensures an enhanced visual appearance to the overall development when viewed from the Civic Square. The proposed use of two, and 2 1/2 storey houses and 3 storey houses (plots 40 and 41 and 52 and 53) along this frontage would enhance the urban appearance of the development in Parcel C1 when viewed across the Civic Square from Main Avenue, rather than proposing row upon row of detached houses which would have given the whole of Parcel C1 a suburban character.

The design approach to the Local Centre Character Area proposed by the applicant will be modern grey and buff brick with grey smooth tile; chimney detail, dark smooth cladding to key buildings with lighter treatment along the road. The applicant is proposing the use of modern construction materials and colours with elements of parapet walls to the gable ends of houses in the transition area in Parcel C1 between the Local Centre Character Area and the Outer Central Core gateway / Black Ditch. The proposed materials in the Local Centre would be buff brick with grey tone use in key buildings and modern, smooth grey interlocking tiles on the roof. Render and smooth finish cladding as additional materials; modern chimneys, flat roof dormers; feature windows with full stone surrounds. Front gardens would be enclosed with vertical metal railings with brick piers.

The applicant submitted amendments in September 2017 which included revisions to the external appearance of the houses and the apartment building that are located at key road junctions within the application site, thereby ensuring that, wherever possible these properties are double fronted and do not present a blank elevation when viewed from the junctions or when seen from a distance in the streetscene. All of the amended details on these properties, including revised fenestration details, the selective application of chimney stacks, and consistent materials palette are considered acceptable as they enhance the appearance of the dwellings and ensure no blank elevations are presented in the streetscene at the road junctions. The use of contemporary construction materials throughout the parts of Parcels C1 and C2 and the whole of parcels B2 and B4 within the Local Centre Character Area, including cladding and the choice of modern bricks further enhances the overall contemporary appearance of the proposed dwellings in this Area.

Careful thought has gone into ensuring a suitable transition is provided from the properties in the southern part of Parcel C1, which are located in the Local Centre Character Area and those in the northern part of the same Parcel, which are located in the Outer Central Core Area. The proposed layout

becomes more irregular in character as the residential areas move to the edges of the site into the Outer Central Core Character Area. The outer edges of the application site fall within the Outer Central Core Area Character Area, where a softer contemporary design approach has been developed to reflect the adjoining green areas comprising the Black Ditch (i.e. water meadows), and provide a clear transition between these open areas and the built form of the development site. This has been achieved through the course of a series of amendments to layout of the housing and the use of materials and the use of landscaping and greater attention being given to the detailed design of garden walls and railings.

Consequently, it is considered that the proposed residential development in the Local Centre Character Area complies with the general description of development and the design objectives set out in the DFD, Policy GEN7 of the ALP, Policy D DM1, Policy D SP1 and Policy QE SP1 of the modified eALP and Policy 22 of the LNP.

Outer Central Core Area Character Area

The Outer Central Core Area would be located within the Central Area Zone.

This character area provides for a transition between the modern contemporary Local Centre and Green Edge Area which buffers the Black Ditch as defined in the general description of development set out in the DFD. A suburban approach to development will therefore provide for a 'stepping' down of the contemporary local centre to a character that can blend with the softer more open green edge. Increased space about buildings and a simple palette of materials and architectural detailing will help to achieve this. Built form stretches along the development boundary and will provide for small and medium family accommodation. The Outer Central Core Area provides for a transition between the modern contemporary Local Centre and Green Edge area which buffers the Black Ditch to the east.

Design Objectives in the Outer Central Core Area Character Area

In terms of design objectives, as set out in the DFD, the Area aims to achieve increased visual impact as it sits along the edge of the development. High quality of materials and feature built form creates the long views announcing new development on the north approach to the North Littlehampton SDA.

The proposed houses on the northern part of Parcel C1, which is located in the Outer Central Core Area Character Area would all be 2 storey' in height and would be predominantly detached properties within large plots. The applicant has re-configured the layout of the houses and the parking spaces along the northern boundary of the Parcel C1 facing onto the Black Ditch. The applicant replaced the regimented layout with a more sinuous layout and removed the perpendicular parking spaces and introduced parking laybys, which are more visually acceptable. A number of the house types along this northern boundary were enhanced by alterations to the materials palette, including the colours of the bricks and roof tiles, altering the visual appearance of this part of Parcel C1 overlooking the Black Ditch. The landscaping along the northern boundary of Parcel C1 has been enhanced to soften the visual impact of the built development when viewed from the Black Ditch. The inclusion of a LAP on the northern boundary of Parcel C1 and the provision of family sized housing would enhance the suburban character of this part of the Outer Central Core Character Area.

The proposed design approach to the Outer Central Core Character Area would be modern grey and warmer buff / pink brick with grey tiles; modern chimney detail, simple stone corbel and window surrounds, with vertical boarding to the first floors. The proposed materials, as amended, in the Outer Edge would be light pink brick with grey tones to key buildings and small, smooth grey interlocking tiles on the roofs. Timber effect finish cladding would be applied to certain dwellings as additional material. Modern chimneys would be added; front gables would have stone corbels and stone cappings. Feature windows would have full stone surrounds. Front gardens would be enclosed behind dark grey horizontal metal railings.

Consequently, it is considered that the proposed residential development in the Outer Central Core Area Character Area complies with the general description of development and the design objectives set out in the DFD, Policy GEN7 of the ALP, Policy D DM1, Policy D SP1 and Policy QE SP1 of the modified eALP and Policy 22 of the LNP.

EMERGING DWELLING SPACE STANDARDS

The Council's emerging internal space standards are under review. House types do, however, comply with National Space Standards.

EXTERNAL SPACE STANDARDS

Residential development proposals must be assessed against the internal space standards as set out in the Government's new Technical Housing Standards (Nationally Described Space Standard).

Policy D DM3 of the modified eALP sets out the Council's external space standards and despite not being an adopted policy is currently being used for development management purposes and has been subject to testing at appeal.

There are two requirements to the policy. Firstly, a minimum rear garden depth of 10 metres. The rear garden depth serves to (a) ensure that rear gardens are usable spaces and (b) to provide for a 20 metre back to back distance between dwellings. This depth standard may be relaxed if both of the following situations are in existence: (a) there is no back to back arrangement (and no realistic possibility of a future back to back arrangement); and (b) where the garden is sufficiently wide so as to exceed the area requirement. The second requirement concerns the area of the private rear garden and in this case should be at least 50m² for 2 bedroom terraced houses, 65m² for 3 bedroom terraced houses, 85m² for semi/detached properties of no more than 3 bedrooms and 100m² for larger semi/detached properties.

Apartments are dealt with differently and would require a small private space such as ground level patio, roof garden, balcony or open space directly connected to the apartment; comprising 4 square metres for 1 bedroom, 5 square metres for 2 bedrooms, 6 square metres for 3 bedrooms, 7 square metres for 4 bedrooms.

The applicant has submitted detailed layout plans which demonstrate a clear demarcation between public and private space. The private spaces are defined by the use of landscaping and built form. Houses would have privacy strips or front gardens which would be defined by walls, fencing, hedging and / or planting. Private rear gardens would be provided and defined by close boarded fencing or brick walls.

In terms of the emerging external space standards private gardens all meet the minimum required depth of 10 metres so provide sufficient and suitable private outdoor amenity space. Larger dwellings generally have larger back gardens throughout the site. Consequently, it is considered that the proposed development complies with Policy D DM3 of the eALP .

HIGHWAYS AND TRANSPORT

Policy GEN7 of the ALP says "Development will be permitted provided it allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians". Policy 22 of the LNP says: "the Neighbourhood Plan will support proposals for housing developments provided they can clearly demonstrate that, in responding to the adopted West Sussex 'Guidance for Parking in New Residential Developments, September 2010', Supplementary Planning Document: the scheme layout and building plot configurations are able to properly accommodate the forecast requirement for off-street and on-street car parking; and it is possible to effectively manage the consequence of under-provision of car parking

spaces once the scheme is fully occupied; and the carriageway widths of roads that may support (existing and future) local bus routes, are capable of doing so". Policy T SP1 of the modified eALP says that "to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network".

The on site road hierarchy includes part of Main Avenue. Main Avenue would provide the spine road looping through the wider development within the North Littlehampton SDA, delivering a combined cycle / footpath and bus stops. One of the east bound bus stops on Main Avenue is part of the current proposed development. The current application also comprises Estate Roads; Shared Surface Roads; and Private Drives.

The submitted Transport Statement concluded that the proposed residential development is located within walking and cycling distance of key services in the area; is easily accessible on foot or by cyclists, with public /communal transport links to be installed soon after completion; will provide suitable access, parking and servicing arrangements; and will have no material impact on the operation of the local highway network.

The Local Highway Authority has requested that six conditions are imposed on this reserved matters application relating to the main spine road (alongside the Civic Quarter); the access road (other than the main spine road); prevention of surface water drainage onto public highway; vehicle parking and turning; a construction management plan; and landscaping along the main spine road. The proposed condition requiring no occupation of any part of the development before the construction of Main Avenue could not be imposed on the reserved matters application as it is overly restrictive. The Lyminster Bypass will not be completed until September / October 2019, whereas occupations on Phase 2 (i.e. the phase currently being applied for) should be taking place by August 2018. It is considered reasonable and necessary to impose a condition requiring that no dwelling shall be occupied until the access roads (other than the main spine road), have been constructed, surfaced and drained. Conditions were imposed on the outline planning permission (LU/47/11) regarding a construction management plan (condition 22) and the landscaping of Main Avenue (condition 6) and the applicant has submitted landscaping details as part of the current reserved matters application, so there is no need to replicate these conditions. The drainage of the public highway is covered by the information submitted with the current reserved matters application and it will be dealt with under the accompanying application for the discharge of conditions (DOC), so there is no need for an additional condition on the drainage of the highway.

Parking Provision:

Policy GEN12 of the ALP seeks to ensure that appropriate parking provision is made within new development. Car parking provision would be based upon West Sussex County Council's Revised County Parking Standards (2003).

Visitor parking is proposed throughout the development and in addition, many of the dwellings have sufficient space to accommodate visitor parking on plot. In terms of visitor parking, the applicant has submitted an amended parking calculator and parking layout plan. The applicant claims to be 2 parking spaces short on the 'allocated parking' requirement (2 spaces up on previous parking schedule). However, the applicant has allocated 27 visitor spaces (requirement of 26) and 13 'unallocated' parking spaces (requirement of 11) which enables them to provide 303 parking spaces in total throughout the site (2 spaces over the required 301 spaces). It is also considered reasonable and necessary to impose a condition on this reserved matters application regarding the provision of vehicle parking and turning spaces for each dwelling as requested by the Local Highway Authority.

Visitor spaces have been concentrated around the affordable dwellings, open space and the apartment building. Following the submission of amended plans, three additional visitor spaces have been provided in the grass verge along the northern boundary of the application site to allow more flexibility in this area. Consequently, there is a total of 7 visitor spaces proposed in the grass verge along the northern boundary of the site in Parcel C1.

The applicant has amended the car parking layout in the south east corner of the site in Parcels B2 and C2 which originally comprised rows of perpendicular parking spaces, but now consists of individual parking courts, with additional landscaping incorporated in terms of tree planting wherever possible. Amended landscaping plans have been submitted identifying the location of the individual trees. The proposed parking in this area would be set back from the main road with the re-location of the pavement in front of the parking bays creating an additional buffer and providing clear visibility from oncoming traffic. Manoeuvrability has been tracked and works with a 'drive-in bay and reverse out' movement. The applicant has also increased the parking bays in some instances to be 3.0 metres wide for additional clearance from adjoining bay when reversing.

The applicant is proposing to provide 1 cycle parking spaces per 1/2 bed dwellings and 2 spaces per 3+ dwellings, which would result in 213 cycle spaces for the residents, plus 16 cycle spaces for visitor use. Cycle parking is provided in the garages or the rear gardens for the houses; and a cycle store is provided for the apartments.

Consequently, the proposed parking provision for the dwellings is in accordance with Council approved Parking Standards for the size of dwellings proposed and is also in accordance with Policy GEN12 of the ALP, Policy T SP1 of the modified eALP and with Policy 22 of the LNP.

Public Transport:

Policy GEN14 of the ALP says "the Council will support the provision of comprehensive public transport services throughout the District. Where appropriate, new development will be required to make provision for public transport facilities". Policy T SP1(a) of the modified eALP says: "The Council will support transport and development which is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services".

The LPA asked the applicant to move the bus stop on the northern side of Main Avenue into a layby, so as to enhance the visual amenity of Main Avenue and to ease the flow of traffic along its length. Unfortunately, it is not possible to inset the bus stop at this stage as the smallest bus lay-by that WSCC would agree is 20 metres by 12 metres by 20 metres, which would result in the adjacent vehicular access points along Main Avenue being located within the bus lay-by, which would be unacceptable to WSCC. The applicant has committed to revisiting the provision of a bus layby on Main Avenue when the Civic Area is brought forward, which is considered to be an acceptable solution at this stage.

A bus service will run along Main Avenue, with a bus stop located within the application site. The applicant is currently working up a Main Avenue planning application, which will effectively deliver the bus route in its entirety, which it is anticipated will be submitted in Spring 2018. After which it will probably take approximately a year to deliver, as it requires bridge structures over the Central Wetland Area and wider infrastructure delivery, which will be detailed in the planning application. Therefore, it is anticipated that a bus service could be up and running sometime in 2020. There is a temporary bus service currently operating along Toddington Lane - the No.15, by Compass Travel which provides occupiers of parcel A1 and the emerging Phase 2 development with access to bus services. Consequently, the proposed development is accessible by public transport and it complies with Policy GEN14 of the ALP and Policy T SP1(a) of the modified eALP.

Cycling and Walking:

Policy GEN15 of the ALP says: "Where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area". "Policy T SP1 of the modified eALP says: "The Council will support transport and development which gives priority to pedestrian and cycle movements".

The continuous verge in front of the commercial / retail area will not be turfed as pedestrian footfall will be such that grass will not survive. Consequently, a pedestrianized hard landscape area is proposed, with tree grilles, in accordance with the masterplan that accompanied the outline planning permission and the DFD. ADC Greenspace supports the provision of a hard landscape area and the use of tree grilles along Main Avenue, the estate roads and the shared surface roads on the site.

Along the northern boundary of the site fronting onto the Black Ditch, the applicant is proposing a landscape buffer along the footpath which will ensure the visual amenity provided by the Black Ditch is retained, but that people would be encouraged to stay on the footpath. Consequently, the proposed cycleway and footway proposals are acceptable and the proposed development is in accordance with Policy GEN15 of the ALP, Policy T SP1 and Policy T DM1 of the modified eALP.

LANDSCAPING

Policy GEN27 of the ALP says that "development which would have an unacceptable adverse impact on individual features or the character of the landscape will not be permitted". Policy GI SP1 of the ALP says: "all major development must be designed to protect and enhance existing Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network".

The DFD says that all the individual development parcels will be appropriately landscaped to ensure that development blends in with both the immediate surroundings and the wider area. Creating a strong public realm will be key to achieving this successfully. Frontage and verge landscaping to dwellings will be important to the development of the character areas. It should include a range of open verge areas which will provide opportunities for structural landscaping. Front gardens which will allow for an element of individuality and hedge planting where frontage parking arrangements are provided.

The applicant has submitted detailed amended landscaping plans, with an extensive landscaping strip along the road linking the Local Centre Character Area with the Outer Central Core Area / Black Ditch. The applicant has also enhanced the landscaping belt along the northern boundary of the site in Parcel C1 fronting onto the Black Ditch. The landscaping on the site would be managed and maintained by a Management Company.

The amended landscaping plans, highlighting additional tree planting on the site illustrates that the individual development parcels will be appropriately landscaped to ensure that development blends in with both the immediate surroundings and the wider area. The planting of an avenue of trees along Main Avenue will help to create a strong public realm. The applicant is proposing frontage and verge landscaping to dwellings and the provision of open verges with opportunities for structural landscaping, in all 4 Parcels, which would enhance the appearance of the Local Centre Character Area and the Outer Central Core Character Area. The proposed layout in Parcel C1 incorporating front gardens and hedge planting would also enhance the landscaping of the site.

Provision of LAPs and a LEAP:

The DFD stipulates that children's play will, where possible, be designed to act as village greens and neighbourhood parks, providing a clear focal point for the community; with clear pedestrian linkages to the SuDS corridors and the Central Wetland Area where appropriate.

The applicant is proposing to deliver 2 LAPs and 1 LEAP as part of the current reserved matters application. One LAP will be located on the northern boundary of Parcel C1, facing the Black Ditch and

enclosed by knee rails; the second LAP would be located at the junction of the proposed detached houses on Plots 78 and 79 in Parcel C2 and the Civic Square, enclosed by estate railings. As detailed in the DFD the idea is that the LAPs will be for informal play, and therefore not provide equipment (LAPs don't have to). Certainly the LAP adjacent to the black ditch is envisaged as informal play only with no specific equipment. The LAP adjacent to Plot 79, could have some low level equipment and as this area falls within the Local Centre Character metal equipment would be appropriate. A condition is required regarding the provision of play equipment in the LAP adjacent to Plot 79, with details/scheme to be submitted and agreed prior to occupation. The layout of the Civic Square will be subject to a separate reserved matters application.

The proposed LEAP would be located on the southern side of Parcel B4, on the boundary with Five Stones Nursery and it would comprise of timber play equipment. The provision of the LEAP and the two LAPs and internal open space within the development at the levels proposed is acceptable and the proposed landscaping and the play provision for the site is in accordance with Policy GI SP1 of the modified eALP.

TREES

Policy GEN28 of the ALP says "development will not be permitted if it would damage or destroy one or more trees protected by a tree preservation order, identified as ancient woodland or in a conservation area". Policy ENV DM4 of the modified eALP says: "where planning permission is granted, conditions shall be used to ensure that, for any trees which are removed as part of a development, at least an equivalent number of a similar species and age (where practical) are planted on the proposed development site. Sufficient space for replacement trees to mature without causing future nuisance or damage shall be provided. The planting of new trees shall form an integral part of the design of any development scheme".

Tree lined Main Avenue:

Initially, the provision of an equal number of trees bounding both sides of the carriageway along Main Avenue was compromised by highway requirements in terms of visibility splays and the provision of sightlines. Main Avenue is proposed to be adopted by WSCC therefore the applicant is required to propose landscaping that is compliant with WSCC standards for adoption. However, following negotiations with the developer and the Local Highway Authority it has been possible to deliver a tree lined avenue along Main Avenue and also provide additional planting along the Estate Roads in Phase 2. The applicant has submitted an amended landscaping plan (Drawing Number LA100 Rev. J - Landscape Layout) submitted on 7th December 2017, which identifies a row of trees on both sides of the verge running alongside Main Avenue, in accordance with the approved Development Framework Document, which are acceptable to the Local Planning Authority. The amended landscape plan was accompanied by a Stage 1 Road Safety Audit (2nd Addendum) which assesses the impact of the trees along Main Avenue and concludes they are acceptable in highway safety terms. The Local Highway Authority has agreed, in principle, to the proposed avenue of trees along Main Avenue.

In terms of the trees shown to be removed on the boundary with Five Stones Nursery the applicant claims that they fall within their ownership, and they are endeavouring to discuss this with the neighbouring resident at the Nursery. The applicant is aware that the legal position is that they cannot cut anything outside of their boundary, and so once the position has been agreed with the neighbouring resident, the applicant will only cut what belongs to them, but still have the option to cut trees that are growing beyond the application boundary without seeking further planning consent if the owner agrees, hence why they are shown to be removed. In general, where boundaries and tree locations are unclear then it is right that the applicant shows the removals they want to make on the plan in the planning submission, so that technically they have a planning permission to remove them. However, if it transpires that the trees are outside the applicant's ownership, or they cannot satisfactorily reach agreement with the owner, then the planning permission is extant and the applicant's ability to implement

it is dictated by the wishes of the tree owner. The only way this may be varied is if trees growing on adjacent land pass over (or under) the boundary and the applicant then has the right to cut them to the boundary (without trespassing), which is the case in this instance. A planning permission gives the applicant the right to do this and common law rights allow the applicant to do it without the consent of the tree owner.

The ADC Arboricultural Officer raised no objection to the submitted Arboricultural Assessment which recommended the removal of 8 moderate quality trees; and the removal of a further 3 trees and 6 hedges of low quality with very little potential to contribute to local character because they are either too small or have no realistic potential for retention beyond the short term. The ADC Arboricultural Officer is satisfied with the proposal for the comprehensive planting of 82 new standard trees and one hedge on the site. Consequently, the proposed development complies with Policy ENV DM4 of the modified eALP.

DRAINAGE

GEN9 of the ALP deals with foul and surface water drainage: development which will materially increase foul and/or surface water discharges will be refused unless the LPA is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development.

Surface water storage would be provided in the form of a cellular crate tank system constructed under the Civic Parking area which lies adjacent to the application site. In terms of timing for the provision of the cellular crate tank system for surface water storage under the Civic Parking area this will be installed early in the construction process (as one of the first activities) to ensure that site surface water is adequately dealt with. This will be an underground structure and once in situ will be covered with topsoil.

The applicant is proposing that the surface water will be discharged into permitted outfall B, which has the consent of the Environment Agency, and foul will connect by a gravity system into the proposed pumping station, and from there be conveyed by the rising main serving Phase 1 to a connection point in Mill Lane.

The drainage details required under condition 10, condition 11, condition 12 and condition 13 imposed on outline planning permission (LU/47/11) are considered in a separate application for the discharge of conditions (DOCs), which has been submitted to accompany this reserved matters application. It is considered that the proposed development complies with Policy GEN9 of the ALP and Policy W DM1 of the modified eALP.

FLOODING

Policies GEN23, GEN25 and GEN26 of the ALP require the protection of the water environment; and the NPPF requires that development does not give rise to an unacceptable risk of flooding detrimental to human health or property. Policy EMP DM2(c) of the emerging Local Plan requires "appropriate flood mitigation works". Policy W DM2 of the modified eALP requires the submission of a site specific Flood Risk Assessment (FRA) which demonstrates that the development will be safe without increasing flood risk elsewhere and reduce flood risk overall; consider flood flow routing and utilise temporary storage areas.

A Flood Risk Assessment was submitted and approved as part of the outline planning permission for the North Littlehampton SDA. The applicant has submitted a Flood Management Report with the reserved matters application, required by conditions 7 and 9 imposed on the outline planning permission (LU/47/11). The submitted details are considered in a separate application for the discharge of conditions (DOCs), which has been submitted to accompany this reserved matters application.

ARCHAEOLOGY

Policy AREA17 of the ALP says: "permission will not be granted for development that would be harmful

to the significant archaeological interest of a site". Policy HER DM6 of the modified eALP says that "where a site on which development is proposed has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record) permission will only be granted where it can be demonstrated that development will not be harmful to the archaeological interest of these sites". Archaeological remains are a fragile and finite resource. Permission will not be granted for development that would be harmful to the significant archaeological interest of the site.

An Archaeological Evaluation Report was submitted with the reserved matters application, in accordance with conditions 40 and 41 imposed on the outline planning permission (LU/47/11) which concluded that a very small quantity of flint artefacts suggest some later prehistoric activity in the vicinity of the site. There is evidence of an Early Iron Age settlement with a possible enclosure ditch associated with further ditches, a storage pit, gullies and postholes. There was also evidence of medieval quarrying in the east of the site.

The Evaluation Report submitted in response to conditions 40 and 41 is considered in a separate application for the discharge of conditions (DOCs), which has been submitted to accompany this reserved matters application.

ECOLOGY

Policy GEN29 of the ALP states that development will only be permitted on sites which contain semi-natural habitats, features of nature conservation interest, or within wildlife corridors, where these can be largely retained and sympathetically incorporated into the scheme.

Three conditions (conditions 19, 20 and 21) were imposed on outline planning permission LU/47/11 related to ecology. Condition 21 requested the submission of an ecological management plan for the construction phase of that element of the development at Toddington Lane. An Ecological Management Plan, which covers a period of 10 years following the commencement of development, was submitted with the reserved matters application. The document sets out the management prescriptions for the site in order to retain the long-term ecological value.

The overarching objective of the submitted Ecological Management Plan is to retain and enhance the long-term ecological value of the site by safeguarding protected species through the site preparation and construction works; creation of new, native species rich and wildlife friendly habitats to enhance biodiversity at the site; and establish long-term management prescriptions for new and retained habitat to ensure the habitat diversity and suitability for wildlife is maintained.

The ecological details required under conditions 19, 20 and 21 imposed on outline planning permission (LU/47/11) are considered in a separate application for the discharge of conditions (DOCs), which has been submitted to accompany this reserved matters application.

CARBON REDUCTION

A 10% carbon reduction through the use of renewable or low energy is provided for. The carbon reduction would be fabric first approach thereby obtaining the saving in perpetuity and minimising future maintenance; rather than applying photovoltaic panels to every dwelling. The submitted details are considered in a separate application for the discharge of conditions (DOCs), which has been submitted to accompany this reserved matters application.

PUMPING STATION

The pumping station, which would be located in Parcel B2, adjacent to the Local Centre, is required for the eastern part of the North Littlehampton SDA. Currently, consented development in Parcels A1, B3 and B5 are having their foul sewerage discharged into temporary wet wells. The proposed pumping station will deliver the permanent solution.

No elevational drawings of the pumping station have been submitted by the applicant. This is a Southern Water structure that will be delivered by them subject to a Section 98 Agreement. The 'equipment' would be largely underground, with just a control box and viewing chamber above ground set within concrete. The pumping station would be surrounded by secure fencing measuring 2.0 metres in height, comprising brick piers with timber infill panels, but this is determined via the Section 98 process. There is actually an existing pumping station on Toddington Lane, opposite the IDR, which provides a good example of what Southern Water will likely replicate on site.

ELECTRICITY SUBSTATION

The electricity substation, which would be located to the rear of the proposed apartment building in Parcel B2 south of Main Avenue, would ensure electrical connection for all of the proposed dwellings. The substation would measure 4.25 metres by 4.25 metres, with a 1.0 metre easement around it for access.

The design of the substation (drawing number 543-PL-SS-100) is functional and acceptable and has the appearance of a brick garage with a hipped roof, measuring 4.1 metres long by 4.1 metres wide, and 4.0 metre to the apex of the roof. The elevation drawings of the sub station were submitted with the original submission in March 2017.

BIN STORAGE

The applicant has submitted a refuse collection strategy for the site. The strategy comprises the storage of bin containers in the rear gardens of houses; and secure covered refuse stores are proposed for the apartment building. The strategy includes the location plan of each bin at every house; together with the elevations of the secure covered refuse store alongside the apartment building which is located in Parcel B2. The location of the bin stores at each house and the secure covered refuse store serving the apartment building are considered to be acceptable.

CONCLUSION

The reserved matters application as amended - seeking approval for appearance, scale, layout and landscaping, is acceptable, in accordance with the development plan. It is considered that the proposed development would result in a good quality scheme, both reflecting and enhancing the local vernacular. It is therefore recommended that this application for reserved matters is approved and the following conditions are imposed.

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.

SECTION 106 DETAILS

The Section 106 agreement imposed on the outline planning permission (LU/47/11) required the following:

- 20% (252 units) of the proposed housing will be affordable housing to be delivered throughout the development in phases.
- A site set aside within the proposed development which is to be conveyed to the County Council for a new primary school.
- In addition to conveying the land the developer will make a financial contribution to the County Council towards the construction of a primary school.
- The laying out of 3 new sports pitches at the eastern end of the proposed development together with informal play area and changing and parking facilities.
- The provision of a site for a new community hall to be conveyed to Littlehampton Town Council together with a financial payable to Littlehampton Town Council for the erection of the community hall.
- The provision of a site for a new youth facility of and a financial contribution payable to Littlehampton Town Council to provide and maintain this facility in perpetuity.
- A management plan for the wetland area by Black Ditch north of the proposed site together with footpath routes through to the north connecting with the Poling footpath and the informal play areas to the north east.
- Provision of equipped play spaces (LEAPs) within the development itself and an equipped Fitness Trail.
- Provision of land for allotments together with financial contributions for the laying out of these allotments working in conjunction with the Town Council for their long term maintenance and provision to the community.
- A financial contribution to be paid to the Town Council to lay out new allotments south of the railway line on land owned by the County Council and the Town Council.
- A financial contribution to be made for health care facilities in Littlehampton.
- The construction of a new signalised junction of Mill Lane and the A284 by a trigger date at an early stage in the development.
- The construction of a new road link from the site, south across Toddington Lane and the existing railway line to the A259 to conclude at a new roundabout on the A259.
- The completion of a new road link (the Fitzalan Link) between the A259 south to the County Councils recently constructed road connecting to the East Street roundabout for providing access to the new Academy.
- A financial contribution towards the future construction of the Lymminster bypass north from the site to the A284/Crossbush.
- A financial contribution towards the improvement of bus services within Littlehampton.
- Provision of key bus shelters.
- Subject to a Road Closure Order provision of a new pedestrian and cyclist bridge across the railway line from the site to the South into Toddington Village at the current position where Toddington Lane crosses the railway line.

- Site reserved for Waste Management Centre.

The applicant has submitted a Deed of Variation under a separate application, proposing changes to the approved Section 106 Agreement which was imposed on the outline planning permission.

RECOMMENDATION

APPROVE CONDITIONALLY

- The development hereby approved shall be carried out in accordance with the following approved drawings and submitted material:
 - Drawing Number 543_PL_001 Rev. A - Location Plan, submitted 01/11/2017
 - Drawing Number 543_PL_100 Rev. E - Site Layout, submitted 07/12/2017
 - Drawing Number 543_PL_101 Rev. D - Coloured Layout, submitted 07/12/2017
 - Drawing Number 543_PL_102 Rev. D - Tenure Plan, submitted 07/12/2017
 - Drawing Number 543_PL_103 Rev. D - Storey Heights Plan, submitted 07/12/2017
 - Drawing Number 543_PL_104 Rev. D - House Type Plan, submitted 7/12/2017
 - Drawing Number 543_PL_105 Rev. E - Parking Strategy, submitted 7/12/2017
 - Drawing Number 543_PL_106 Rev. E - Roof Finishes Plan, submitted 07/12/2017
 - Drawing Number 543_PL_107 Rev. E - External Wall Finishes Plan, submitted 07/12/2017
 - Drawing Number 543_PL_108 Rev. D - Bin Collection, submitted 07/12/2017
 - Drawing Number 543_PL_110 Rev. C - Render and Boarding Finishes Plan, submitted 07/12/2017
 - Drawing Number 543_PL_ALNWICK_P_100 Rev. B - ALNWICK PROPOSED PLANS (1 OF 3)
 - Drawing Number 543_PL_ALNWICK_P_101 Rev. B - ALNWICK PROPOSED PLANS (2 OF 3)
 - Drawing Number 543_PL_ALNWICK_E_200 Rev. B - ALNWICK PROPOSED ELEVATIONS (1 OF 3)
 - Drawing Number 543_PL_ALNWICK_E_201 Rev. C - ALNWICK PROPOSED ELEVATIONS (2 OF 3)
 - Drawing Number 543_PL_ALNWICK_E_202 Rev. B - ALNWICK PROPOSED ELEVATIONS (3 OF 3)
 - Drawing Number 543_PL_HANBURY_P_100 Rev. B - HANBURY PROPOSED PLANS (1 OF 3)
 - Drawing Number 543_PL_HANBURY_P_101 - PROPOSED PLANS (2 OF 3)
 - Drawing Number 543_PL_HANBURY_P_102 - HANBURY PROPOSED PLANS (2 OF 3)
 - Drawing Number 543_PL_HANBURY_E_200 Rev. B - HANBURY PROPOSED ELEVATIONS (1 OF 4)
 - Drawing Number 543_PL_HANBURY_E_201 Rev. B - HANBURY PROPOSED ELEVATIONS (2 OF 4)
 - Drawing Number 543_PL_HANBURY_E_202 - HANBURY PROPOSED ELEVATIONS (3 OF 4)
 - Drawing Number 543_PL_HANBURY_E_203 - HANBURY PROPOSED ELEVATIONS (4 OF 4)
 - Drawing Number 543_PL_SOUTER_P_100 - SOUTER PROPOSED PLANS (1 OF 2)
 - Drawing Number 543_PL_SOUTER_P_101 Rev. B - SOUTER PROPOSED PLANS (2 OF 2)
 - Drawing Number 543_PL_SOUTER_E_200 Rev. C - SOUTER PROPOSED ELEVATIONS (1 OF 3)
 - Drawing Number 543_PL_SOUTER_E_201 Rev. C - SOUTER PROPOSED ELEVATIONS

(2 OF 3)

- Drawing Number 543_PL_SOUTER_E_202 - SOUTER PROPOSED ELEVATIONS (3 OF 3)
- Drawing Number 543_PL_HATFIELD_P_100 Rev. B - HATFIELD PROPOSED PLANS
- Drawing Number 543_PL_HATFIELD_E_200 Rev. B - HATFIELD PROPOSED ELEVATIONS (1 OF 2)
- Drawing Number 543_PL_HATFIELD_E_201 Rev. A - HATFIELD PROPOSED ELEVATIONS (2 OF 2)
- Drawing Number 543_PL_CLAYTON_P_100 Rev. B - CLAYTON PROPOSED PLANS
- Drawing Number 543_PL_CLAYTON_E_200 Rev. B - CLAYTON PROPOSED ELEVATIONS (1 OF 3)
- Drawing Number 543_PL_CLAYTON_E_201 Rev. B - CLAYTON PROPOSED ELEVATION (2 OF 3)
- Drawing Number 543_PL_CLAYTON_E_202 - CLAYTON PROPOSED ELEVATION (3 OF 3)
- Drawing Number 543_PL_CLAYTONCR_P_100 - CLAYTON CORNER PROPOSED PLANS
- Drawing Number 543_PL_CLAYTONCR_E_200 - CLAYTON CORNER PROPOSED ELEVATIONS
- Drawing Number 543_PL_GREYFR_P_100 - GREYFRIARS PROPOSED PLANS (1 OF 2)
- Drawing Number 543_PL_GREYFR_P_101 - GREYFRIARS PROPOSED PLANS (2 OF 2)
- Drawing Number 543_PL_GREYFR_E_200 Rev. B - GREYFRIARS PROPOSED ELEVATIONS (1 OF 2)
- Drawing Number 543_PL_GREYFR_E_201 Rev. B - GREYFRIARS PROPOSED ELEVATIONS (2 OF 2)
- Drawing Number 543_PL_LEICESTER_P_100 Rev. A - LEICESTER PROPOSED PLANS
- Drawing Number 543_PL_LEICESTER_E_200 Rev. B - LEICESTER PROPOSED ELEVATIONS
- Drawing Number 543_PL_LUMLEY_P_100 Rev. B - LUMLEY PROPOSED PLANS
- Drawing Number 543_PL_LUMLEY_E_200 Rev. B - LUMLEY PROPOSED ELEVATIONS (1 OF 3)
- Drawing Number 543_PL_LUMLEY_E_201 Rev. B - LUMLEY PROPOSED ELEVATIONS (2 OF 3)
- Drawing Number 543_PL_LUMLEY_E_202 - LUMLEY PROPOSED ELEVATIONS (3 OF 3)
- Drawing Number 543_PL_WOLVESEY_P_100 Rev. B - WOLVESEY PROPOSED PLANS
- Drawing Number 543_PL_WOLVESEY_E_200 Rev. B - WOLVESEY PROPOSED ELEVATIONS (1 OF 2)
- Drawing Number 543_PL_CL/HAN_P_100 Rev. B - CLAYTON/HANBURY PROPOSED PLANS
- Drawing Number 543_PL_CL/HAN_E_200 Rev. B - CLAYTON/HANBURY PROPOSED ELEVATIONS
- Drawing Number 543_PL_WHITEHALL_P_100 - WHITEHALL PROPOSED PLANS
- Drawing Number 543_PL_WHITEHALL_E_200 - WHITEHALL PROPOSED ELEVATIONS
- Drawing Number 543_PL_WP2420A_P_100 Rev. A - WP2420A PROPOSED PLANS (1 OF 3)
- Drawing Number 543_PL_WP2420A_P_101 Rev. B - WP2420A PROPOSED PLANS (2 OF 3)
- Drawing Number 543_PL_WP2420A_P_102 Rev. A - WP2420A PROPOSED PLANS (3 OF 3)
- Drawing Number 543_PL_WP2420A_E_200 Rev. B - WP2420A PROPOSED ELEVATIONS (1 OF 4)
- Drawing Number 543_PL_WP2420A_E_201 Rev. B - WP2420A PROPOSED ELEVATIONS (2 OF 4)
- Drawing Number 543_PL_WP2420A_E_202 Rev. B - WP2420A PROPOSED ELEVATIONS

(3 OF 4)

- Drawing Number 543_PL_WP2420A_E_203 Rev. B - WP2420A PROPOSED ELEVATIONS

(4 OF 4)

- Drawing Number 543_PL_WP3520C/2420A_P_100 Rev. A - WP3520C AND WP2420A PROPOSED

PLANS (1 OF 3)

- Drawing Number 543_PL_WP3520C/2420A_P_101 Rev. A - WP3520C AND WP2420A PROPOSED

PLANS (2 OF 3)

- Drawing Number 543_PL_WP3520C/2420A_P_102 - WP3520C AND WP2420A PROPOSED PLANS

(3 OF 3)

- Drawing Number 543_PL_WP3520C/2420A_E_200 Rev. B - WP3520C AND WP2420A PROPOSED

ELEVATIONS (1 OF 3)

- Drawing Number 543_PL_WP3520C/2420A_E_201 Rev. B - WP3520C AND WP2420A PROPOSED

ELEVATIONS (2 OF 3)

- Drawing Number 543_PL_WP3520C/2420A_E_202 - WP3520C AND WP2420A PROPOSED

ELEVATIONS (3 OF 3)

- Drawing Number 543_PL_WP3625A_P_100 Rev. B - WP3625A PROPOSED PLANS

- Drawing Number 543_PL_WP3625A_E_200 Rev. B - WP3625A PROPOSED ELEVATIONS

- Drawing Number 543_PL_WPLTH_P_100 Rev. A - WPLTH3520A AND WPLTH3520C PROPOSED

PLANS

- Drawing Number 543_PL_WPLTH_E_200 Rev. B - WPLTH3520A AND WPLTH3520C PROPOSED

ELEVATIONS

- Drawing Number 543_PL_AP_BLOCK_P_100 Rev. A - APARTMENT BLOCK - PROPOSED PLANS

- Drawing Number 543_PL_AP_BLOCK_E_200 Rev. A - APARTMENT BLOCK - PROPOSED ELEVATIONS (1 OF 2)

- Drawing Number 543_PL_AP_BLOCK_E_201 Rev. A - APARTMENT BLOCK - PROPOSED ELEVATIONS (2 OF 2)

- Drawing Number A/PHLITTLE-INT.1/10-1 Rev. P12 - General Arrangement Drawing (1 of 2), submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/10-2 Rev. P11 - General Arrangement Drawing (2 of 2), submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/11-1 Rev. P13 - Surface Treatments Drawing (1 of 2), submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/11-2 Rev. P12 - Surface Treatments Drawing (2 of 2), submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/13-1 Rev. P7 - Street Lighting Drawing (1 of 2), submitted 08/12/2017

- Drawing Number A/PHLITTLE-INT.1/13-2 Rev. P6 - Street Lighting Drawing (2 of 2), dated 08/12/2017

- Drawing Number A/PHLITTLE-INT.1/19-1 Rev. P6 - Contours and Levels Drawing (1 of 2),

submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/19-2 Rev. P5 - Contours and Levels Drawing (2 of 2), submitted

08/12/2017

- Drawing Number A/PHLITTLE-INT.1/LOA Rev. P3 - Proposed Limit of Adoption, dated 01/11/2017

- Drawing Number A/PHLITTLE-INT.1/TK-1 Rev. P9 - Anticipated Swept Path of a Large Refuse

Vehicle & Large Car Accessing the Site (1 of 2), submitted 08/12/2017

- Drawing Number A/PHLITTLE-INT.1/TK-2 Rev. P8 - Anticipated Swept Path of a Large Refuse

Vehicle & Large Car Accessing the Site (2 of 2), submitted 08/12/2017

- Drawing Number A/PHLITTLE-INT.1/TK-3 Rev. P5 - Anticipated Swept Path of a Fire Tender Accessing the Site (1 of 2), dated 08/12/2017

- Drawing Number A/PHLITTLE-INT.1/TK-4 Rev. P4 - Anticipated Swept Path of a Fire Tender Accessing the Site (2 of 2), submitted 08/12/2017

- Drawing Number LA100 Rev. J - Landscape Layout, submitted 07/12/2017

- Drawing Number LA101 Rev. L - Proposed Planting (1 of 5), submitted 20/12/2017

- Drawing Number LA102 Rev. J - Proposed Planting (2 of 5), submitted 07/12/2017

- Drawing Number LA103 Rev. J - Proposed Planting (3 of 5), submitted 07/12/2017

- Drawing Number LA104 Rev. J - Proposed Planting (4 of 5), submitted 07/12/2017

- Drawing Number LA105 Rev. J - Proposed Planting (5 of 5), submitted 07/12/2017

- Drawing Number LA106 Rev. J - LEAP, submitted 07/12/2017

- Drawing Number LA107 Rev. L - Hard Landscape, submitted 20/12/2017

- Drawing Number LA108 Rev. J - Tree Planting Details, submitted 07/12/2017

- Drawing Number 543_PL_GARAGES_100 Rev. A - SINGLE GARAGE PROPOSED PLANS AND

ELEVATIONS, dated 12/09/2017

- Drawing Number 543_PL_GARAGED_100 Rev. A - DOUBLE GARAGE PROPOSED PLANS AND

ELEVATIONS, dated 12/09/2017

- Drawing Number 543_PL_SS_100 - SUBSTATION PROPOSED PLANS AND ELEVATIONS, dated

12/09/2017

- Drawing Number 543_PL_BCS_100 Rev. A - BIN/CYCLE STORE PROPOSED PLANS AND

ELEVATIONS, dated 12/09/2017

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

- 2 No dwelling shall be occupied until the road(s), footways, and casual parking areas serving it have been constructed, surfaced and drained in accordance with the approved plans and details.

Reason: To secure satisfactory standards of access for the proposed development, in accordance with Policy GEN7 of the Arun District Local Plan.

- 3 No dwelling shall be occupied until the garages for that dwelling shown on the approved plans have been provided and constructed for the dwelling to which they relate. The areas of land so provided shall not thereafter be used for any purpose other than the garaging of vehicles.

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

- 4 Notwithstanding the provisions of Class A, A.1, (g) within Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking or re-enacting this Order) no rear extensions to the dwelling houses shall be erected within the curtilage of the dwellings hereby permitted unless planning permission is first granted by the Local Planning Authority on an application in that behalf.

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

- 5 Details of the play equipment for the LAP adjacent to Plot 79 should be submitted and agreed in writing by the Local Planning Authority prior to occupation of the first dwelling. The play equipment will be implemented in accordance with the approved plans.

Reason: To ensure that adequate and satisfactory provision is made for the play equipment on the site in accordance with Policy GEN7 of the Arun District Local Plan.

- 6 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.

- 7 INFORMATIVE: The applicant is required to enter into a Section 59 Agreement under the 1980 Highways Act to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process. Note this is only required if HGV traffic exceeds 20 movements per working day.

- 8 INFORMATIVE: Section 278 Agreement of the 1980 Highways Act - Works within the Highway The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works if they affect the existing public highway. The applicant should contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

- 9 INFORMATIVE: Section 38 Agreement of the 1980 Highways Act - Provision of Adoptable Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant should to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

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

hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

11 **INFORMATIVE: Temporary Developer Signage**

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.