

Recommendation Report for Planning Permission**REF NO:** LU/32/17/PL**LOCATION:** Sunnymead
Courtwick Lane
Littlehampton**PROPOSAL:** Demolition of existing dwelling & garage & erection of 4 No. dwellings with on-site parking & landscaping.**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION	As above. The proposal relates to the provision of one detached 3 bedroom dwelling and a terrace of 3 no 2 bedroom properties. All dwellings would be 2 storeys high and have parking space provided.
SITE AREA	0.0816 hectares
RESIDENTIAL DEVELOPMENT DENSITY	49 dwellings per hectare
TOPOGRAPHY	Predominantly flat.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	1.8m high close boarded fencing enclosing site
SITE CHARACTERISTICS	Detached chalet style dwelling with flat roofed garage to side.
CHARACTER OF LOCALITY	Predominantly residential characterised by a mix of dwelling height and style. 2 storey linked detached dwellings in Condor Mews and bungalow adjacent in Courtwick Lane. Industrial uses opposite in Courtwick Lane.

RELEVANT SITE HISTORY

LU/7/87	Kitchen extension and continued use of kitchen and lobby for confectionery production	ApproveConditionally 23-03-1987
LU/293/80	Extension of existing garage to existing dwelling house	ApproveConditionally 04-06-1980

REPRESENTATIONS**Representations received:**

Littlehampton Town Council

No Objection

16 Objections - 4 dwellings is too many for the site. Not in keeping with the area.

Would overlook and close in space.

At most 2 bungalows should be provided here.

Road is narrow and parking is already a nightmare. 3 new driveways will be created and potentially 6 more cars will sweep into Condor Mews. The junction is treacherous. There is a blind corner at the junction with Courtwick Lane. Access for residents are often blocked. The road is the only exit from the whole estate and is now dangerous with cars parked and lorries turning. Crossing the road to Morrisons is already dangerous. Proposed parking is inadequate. Additional parking would result on the road.

Present bungalow has been in residence for 20 years. It is not now vacant. It has been fully occupied for over 10 years. Would cause overlooking of neighbouring properties.

30 years ago this was a rural lane.

Will result in loss of light and loss of a view.

Comments on Representations received:

Following the case officer's site visit it is clear that the property is occupied. The loss of a view is not a material planning consideration. County Highways have no objection to the proposal on highway safety grounds. The density of the development and garden sizes are readily comparable with neighbouring properties. These matters will be discussed in further detail in the conclusion section of this report.

CONSULTATIONS

WSCC Strategic Planning

Engineering Services Manager

Engineers (Drainage)

Parks and Landscapes

Consultations responses received:

County Highways - This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

Summary

The site is located at the corner of Courtwick Lane and Condor Mews - both unclassified public highway subject to a 30 mph speed restriction. The proposal is for demolition of existing detached dwelling and garage and erection of new detached 3 bedroom dwelling accessed via existing vehicle crossover (VCO) to Courtwick Lane. A terrace of 3 x 2-bedroom dwellings is also proposed with new VCO's from Condor Mews to serve off street parking.

Access and Visibility

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident in the vicinity on Courtwick Lane. However, from an inspection of accident data it is clear that this was not due to any defect with the access arrangements or nearby junction.

The existing VCO is sufficient to provide access to the one off-street car parking space for the detached dwelling. Two new VCO's are proposed from Condor Mews. A licence for these works on to the public highway should be obtained from WSCC Area Engineer.

There appears to no apparent visibility issue on to Courtwick Lane or Condor Mews. Whilst the new VCO's will be in proximity to the junction the LHA consider that speeds will be low and and traffic light. We do not foresee a highway safety concern with the introduction to a VCO in this location.

There is the opportunity to provide pedestrian visibility splays either side of the proposed and

existing accesses, within the site, in order to maintain visibility of pedestrians on the adjacent footway. Details of this can be secured via condition.

Parking and Turning

One allocated off street car parking space per dwelling is proposed. On this basis the WSCC Car Parking Demand

Calculator anticipates a demand of five spaces total for the terraced dwellings and two for the detached dwelling.

There does appear to be additional space on the frontages to provide further off-street parking. However, the LHA would not raise a highway safety concern to this shortfall in parking provision.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is onstreet parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

Sustainability

The site is served by street-lit footway links with retail amenities within walking distance. Sustainable modes of transport via foot, bicycle and public transport are realistic options in this location. Secure and covered bicycle storage has been included which should be capable of storing one space per terraced dwelling and two spaces for the detached dwelling. Details of this can be secured via condition.

Conclusion

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

If the LPA are minded to approve the application highway conditions should be secured.

Drainage Engineer - Engineers comments in respect to surface water drainage:

Infiltration to be investigated to drain the development.

Please apply standard conditions ENGD2A.

Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE 365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 30% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location.

Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers.

Parks and Greenspace Officer - There are presently trees within the proposed development site which may provide screening to adjacent properties. If any of the trees provide significant aesthetic impact to the location and the neighbouring properties then any proposed tree works to this site should be in consultation with agreed with Arun District Councils Tree Officer.

Prior to any consideration a full landscape scheme should be submitted for approval, detailing species

choice, position, densities and size at time of planting. This should be plotted in plan and list

form and in relation to the trees and vegetation to be retained so that a clear picture of the proposals can be seen.

These details are required to assure the adjacent properties privacy is maintained and the setting is uncompromised.

Comments on Consultation responses:

Comments noted. Requested conditions have been imposed.

POLICY CONTEXT

Designation applicable to site:
Within Built Up Area Boundary

DEVELOPMENT PLAN POLICIES

Arun District Local Plan 2003:	<u>GEN5</u>	Provision of New Residential Development
	<u>GEN7</u>	The Form of New Development
	<u>GEN9</u>	Foul and Surface Water Drainage
	<u>GEN12</u>	Parking in New Development
Publication Version of the Local Plan (October 2014):		D SP1 Design
		D DM1 Aspects of Form and Design Quality
		D DM2 Internal Space Standards
		D DM3 External Space Standards
Littlehampton Neighbourhood Plan 2014 Policy 1		The Presumption in Favour of Sustainable Development

PLANNING POLICY GUIDANCE

NPPF	National Planning Policy Framework
NPPG	National Planning Practice 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.

Arun District Council's Development Plans:

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication.

A new local plan is in preparation and may be 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 commenced but is currently suspended whilst Arun District Council addresses matters raised by the Inspector.

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 is taking place 10 April 2017 to 5pm on Tuesday 30 May 2017. 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 relevant policies of the Arun Local Plan 2011 to 2013 - Submission Document - Modifications for the Inspector - March 2017 are as follows:

D DM1 Aspects of Form and Design Quality
D DM2 Internal Space Standards
D DM3 External Space Standards
D SP1 Design

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 (Reg.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

The Littlehampton Neighbourhood Plan was made in November 2014 and is therefore more than 2 years old, but does allocate sites for housing. The council cannot demonstrate a 3 year supply of deliverable housing.

Whilst an NDP is under preparation it will be afforded limited 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 (Reg.14).

Relevant policies in the Littlehampton Neighbourhood Plan have been taken into account.

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 site lies within the built up area boundary where the principle of residential redevelopment is acceptable. The Council is unable to demonstrate an adequate 5 year supply of housing land as required by paragraph 49 of the National Planning Policy Framework (NPPF) and Policy GEN5 of the Local Plan is outdated. Furthermore, the Examination into the emerging Local Plan was suspended by the Planning Inspector on the grounds that the Council's Objectively Assessed Housing Need (OAN) should be reviewed higher than that proposed in the Local Plan (580 units p.a). The Council therefore need to identify adequate land supply to meet the additional housing requirements. The OAN figure has now been increased to 919 units p.a as of October 2016. Additional strategic sites are being assessed and allocated to meet this higher figure.

The National Planning Practice Guidance (NPPG) provides clear guidance on the issue of the weight that can be given to both the adopted local plan and emerging or made Neighbourhood Plans where the District Council cannot demonstrate the 5 year supply of deliverable housing sites. Therefore the adopted development plan policies relating to housing supply are out of date and the emerging Local Plan policies carry limited weight at this time.

The weight afforded to Neighbourhood Plans has been clarified by a written Ministerial Statement (13/12/16) which 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; and
- The Council can demonstrate a three-year supply of deliverable housing sites.

Two of the above circumstances arise as Arun District Council can only currently demonstrate a 2.15 year supply of deliverable housing sites. Although only recently published, the relevant policies for the supply of housing in the NDP cannot be considered to be up-to-date.

Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the NPPF states that the presumption in favour of sustainable development requires the granting of planning permission, 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits'. Furthermore, paragraph 49 states that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites".

NPPF TEST ON SUSTAINABILITY:

Paragraph 7 of the NPPF sets out the three dimensions to sustainable development - the economic, social and environmental roles. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system

Environmental Role-

The site is located within the centre of Wick within the built up area boundary and is within walking distance of local shops & facilities and close to bus stops. It is considered this is a sustainable location for new development.

Social Role-

It is considered the proposal will support the local community by providing four new houses to help meet future needs. This factor weighs in the scheme's favour.

Economic Role-

It is considered the proposal will lead to a not insignificant increase in Council Tax receipts and create a number of jobs during construction. All of these would provide a benefit to the local economy. These economic factors weigh in the scheme's favour.

Assessment-

It is considered that the proposal is environmentally acceptable and offers economic & social benefits. As such, it is sustainable development and therefore benefits from the presumption in favour of sustainable development as set out within paragraphs 14 and 49 of the NPPF.

SUMMARY OF SUSTAINABILITY & PRINCIPLE:

This site lies within the defined built up area. Relevant local plan policies for the supply of housing should not be considered up-to-date as Arun District Council cannot demonstrate a 5 year supply of deliverable housing sites. Furthermore, according to the recent Ministerial Statement, housing

policies within the NP should be considered out-of-date.

The above analysis shows that the proposal represents sustainable development and benefits from the presumption in favour of sustainable development set out in paras 14 and 49 of the NPPF.

DESIGN AND VISUAL AMENITY

The site is occupied by a detached chalet style bungalow with the main garden area to the west side fronting Condor Mews. The plot size is significantly larger than others in the surrounding area. This application seeks approval for a 4 dwellings which would be located as a terrace fronting Condor Mews with a detached 3 bedroom house onto the Courtwick Lane frontage. One car parking space would be provided in front of each dwelling. The set back distance of the proposed development in relation to the road frontages reflects that established in Condor Mews opposite and in the bungalow to the east. The terraced 2 storey development would be similar in style to the dwellings in Condor Mews. The site is located on a corner site in a prominent position but the site coverage with space to site boundaries and 2 storey height of the properties fronting Condor Mews is considered to represent a form of development that would be in keeping in this location. The character of the area is derived from mainly 2 storey dwellings in small/medium plots and the development would be in keeping with this general pattern of development in terms of layout, and visual amenity.

The footprint of the buildings when taken together with the car parking, cycle parking and storage and bin storage areas does not dominate the site coverage. Adequate amenity/landscaped space is provided to the rear of the units and each unit would have its own rear garden area in accordance with policy DDM3 of the Emerging Local Plan. The garden depths exceed the minimum rear garden depth of 10m and the minimum rear garden area for a 3 bedroom terraced house of 65 sq m is exceeded. The smallest rear garden area to the terraced garden is 77sqm. The garden area to the detached dwelling should be 85sq m and it is approx. 80sqm. Although this is slightly below the requirements it is in keeping with other plot sizes in the locality.

RESIDENTIAL AMENITY

The dwellings would be located a reasonable distance from site boundaries. A distance of 25m would be provided between the front elevations of the terraced properties and those opposite in Condor Mews with 10m provided to all rear boundaries. There are no openings proposed in the side elevations of the terraced properties and those in the detached dwelling at first floor level would be obscure glazed. It is proposed that a condition is imposed to control the addition of further windows at first floor in the side elevations. The distances from adjoining properties are considered adequate to prevent any adverse impact from overlooking resulting.

The proposed detached dwelling would be located 1m from the side boundary with the adjacent bungalow to the east which has a secondary opening in the side elevation. There is currently a large flat roofed garage in the position of the proposed dwelling. The new dwelling would not project beyond the rear elevation of the extended adjoining dwelling or as far as the garage currently extends to the rear. The eaves height of the dwelling would be relatively low at 4.5m and this is considered acceptable in respect of the resulting overbearing impacts which are not considered to result in material harm.

The proposal accords with the Nationally described Space Standards and is acceptable in terms of the amenity of future residents in this respect.

HIGHWAY ACCESS

The site is located at the corner of Courtwick Lane and Condor Mews which are both unclassified public highways subject to a 30 mph speed restriction. One parking space per dwelling is provided in front of each dwelling. County Highways have advised the existing cross over is sufficient to provide access to the one off-street car parking space for the detached dwelling. Two new crossovers are proposed from Condor Mews. There appears to be no apparent visibility issue on to Courtwick Lane or Condor Mews. They do not foresee a highway safety concern with the introduction of a crossover in this location.

There is the opportunity to provide pedestrian visibility splays either side of the proposed and existing accesses, within the site, in order to maintain visibility of pedestrians on the adjacent footway. Details of this can be secured via condition.

One allocated off street car parking space per dwelling is proposed. On this basis the WSCC Car Parking Demand Calculator a demand of five spaces for the terraced dwellings and two for the detached dwelling is anticipated. However, the LHA would not raise a highway safety concern to this shortfall in parking provision.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is onstreet parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

The site is served by street-lit footway links with retail amenities within walking distance. Sustainable modes of transport via foot, bicycle and public transport are realistic options in this location. Secure and covered bicycle storage has been included which should be capable of storing one space per terraced dwelling and two spaces for the detached dwelling. Details of this can be secured via condition.

SUMMARY

The proposal is recommended for approval subject to the following conditions.

HUMAN RIGHTS ACT

FOR APPROVAL

Human Rights Act:

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

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

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

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

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

RECOMMENDATION

APPROVE CONDITIONALLY

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

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

- 2 The development hereby approved shall be carried out in accordance with the following approved plans 18396-100 revA, 18396-101, 18396-102, 18396-109, 18396-108, 18396-105, 18396-103, 18396-104 revA, 18396-106, 18396-107.

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

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

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

- 4 No part of the development shall be first occupied until pedestrian visibility splays have been provided either side of the proposed site vehicular access onto Condor Mews and the existing access on to Courtwick Lane in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

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

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

Reason: To provide car-parking space for the use in accordance with policy GEN7 of Arun District Local Plan

- 6 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and

approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

- 7 Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, the recommendations of the SUDS Manual produced by CIRIA.

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

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

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

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

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

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

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

- 10 The first floor windows in the east and west elevations of the detached dwelling shall at all times/be glazed with obscured glass and fixed shut below 1.7m above the floor level

of the room it is serving.

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

- 11 No windows (other than those shown on the plans hereby approved) shall be constructed at first floor level in the side elevations of the dwellings hereby permitted without the prior permission of the Local Planning Authority on an application in that behalf.

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

- 12 No development shall be carried out until all buildings and structures existing on the application site at the date of this permission have been demolished, the debris removed from the site and the site cleared.

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

- 13 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and/or materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v) wheel washing facilities;
 - vi) measures to control the emission of dust and dirt during construction;
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - viii) hours of operation.

Reason: To avoid undue congestion of the site and consequent obstruction to access and adverse impacts on residential amenity in accordance with policy GEN7 of Arun District Local Plan. This is required to be a pre-commencement condition because it is necessary to agree the details prior to commencing any building works.

- 14 INFORMATIVE: The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway
- 15 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.