

Recommendation Report for Planning Permission

REF NO: LU/408/17/PL

LOCATION: Land North of & South of Railway
Courtwick Lane
Littlehampton
BN17 7FR

PROPOSAL: Variation of condition No.4 & 24 imposed under LU/355/10 relating to amended drawings & rewording condition to state "Details of the proposed bus route within the development, including footway and cycleway links, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the 550th house at Kingley Gate. The bus route, cycle and footway links shall be carried out in accordance with the approved plan prior to the occupation of the 600th residential unit at Kingley Gate".

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	The applicant is applying to reword Condition 24 which was imposed on outline planning permission LU/355/10/OUT which currently says: "Detailed designs of the width, alignment and construction of the proposed bus access route through the development (including the design and control of the bus gate(s) at Courtwick Lane), shall be submitted to and approved in writing by the local planning authority. Construction of the bus access route shall be carried out in accordance with the approved details prior to occupation of the 1st unit." The proposal is to vary Condition 24 to read: "Details of the proposed bus route within the development, including footway and cycleway links, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the 550th house at Kingley Gate. The bus route, cycle and footway links shall be carried out in accordance with the approved plan prior to the occupation of the 600th residential unit at Kingley Gate". The applicant is proposing to remove the reference to the design and control of the bus gate(s) at Courtwick Lane, this could not be implemented due to the unsuitability of Courtwick Lane for buses; due to its width, surface treatment and overhanging trees. The bus would run into the development from the traffic lights on the A259, then along Benjamin Gray Drive, Ernest Finches Way and Henry Lock Way, and exit the development from the traffic lights on the A259; thereby allowing a large proportion of the residents of Kingley Gate
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access to the bus.

The footpath link to the north eastern part of Kingley Gate would enable the residents of dwellings along Courtwick Lane to gain access onto Ernest Finches Way where there would be a bus stop close by.

The applicant is also applying to replace drawing number ITB3164-GA-003 Rev A (bus access arrangements), with "Drawing Number P802.S106.01 Rev. A - Planning Layout S106 Obligations" and to amend Condition 4 accordingly, which lists the approved plans imposed on the outline planning permission (LU/355/10); as the revised drawing shows the bus route provided within the site accessed and egressed from the signalised junction on the A259, and not running onto Courtwick Lane.

SITE AREA

The overall development comprises 33.6 hectares of land.

TOPOGRAPHY

Predominantly flat. However, the land falls away by a significant degree to the western boundary of the site (adjacent to the River Arun) by approximately 4 metres.

TREES

None of any significance affected by the proposed development.

BOUNDARY TREATMENT

The site boundaries are defined as follows:

- The south eastern boundary is formed by a new industrial building occupied by the Fittleworth Group.
- The northern boundary by a hedgerow, containing some trees and a notable tree group south of the farm, separating the site from Brook Barn Farm and adjacent small fields and the West Coastway railway line and Littlehampton branch line.
- A belt of newly established planting on the north eastern boundary of the site that forms the boundary with an area of open space provided as part of the adjoining residential development.
- Along the southern boundary, a post and rail fence and occasional clumps of scrub along the route of the A259 with residential and employment development to the south, fringed by planting belts.
- An overgrown hedgerow along the southern side of Courtwick Lane.
- The western edge of the site is defined by a hedgerow beyond which lies a series of fields within the floodplain that extend to the railway line south of Littlehampton railway junction.

SITE CHARACTERISTICS

The larger development site, known as Kingley Gate, is an urban extension to Littlehampton, located on the north-western edge of the town. Kingley Gate is predominantly residential; it has been developed by a consortium of house builders comprising Barratt Homes and Bellway; and it is almost completed.

When completed, Kingley Gate will comprise of 600 dwellings, varying in style and design and ranging between 2 and 3 storeys in height; a mixed use building, together with a changing facilities building, and areas of public open space, including LAPs, LEAPs and formally laid out sports pitches.

Kingley Gate also includes 4,000 square metres of Class B1 floorspace (on approximately 1 hectare of land) in an area located adjacent to the A259 and accessed off the signalised junction on the A259, which serves the whole development.

Kingley Gate is approximately 1.75km from Littlehampton town centre and 1km from the existing local centre at Wick.

CHARACTER OF LOCALITY

To the north of the application site is Brook Barn Farm, an independently farmed agricultural unit. Beyond this is the railway line, beyond which is countryside.

Immediately to the east of the site is Court Wick Park and the adjoining Court Wick Park Stables (known locally as the Coach House), both of which are Grade II listed. This group of buildings is partially enclosed by significant groups of tall mature trees. Other buildings in this location include Numbers 4/5 Courtwick Park Cottages, a pair of two storey semi-detached houses.

Further to the east, beyond Courtwick Park, is a relatively modern housing development which follows a typical medium density pattern of development accessed by a low speed road network of cul-de-sacs. To the south of this, and separated from the application site by an area of undeveloped land (a former nursery site), is the Martello Enterprise Centre, an established employment/business park.

To the west of the site is an area of farmland beyond which is the railway and then the River Arun.

The application site's southern boundary is formed by the A259. A landscaped embankment rises to the south of the A259, beyond which is the large residential area of Wick, which comprises a mix of 2 and 3 storey houses and flats arranged around a loose grid of small parking courts and open spaces. To the west of the Wick residential area is the Lineside Industrial Estate, which is accessed from the A259 via Eldon Way.

The southern edge of the town of Arundel is located 2.5km north of the application site.

RELEVANT SITE HISTORY

LU/282/17/RES	Approval of reserved matters following outline consent LU/355/10 for access, appearance, layout & scale relating to development comprising of up to 162m2 of floorspace for A1/A2/A3 local facilities, with 5 No. residential apartments at first & second floor comprising of 3x2 bed & 2x1 bed with associated parking, bin stores, cycle parking & store. Associated changing facilities which comprise of a single storey building sited towards the open space & playing fields area to the North -East of phase 2	ApproveConditionally 25-01-18
LU/355/10/	Outline application with some matters reserved for mixed use development comprising: up to 600 residential dwellings (including up to 30% affordable housing), up to 4,000 sqm of B1a and B1b employment floorspace, up to 235 sqm of A1/A2/A3 local facilities, structural planting and landscaping, multi functional green infrastructure including sports pitches (and associated changing facilities), informal open space, children's play areas, allotments and surface water attenuation, on-site pedestrian/cycle/bus emergency only access from Courtwick Lane and ancillary works. This application is the subject of an Environmental Impact Assessment & a departure from the Development Plan.	App Cond with S106 23-03-12
LU/37/18/DOC	Approval of details reserved by condition imposed under LU/355/10/ relating to condition 34-scheme for bus stops within site.	
LU/44/14/	Approval of Reserved Matters following Outline Approval LU/355/10 for Phase 2, 185 units for layout, appearance scale and landscape of dwellings. Departure from the Development Plan.	ApproveConditionally 02-07-14
LU/287/16/RES	Application for approval of reserved matters following outline approval LU/355/10 for access, appearance, layout & scale for sports facilities building	Withdrawn 30-11-16
LU/24/17/PL	Demolition of No 6 & No 7 Courtwick Park Cottages & associated outbuildings & erection of 8 No. dwellings with associated car parking/ports & access from the formerly approved junction off Benjamin Gray Drive (approved under application LU/355/10 & LU/44/14). This application is a Departure from the Development Plan.	ApproveConditionally 21-03-17

LU/248/13/	Application for approval of reserved matters following outline approval LU/355/10/ for Phase 1 (115 No units including 29 affordable houses) for layout, appearance, scale, access and landscaping of dwellings. This is a Departure from the Development Plan.	ApproveConditionally 14-11-13
LU/244/13/	Application for approval of reserved matters following outline application LU/355/10 for the appearance, landscaping, layout and scale of 70 dwellings (including 20 affordable dwellings) within land parcel 1B. Departure from the Development Plan.	ApproveConditionally 14-11-13
LU/318/14/RES	Approval of reserved matters following outline consent LU/355/10 for appearance, landscaping, layout and scale of 140 dwelling (including 38 affordable dwellings) within Phase 2a	ApproveConditionally 29-01-15

Application LU/37/18/DOC - Approval of details reserved by condition imposed under the outline planning permission (LU/355/10/) relating to Condition 34 requiring details of a scheme for bus stops within site has been submitted by the applicant and awaits determination.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Littlehampton Town Council

Object.

This application seeks approval to reword condition 24 and if implemented would result in the loss of Courtwick Lane as a future bus link for the residents of the Kingley Gate development. The access to / from the estate in the north east corner of the site was originally intended for buses, cyclists and emergency vehicles as well as the continued use by those parties requiring access from the privately owned section of Courtwick Lane. It was disappointing that the proposed route was not envisaged in the original outline planning application. Recognising that the purpose of the Section 106 Agreement funding was to help secure a permanent bus service serving the Courtwick residents, it was considered that the proposal failed to acknowledge the future need to access the employment opportunities adjacent to Kingley Gate and the retail amenities to the east and south. The failure to retain access for buses at this point would hinder the long-term sustainability of a future bus service.

The Chair of Littlehampton Town Council Planning and Transport Committee initially objected claiming that there are many residents off Courtwick Lane who would benefit from a bus service. Without opening the rear of the site to all traffic it would seem necessary to introduce a bus gate to facilitate a bus service. However, at current usage levels there is zero chance of a sustainable bus service continuing after the Section 106 money is used up leaving it to community transport to pick up the essential demand. That said, there are currently discussions ongoing between Littlehampton and Rustington to try and design a

service more attractive to users and with a better chance of longer term viability.

The North Littlehampton Steering Group at its meeting on Wednesday 7th February 2018 resolved that under the revised scheme a bus gate would not be required in the north eastern corner of the site as the route had been changed.

Stage Coach

No objection.

The bus routing represents the most rational and reasonable means to deliver a bus service to residents given the legacy of how the site has been brought forward. However, the fact that the site operates with a single point of access for buses means that it cannot be served effectively except as a terminal loop and given the scale and location of the site and the context of where it sits with regards to adjoining development and the wider highways topology, it is far from clear to us that sufficient revenue is likely to accrue at full build-out from this and immediately adjoining development, to allow a commercial bus service to be sustained once the Section 106 funding for the current service contracted by WSCC to Compass Bus runs out.

COMMENTS ON REPRESENTATIONS RECEIVED:

Comments noted.

CONSULTATIONS

WSCC Strategic Planning

CONSULTATION RESPONSES RECEIVED:

LOCAL HIGHWAY AUTHORITY:

The response from the Local Highway Authority, dated 30th January 2018 commented that the new route does offer a suitable alternative for access to the new development, subject to bus stops and waiting areas being provided in appropriate places and careful consideration and provision of a suitable pedestrian and cycle link to Courtwick Lane. The previous plans would have required the provision of localised widening to Courtwick Lane and the construction of a bus only gate to provide access in-and-out of the development. By agreeing the new route, this removes those requirements. The applicant is proposing a walking and cycling route to Courtwick Lane as referenced in the Section 106 Agreement imposed on the outline planning permission; and has submitted a Stage 1 Road Safety Audit (RSA) which requires a formal Designer's Response to several recommendations in the RSA. The Fire and Rescue Department has confirmed that it is not reliant on using Courtwick Lane for access to the development in the event of an emergency. Given the design of the internal road layout of the development, the Fire and Rescue Department have confirmed that this is satisfactory for their purposes.

The response from the Local Highway Authority, dated 31st January 2018 requested an amended plan with correct sightlines plotted and further consideration of measures to prevent pedestrians walking straight out and cyclists riding straight out (from the Kingley Gate development) into oncoming vehicles on Courtwick Lane.

The response from the Local Highway Authority, dated 26th February 2018 commented that for the most part, the amended plan submitted by the applicant on 13th February 2018 including the widening of the footpath leading from the local area for play (LAP) towards Courtwick Lane, and the provision of staggered barriers as cyclists exit onto the Lane, and the new Road Safety Audit and Designer's response appear acceptable.

The response from the Local Highway Authority, dated 8th March 2018 commented on the applicant's submission provided details of the barrier chicane where pedestrians and cyclists exit the site onto Courtwick Lane:

The response from the Local Highway Authority, dated 12th March 2018 commented that the proposed arrangements looked to be suited for cyclists.

The response from the Local Highway Authority response, dated 15th March 2018 commented that:

1. The spacing between the gates needs to be increased to 2.0 metres to ensure there is sufficient manoeuvring space between the barriers for mobility scooters and wheelchairs etc.
2. The barrier must not be of the 'hooped-type' as originally proposed and of a type that prevents children from getting underneath.
3. The design of bus stops and hardstandings is required to be submitted.

The response from the Local Highway Authority, dated 20th March 2018 raised no objection.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

POLICY CONTEXT

Designation applicable to site:

Outside Built Up Area Boundary

DEVELOPMENT PLAN POLICES

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

GEN14	Public Transport
GEN15	Cycling and Walking
GEN2	Built-up Area Boundary
GEN7	The Form of New Development
GEN8	Development and the Provision of Infrastructure

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

D DM1	Aspects of Form and Design Quality
D SP1	Design
INF SP1	Infrastructure provision and implementation
QE SP1	Quality of the Environment
SD SP1	Sustainable Development
SD SP2	Built -Up Area Boundary
T SP1	Transport and Development

[Littlehampton Neighbourhood Plan 2014 Policy 2](#) A Spatial Plan for the Town

Littlehampton Neighbourhood Plan 2014 Policy 22 Design of New Development

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
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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. 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 and published modifications to the emerging Local Plan, but it resumed on 17th September 2017 and has now concluded. The Main Modifications to the emerging Arun Local Plan and evidence base were available for public consultation over a six week period which started on Friday 12 January and ended on Friday 23 February 2018. The District Council is awaiting the Inspector's report which is due out in Spring 2018.

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.

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).

The Littlehampton Neighbourhood Plan (LNP) 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 development at Kingley Gate was established when outline planning permission (LU/355/10/) was granted on 23rd March 2012 for up to 600 residential dwellings, up to 4,000 square metres of employment floor-space, up to 235 square metres of A1/A2/A3 local facilities, sports pitches and open spaces, together with on-site pedestrian / cycle / bus emergency only access from Courtwick Lane.

ENVIRONMENTAL IMPACT

The Environmental Statement submitted in support of the outline planning application for this site (LU/355/10/) is considered adequate to assess the significant effects of the development on the environment and has been taken into consideration in this report.

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 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 "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 primary vehicular access to the site as approved as part of the outline planning permission (LU/355/10/OUT) was from a signalised junction onto the A259, opposite Eldon Way. This access has been constructed and is in use by all vehicles accessing and egressing Kingley Gate.

Emergency Access Gate

An emergency access gate onto Courtwick Lane has been approved as part of the planning permission for the Mixed Use Building and the Changing Facilities Building (LU/282/17/RES), which was granted in January 2018. This would ensure that emergency vehicles can access the Kingley Gate development from Courtwick Lane, but this route would not be accessible for use by buses.

Prevention of private vehicle access onto Courtwick Lane

It was reported at the North Littlehampton Steering Group meeting held on 7th February 2018 that the applicant had constructed fencing along the bund in the north eastern corner of the site to deter residents from driving their vehicles over the landscape bund to access Courtwick Lane; following a recent incident when a transit van became stuck on the bund. All vehicles are required to enter and leave the site via the signalised junction on the A259.

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".

An additional access was proposed and approved under the outline planning permission via Courtwick Lane, which was intended only for buses, pedestrians, cyclists and emergency vehicles and for continued use by those parties which currently access from the privately owned section of Courtwick Lane.

The current application to vary condition 24 would ensure that all buses visiting the site would access and egress Kingley Gate via the signalised junction onto the A259; and not via Courtwick Lane. The width of the existing carriageway of Courtwick Lane is too narrow to accommodate buses and would have required widening. In addition, there are a large number of trees along the lane which have overhanging trees which would have obstructed the free flow of buses along the lane, and would have required branches to be cut back regularly. As currently designed, running into the site from the A259 and exiting onto Courtwick Lane would cut off the eastern part of Kingley Gate. As the bus provision has been put in place for the Kingley Gate development and the Section 106 payment made, then it is considered that it should be for residents of Kingley Gate.

As part of the proposed variation, the buses would follow a clockwise route around Kingley Gate, which would ensure that the bus stops would not be located immediately in front of, or outside the new houses on the development. Currently, Compass are currently providing a bus service within Kingley Gate with contributions made through the Section 106 Agreement and the applicant is wishing to formalise the service.

The proposed locations of the bus stops on the Kingley Gate development are set out on the amended bus route plan (Drawing Number P802.S106.01 Rev. A - Planning Layout S106 Obligations) and the details of the design and appearance of the bus stops are provided in the discharge of condition application (LU/37/18/DOC), regarding Condition 34 which was imposed on the outline planning permission. The discharge of condition application was submitted simultaneously with this application (LU/408/17/PL) to vary conditions 4 and 24.

Consequently, it is considered that the proposed development complies with Policy GEN14 of the ALP and Policy T SP1(a) of the modified eALP.

Pedestrian access:

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 footpath link onto Courtwick Lane, in the north eastern corner of the Kingley Gate development, was proposed and approved as part of a reserved matters application (LU/318/14/RES) for residential development on phase 2 of the site. The applicant is proposing to widen the footpath to 2.5 metres. The applicant submitted amended plans on 15th February 2018 comprising the footpath link with staggered barriers as it would be used by pedestrians, including people with buggies and wheelchair users exiting onto Courtwick Lane; a Road Safety Audit (RSA) based on the new footway access scheme and a Designer's response.

The provision of staggered barriers at the junction of the footpath link with Courtwick Lane would deter pedestrians walking straight out onto the lane into oncoming traffic. The new footway provides an ideal opportunity for the inclusion of access into the development and egress out of the development onto Courtwick Lane for pedestrians. Consequently, Drawing Number 4485/314 Rev. F - North Eastern Footpath Link Details Plan will be added to the amended list of drawings in Condition 4.

It is therefore considered that the proposed footway in the north eastern corner of Kingley Gate, onto Courtwick Lane, is 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.

Summary

It is considered reasonable and necessary to vary conditions 4 and 24 imposed on the outline planning permission (LU/355/10/) to mirror the amended bus route through Kingley Gate ensuring that buses access and egress the site from the signalised junction on the A259; and that buses do not access or egress the site from Courtwick Lane. Consequently, Condition 4 should be varied to include the amended bus route plan within the site at Kingley Gate and the north eastern footpath (pedestrian) link onto Courtwick Lane; and that Condition 24 be reworded to read:

"Details of the proposed bus route within the development, including footway and cycleway links, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the 550th house at Kingley Gate. The bus route, cycle and footway links shall be carried out in accordance with the approved plan prior to the occupation of the 600th residential unit at Kingley Gate".

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

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 that accompanied the outline planning permission (LU/355/10/OUT) included a Bus Service Contribution amounting to £160,268 for a bus service serving the site. Schedule 10 of the Section 106 Agreement sets out that the owner covenants with the District Council to pay the Bus Service Contribution to the District Council prior to occupation of more than 100 dwellings or occupation of 667 square metres of gross external floor-space for purposes within Class B1 of the Town and Country Planning (Use Classes) Order 1987 in force at the date of this Deed.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 Condition 4 imposed on LU/355/10/ to be varied to read:

The planning permission relates to the following approved plans;

25708 (02) 001 (site location plan)
 (02) PARM 01 (proposed land uses)
 (02) PARM 02 Rev. A (principal route infrastructure)
 (02) PARM 03 (residential development density)
 (02) PARM 04 (proposed building heights)
 (02) PARM 05 (green infrastructure) Rev A
 (02) 100 (illustrative masterplan) Rev A
 ITB3164-GA-001 (site access arrangements) Rev E
 Drawing Number P802.S106.01 Rev. A - Planning Layout S106 Obligations
 Drawing Number 4485/314 Rev. F - North Eastern Footpath Link Details Plan
 Drawing Number SD/TS/01 - Turning Space with Chicane (Standard Detail).

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 Condition 24 imposed on LU/355/10/ to be varied to read:

Details of the proposed bus route within the development, including footway and cycleway links, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the 550th house at Kingley Gate. The bus route, cycle and footway links shall be carried out in accordance with the approved plan prior to the occupation of the 600th residential unit at Kingley Gate.

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

- 3 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 identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 4 INFORMATIVE: All of the conditions imposed on LU/355/10 shall remain in force except for conditions 4 and 24 which are replaced by conditions 1 and 2 above.