

Report to	Planning Committee
Date	15 November 2017
By	Head of Planning Services
Local Authority	Chichester District Council
Application No.	SDNP/16/03326/FUL
Applicant	Mr & Mrs Chris & Claire Wilkins
Application	Proposed dwelling.
Address	Garden of 1 Stone Pit Cottages Marleycombe Road Camelsdale Linchmere West Sussex

Recommendation: That the application be Approved for the reasons and subject to the conditions set out in paragraph 10 of this report.

IMPORTANT NOTE: This application is liable for Community Infrastructure Levy.

Executive Summary

Reason for Committee Referral: Parish Objection – Officer Recommends Permit

The application site is situated within the Settlement Policy Area (SPA) for Camelsdale and therefore the principal of residential development in this location is considered to be acceptable. The applicant has chosen to adopt a contemporary approach to the design of the dwelling, which, following negotiation with officers is now considered to be an acceptable response to this transitional, edge of settlement location.

The scale and massing of the dwelling is successfully handled through the design approach and the intention to use materials vernacular to the local area. The Highways Authority has concluded that there are no highway safety or capacity concerns with regard to the proposed use of a short section of existing track to access this single dwelling. The dwelling has been designed and sited to avoid any adverse impact on neighbouring properties.

It is therefore considered that the proposal would not conflict with the aims and objectives of both national and local planning policies and the purposes of designation of the National Park and it is therefore recommended that planning permission is approved.

1.0 Site Description

- 1.1 The application site is situated at the southern end of Marleycombe Road, a residential no through road on the southern fringe of Camelsdale. The site comprises the lower part of the garden to 1 Stone Pit Cottages, one of a pair of semi-detached dwellings occupying an elevated position to the east.

- 1.2 The site is generally level, lightly covered with small (mainly fruit) trees. A narrow track leading into adjoining woodland runs alongside the west boundary of the site. The treatment to the north, south and west site boundaries comprise mature hedging. The eastern side of the site boundary features a series of garden terraces cut out of the former quarry face, finally leading to stone faced retaining walls, beyond which is located 1 and 2 Stone Pit Cottages. The difference in levels from the site up to the level of existing dwellings to the east is approximately 7.0 metres.
- 1.3 To the south and west of the application site is a block of extensive mature woodland, part of which is within the National Trust owned Marley Common. Marleycombe Road comprises a mix of relatively modern one and two storey detached dwellings of varying designs. One of the key characteristics of the street scene is the linear emphasis to the established pattern or grain of development brought about by the generally north/south alignment of the properties.
- 1.4 The site lies within the Settlement Policy Area (SPA) for Camelsdale and just within the northern extent of the South Downs National Park. It is within landscape character type N1 (Blackdown to Petworth Greensand Hills) set out in the South Downs Integrated Landscape Character Assessment 2011.

2.0 Proposal

- 2.1 The proposal is for the erection of a single detached dwelling on the lower part of the garden to 1 Stone Pit Cottages. The house, to be located toward the eastern side of the site, would be constructed as a two storey dwelling, with the ground floor elevational treatment in facing stone and upper levels clad in timber boarding. The rear (east) part of the dwelling is designed with a flat 'green' roof, with the main pitched roof clad in slates.
- 2.2 The proposed access to the site makes use of the first 21.0 metres of the narrow track leading to National Trust woodland to the south and west. The overall width is stated to be 2.5 metres along this section of the track, although the margins are currently overgrown, giving a much narrower appearance and so would require some minor widening. There is reference by third parties to this track being a public right of way, however, it does not feature on the definitive rights of way map.

3.0 Relevant Planning History

SDNP/15/04601/FUL - Proposed dwelling. REFUSED 16.11.2016

4.0 Consultations

4.1 Lynchmere Parish Council

This application has been considered by Lynchmere Parish Council and an objection is made on the grounds that the proposed building is not in character for the area, both in terms of the form of the structure and the materials. The structure is also too large for the site. The ownership of the land over which the access is proposed needs clarification and the Council requests reassurance that it will not obstruct a public footpath.

Lynchmere Parish Council (to amended plans)

This application has been considered by Lynchmere Parish Council and an objection is made on the grounds that the proposed building is not in character for the area, both in terms of the form of the structure and the materials. Furthermore there is inadequate provision for parking. It is not clear whether there is adequate vehicular access as no dimensions are shown for the width of the proposed access road; the actual dimensions of the applicant's right of way need to be verified.

4.2 WSCC Highways

West Sussex County Council was consulted previously on Highway Matters for a similar application at this location under application reference SDNP/15/04601/FUL. No highways concerns were raised to the application. The application was refused by the Local Planning Authority not citing highway safety or capacity.

Where the access way is not to be adopted the Highways Authority scope for comments is limited in this regard, especially as the point of access to the maintained highway network is at the end of a turning head, where only limited manoeuvring would be required.

The access way is theoretically wide enough to accommodate an average sized family saloon. Whilst the access way is not wide enough to accommodate a fire appliance, it would be able to operate from Marleycombe Road, which is within the 45.0 metre distance required by Building Regulations. Similar provisions apply in respect of carry distances for refuse collection.

I would conclude that a smaller family vehicle would be able to access the site and servicing arrangements, refuse and emergency, could take place from Marley Combe Road. I would anticipate that other servicing arrangements such as deliveries by light goods vehicles would also likely have to take place via Marley Combe Road. If future occupants of the dwelling were to purchase a larger vehicle that does not fit along the access way then this may result in a small proportion of on street car parking taking place upon Marley Combe Road. It would be difficult to substantiate that either of this would result in a severe highways safety issue contrary to paragraph 32 of the National Planning Policy Framework.

In conclusion no anticipated highway safety or capacity concerns would be raised to this proposal.

4.3 Environment Agency

No comments received

4.4 SDNP Dark Skies Officer

In general, as the proposal is already in a residential area and the design of the property does not present any significant sources of light pollution with respect to the ambient, the impact on dark skies is small. I would recommend that low transmittance glass be used, particularly on the woodland edge to reduce the spill of internal light, and a condition of no rooflights.

I notice from the plans that there is an intention to install an external light for the entrance door. I would require that this - or any lighting - is dark sky friendly with an Upward light ratio of zero, of around 500 lumens (sufficient for entrances) and set to proximity timers. No security lighting above 1,500 lumens should be used at all, and any lighting should be pointing down (ULR = 0)

4.5 The National Trust

Right of access may encroach on to NT land, although acknowledged that this a private issue between the parties.

The NT would contend that the proposal does not provide safe and suitable access for all and would result in conflict between pedestrians and traffic.

Concerned that the proposed development, including the access track is not sufficiently detailed enough to address the relationship with the existing trees within NT's ownership and whether this will result in a detrimental impact on their health and future growth.

5.0 Representations

5.1 18 Third party objections to original plans, raising the following concerns:

Conflict with statutory purposes of designation and contrary to policies protecting the National Park

Principle of development - harm to sylvan character of surroundings

Poor design - incompatible with surrounding woodland

Overdevelopment

Intrusive presence

Light pollution

Inadequate parking

Inadequate access - conflict with other users, highway safety

Increase in surface water runoff - inadequate drainage

Ownership of track - potential conflict with National Trust land

Loss of privacy and outlook

5.2 6 Third Party objections to amended plans

Original objections to development maintained: Amendments to design do not overcome issues.

6.0 Planning Policy Context

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for this area is the Chichester District Local Plan First Review (1999). The following documents are also considered to be material considerations in the determination of this application:

- SDNPA Partnership Management Plan 2014
- South Downs National Park Local Plan - Pre-Submission September 2017

The relevant policies to this application are set out in section 7, below.

6.2 National Park Purposes

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage,
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social well being of the local community in pursuit of these purposes.

7.0 Planning Policy

Relevant Government Planning Policy and Guidance

- 7.1 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect on 27 March 2012. The Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 115 that great weight should be given to conserving landscape and scenic beauty in the national parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.

National Planning Policy Framework (NPPF)

- 7.2 The following sections of the National Planning Policy Framework have been considered in the assessment of this application:
- NPPF - Achieving sustainable development
 - NPPF06 - Delivering a wide choice of high quality homes
 - NPPF07 - Requiring good design
 - NPPF11 - Conserving and enhancing the natural environment

- 7.3 The following paragraphs of the NPPF are considered relevant to the determination of this application:

7, 14, 17, 56, 60, 61, 64, 109, 115, 118.

Chichester District Local Plan First Review 1999

- 7.4 The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF:
- BE1 - Settlement Policy Boundary
 - BE11 - New Development
 - BE14 - Wildlife Habitat, Trees, Hedges and Other Landscape Features
 - BE13 - Town Cramming
 - TR6 - Highway Safety

The South Downs Local Plan – Pre-Submission 2017

- 7.5 The South Downs Local Plan: Pre-Submission Local Plan was published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 26th September to 21st November 2017. After this period, the next stage in the plan preparation will be the submission of the Local Plan for independent examination and thereafter adoption. Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 216 of the NPPF, which confirms that weight may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced are currently afforded some weight.

7.6 The following policies of the South Downs National Park Local Plan - Pre-Submission September 2017 are relevant to this application:

- SD1 – Sustainable development
- SD4 – Landscape character
- SD5 – Design
- SD7 – Relative tranquillity
- SD8 – Dark night skies
- SD22 – Parking provision

Partnership Management Plan

7.7 The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a Vision and long term Outcomes for the National Park, as well as 5 year Policies and a continually updated Delivery Framework. The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

The following Policies and Outcomes are of particular relevance to this case:

- General Policy 1
- General Policy 3
- General Policy 28
- General Policy 50

8.0 Planning Assessment

8.1 The main issues with this application are considered to be:

- The principle of the development of this site with a new dwelling
- The effect of the proposed development on the locality and the wider National Park landscape
- Access and highway safety
- The impact of the development on the amenities and living conditions of occupiers of adjoining properties.

The principle of the development of this site with a new dwelling

8.2 The application site lies within the Settlement Policy Area (SPA) boundary for Camelsdale and therefore the principle of the development of the site is supported by Development Plan policies. The acceptability of the proposal therefore turns on compliance with other saved policies of the Development Plan, namely BE11 and BE13.

The effect on the locality and wider National Park landscape

8.3 The design approach to the development chosen by the applicant is overtly contemporary but has been influenced by the site's physical constraints and the nature, form and orientation of existing development within the area. In making planning decisions the NPPF at paragraph 58 requires LPA's to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials. However, such decisions should not prevent or discourage appropriate innovation.

- 8.4 The siting of the proposed dwelling is set back toward the eastern boundary of the site to integrate with the existing series of retaining walls. This in turn provides a degree of setback from the well-used pathway bordering the western boundary. The two storey form of the dwelling and main north/south axis alignment reflect the grain and scale of existing development within Marleycombe Road. The dwelling is to be located centrally relative to the north and south boundaries, providing a reasonable amount of amenity space around the building. Existing boundary treatment is to be retained as part of the scheme.
- 8.5 The overall building height is limited to 7.0 metres, with an eaves height of 4.7 metres, aided by the relatively shallow pitched slate-clad roof. The rear section of the roof is deliberately flatted to ensure that the building massing when viewed from the west (from 1 and 2 Stone Pit Cottages) is well managed and does not become assertive. The overall massing of the proposed dwelling is emphasised to some extent by the relatively deep plan and the pitch of the roof. However, it is considered that this has been sensitively handled in elevation through the partially oversailing first floor to the north elevation, relatively deep eaves and subtle variations in plan depth at the south end to create deep shadow lines and visual interest. This is further helped by the differential choice of materials between the ground (stone) and first floor (timber boarding) elements. The materials themselves are recessive/muted and pick up on the commonly used materials palette found within the area in terms of colour and texture as well as assisting in visually breaking up the massing of the building.
- 8.6 The presence of the dwelling would be most noticeable from the adjoining path on the west side and from the turning head to Marleycombe Road, although in the latter case views are limited to a degree by the shielding effect of No 53. Views of the proposed dwelling are also limited by existing vegetation when approaching the site from the south through the woodland. The impact of the dwelling on the locality must be considered in the context of its position at the end of a residential street. It is acknowledged that the position is somewhat transitional in character from urban to rural and from the more regular, formal housing layout to the north. This therefore permits a degree of flexibility in terms of the design approach in developing the site. Therefore it is concluded that the proposal represents an appropriate response to its setting, with the scale, massing and appearance of the dwelling acceptable in this context.
- 8.7 The distribution and size of windows and doors is considered to be generally discreet and proportional on the north, south and east elevations and is designed to incorporate integral blinds. The south elevation has the greatest concentration of glazing, mainly on the ground floor although any upward light transmission will be mitigated by the balcony above. No rooflights are proposed. The SDNPA Dark Skies Officer has commented that as the property is already within a residential area, the design of the property does not present any significant sources of light pollution with respect to the ambient levels and therefore the impact on dark skies would be small. The Officer does go on to acknowledge that the south elevation, which faces toward woodland is more sensitive to light spill and has recommended the use of low transmittance glazing in mitigation. This can be addressed through the use of appropriate conditions, as can control over the installation of external lighting. It should also be noted that Marleycombe Road benefits from street lighting and this adds further weight to the conclusion that the effect on dark skies would be limited.

Access and highway safety

- 8.8 Access to the proposed dwelling will utilise approximately 21.0 metres of the track leading southward off the turning head of Marleycombe Road before entering the site in its north west corner. Registry documents demonstrate that the section of track immediately in front of the site is in the applicant's ownership, whilst the remaining section back toward Marleycombe Road is owned/controlled by another party on whom the appropriate Certificates have been served. The track is currently overgrown, although the width is adequate to accommodate a vehicle. This aspect of the proposal involves the minor widening of the track to approximately 2.42 metres up to the point of access in to the site. The access itself would be 4.5 metres in width to ensure there is adequate room for vehicles to turn in to and out of the site without overrunning the track margins.
- 8.9 Third party concerns have raised the issue of conflict with other track users and the adequacy of the track to service the dwelling. Forward visibility along this short section of track is reasonable and the boundary hedgerow low enough to see and anticipate other users of this path when emerging from the site. By the nature of the limited width of the track, vehicle speeds would be inherently low and these factors together are considered to ensure that the safety of other track users is not compromised. This conclusion is given added weight in the light of the fact that the Highway Authority consider that, given the context of the proposal to service a single dwelling, there is no conflict with paragraph 32 of the NPPF and that there are no anticipated highway safety or capacity concerns and consequently do not raise objection to the proposal.
- 8.10 It is acknowledged that surfacing of a short section of the track to make it suitable to carry vehicular traffic on a more frequent basis will have a modest impact on its present informal character. However, the sensitive use of a natural, permeable surfacing medium such as crushed local stone would ensure that the short term 'rawness' would rapidly dissipate and vegetation would re-establish, allowing the surface to assimilate into the immediate landscape. The re-graded track is not considered to result in any harm to adjoining trees, given the 'light touch' upgrading treatment proposed. Conditions have been included to ensure that the SDNPA has control over the upgrading works and future maintenance.

Amenities and living conditions of adjoining residents

- 8.11 The nearest adjacent dwelling is 53 Marleycombe Road to the north, sharing the north boundary of the site. The property is two storeys in height and has a projecting first floor window in the south gable overlooking the application site. The ground floor is largely screened by the existing hedgerow along the common boundary. The proposed dwelling is sited 10.0 metres from the north boundary and the building to building distance scales at 15.0 metres. First floor windows in this elevation are limited to two obscure glazed windows servicing a landing and a bathroom. The separation distance between the proposed dwelling and No.53 is considered sufficient to ensure that the development will not be overbearing or dominant. There would inevitably be an increase in the level of activity as a result of the location of the drive and turning area servicing the dwelling, but in the context of the development of a single dwelling in an existing residential area, this is considered to have a limited impact on general living conditions and in itself is not sufficient to warrant refusal of the scheme.
- 8.12 The east elevation is to be built as part of a retaining structure to the east boundary, where there is quite an abrupt change in levels. 1 and 2 Stone Pit Cottages are at a considerably higher level (almost 7.0 metres) than the application site and would be afforded views over the roof of the new dwelling. The grassed flat roofed section together with the receding nature of the pitch of the main roof will ensure that the proposed dwelling would not appear dominant from this aspect.

9.0 **Conclusion**

- 9.1 The scale and massing of the proposed dwelling is addressed through its contemporary form and design and the sensitive use of locally distinctive materials in its construction. Overall this is considered to represent an appropriate and acceptable response to this edge of settlement position within the Camelsdale SPA. The siting of the dwelling within the plot and the disposition of windows on the building will ensure that the development would not have a harmful impact on the living conditions or privacy of occupiers of adjoining properties. Therefore it is considered that the proposal would accord with the aims and objectives of both national and local planning policies and the purposes of designation of the National Park.

10 **Reason for Recommendation and Conditions**

It is recommended that the application be Approved for the reasons and subject to the conditions set out below.

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

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended)./ To comply with Section 51 of the Planning and Compulsory Purchase Act 2004

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Agreement of materials

No development shall commence until details, and samples where appropriate, of the following materials to be used in the development (including retaining walls) have been submitted to and agreed in writing by the SDNPA: Bricks, stone and any other wall facing materials, Brick bonds, Mortar mix and finish, Rain water goods (including their relationship with eaves and verges), Slates, tiles and any other roof coverings, including rooflights. Thereafter the development shall be undertaken in full accordance with that agreement unless otherwise agreed in writing by the SDNPA.

Reason: For the avoidance of doubt and in the absence of these important details from the application

4. Details of works to track

No development shall commence until detailed drawings and sections of the proposed upgrading works of the section of track leading to the site have been submitted to and approved by the SDNPA. Such details shall also include the foundation design, finished surface medium to be used, tree and hedgerow protection during construction, a drainage scheme to manage surface water runoff as well as details for its future maintenance. The track shall be upgraded in accordance with the approved details no later than 1) substantial completion or 2) occupation of the dwelling, whichever occurs sooner.

Reason: To enable the SDNPA to control the development in detail to ensure that the resultant works remain compatible with this semi-rural setting.

5. Sample panel

No development shall commence until a sample panel of new facing brickwork/stonework/ tiling or other cladding at least one square metre in size has been constructed on site and agreed in writing by the SDNPA. The panel shall be constructed using the proposed facing materials (brick, stone etc), bonds, mortar and finish to joints. The approved sample panel shall be retained on site and available for inspection until the work has been completed. Thereafter, the development shall be carried out to match the standard of workmanship in the approved panel to the satisfaction of the SDNPA.

Reason: To ensure that the development is undertaken to an appropriate standard.

6. Tree Protection Measures

No development shall commence on site, including demolition, until protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal in accordance with the recommendations of BS5837:2012. Thereafter the protective fencing shall be retained for the duration of the works, unless otherwise agreed in writing by the Local Planning Authority. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area; soil levels within the root protection area of the trees/hedgerows to be retained shall not be raised or lowered, and there shall be no burning of materials where it could cause damage to any tree or tree group to be retained on the site or on land adjoining at any time.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

7. Surfacing materials - Porous

The proposed hard surface/s hereby permitted shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site and thereafter shall be maintained as approved in perpetuity.

Reason: To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway/adjacent land.

8. No Extensions, Alterations or Outbuildings

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no building, structure or other alteration permitted by Classes A, B, C and E of Part 1 Schedule 2 shall be erected or made on the application site without a grant of planning permission.

Reason: In the interests of protecting the amenity of neighbours and the surrounding area.

9. Window details

No windows or doors shall be inserted into the building until details have been submitted to and approved by the SDNPA of the following matters

- Details of low light transmission glazing to be used
- Details (including 1:20 sections where necessary) of the integrated blind arrangement to windows and doors and the method of operation.

Thereafter the works shall be carried out in full accordance with the approved details and the development shall be maintained as approved in perpetuity.

Reason: To ensure appropriate design and appearance in the interests of protecting the visual amenity/character of the surrounding area and dark night skies.

10. Small Scale Development Construction and Environmental Management Plan

No development shall commence, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the SDNPA. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period unless any alternative is agreed in writing by the SDNPA. The CEMP shall provide details of the following:

- (a) the anticipated number, frequency and types of vehicles used during construction,
- (b) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (c) the loading and unloading of plant, materials and waste,
- (d) the storage of plant and materials used in construction of the development,
- (e) the erection and maintenance of security hoarding,
- (f) the provision of road sweepers and/or wheel washing facilities to mitigate the impact of construction upon the public highway
- (g) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles
- (h) measures to control the emission of noise during construction,
- (i) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (j) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas, and
- (k) waste management including prohibiting burning.
- (l) the hours of operation in relation to construction and deliveries

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

11. No external lighting

No external lighting shall be installed either on the dwelling or anywhere within the site. This exclusion shall not prohibit the installation of sensor-controlled security lighting, which shall be designed and shielded to minimise light spillage beyond the site boundary.

Note: Any proposed external lighting system should comply with the Institute of Lighting Engineers (ILE) guidance notes for the Reduction of Light Pollution.

Reason: To enable the SDNPA to control the development in detail in the interests of amenity.

12. Cycle parking

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.

13. Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

14. Hard and soft landscaping scheme

The development hereby permitted shall not be first brought into use until a scheme detailing hard and soft landscape works have been submitted to and approved in writing by the SDNPA. The scheme shall include plans showing the proposed finished levels or contours; means of enclosure; car parking layouts; other vehicles and pedestrian access and circulation areas; details and samples of the hard surfacing materials; and a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities and a programme for the provision of the hard and soft landscaping. Thereafter the scheme shall be carried out in accordance with the approved details and once provided, the works shall be retained in perpetuity.

Reason: In the interests of amenity and of the environment of the development.

15. Landscaping Timing for approved scheme

All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. These works shall be carried out in the first planting season after practical completion or first occupation of the development, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the SDNPA.

Reason: To ensure the provision and establishment of a reasonable standard of landscape in accordance with the approved designs.

11.0 Crime and Disorder Implications

11.1 It is considered that the proposal does not raise any crime and disorder implications.

12.0 Human Rights Implications

12.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

13.0 Equality Act 2010

13.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

14.0 Proactive Working

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.

Tim Slaney
Director of Planning
South Downs National Park Authority

Contact Officer: Derek Price
Tel: 01243 534734
email: dprice@chichester.gov.uk

Appendices Appendix 1 - Site Location Map
Appendix 2 – Plans Referred to in Consideration of this Application

SDNPA Consultees Highway Authority, Dark Skies Officer, National Trust.

Background Documents Saved policies of the CDLPFR 1999, NPPF, NPPG, previous planning history.

Appendix 1

Site Location Map



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. South Downs National Park Authority, Licence No. 100050083 (2016) (Not to scale).

Appendix 2 – Plans Referred to in Consideration of this Application

The application has been assessed and recommendation is made on the basis of the following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Plans - VEHICLES ACCESS & TURNING (A1) ADDITIONAL PLAN	DPA-01	C	28.09.2016	Superseded
Plans - SITE PLAN	DPA-01	REV D	29.06.2017	Approved
Plans - SUBSTITUTE LOCATION, SITE, FLOOR PLANS AND SECTION	DPA-02	REV C	29.06.2017	Approved
Plans - SUBSTITUTE ELEVATIONS	DPA-03	REV C	29.06.2017	Approved
Plans - SITE PLAN (A1)	01	A	01.07.2016	Superseded
Plans - SITE SURVEY	03/14		01.07.2016	Superseded
Plans - SITE PLAN (A1)	DPA-01	B	01.07.2016	Superseded
Plans - LOCATION, SITE, FLOOR PLANS & SECTION (A1)	DPA-02	B	01.07.2016	Superseded
Plans - ELEVATIONS (A1)	DPA-03	B	01.07.2016	Superseded

Reasons: For the avoidance of doubt and in the interests of proper planning.