

Parish: North Mundham	Ward: North Mundham
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NM/18/00776/FUL

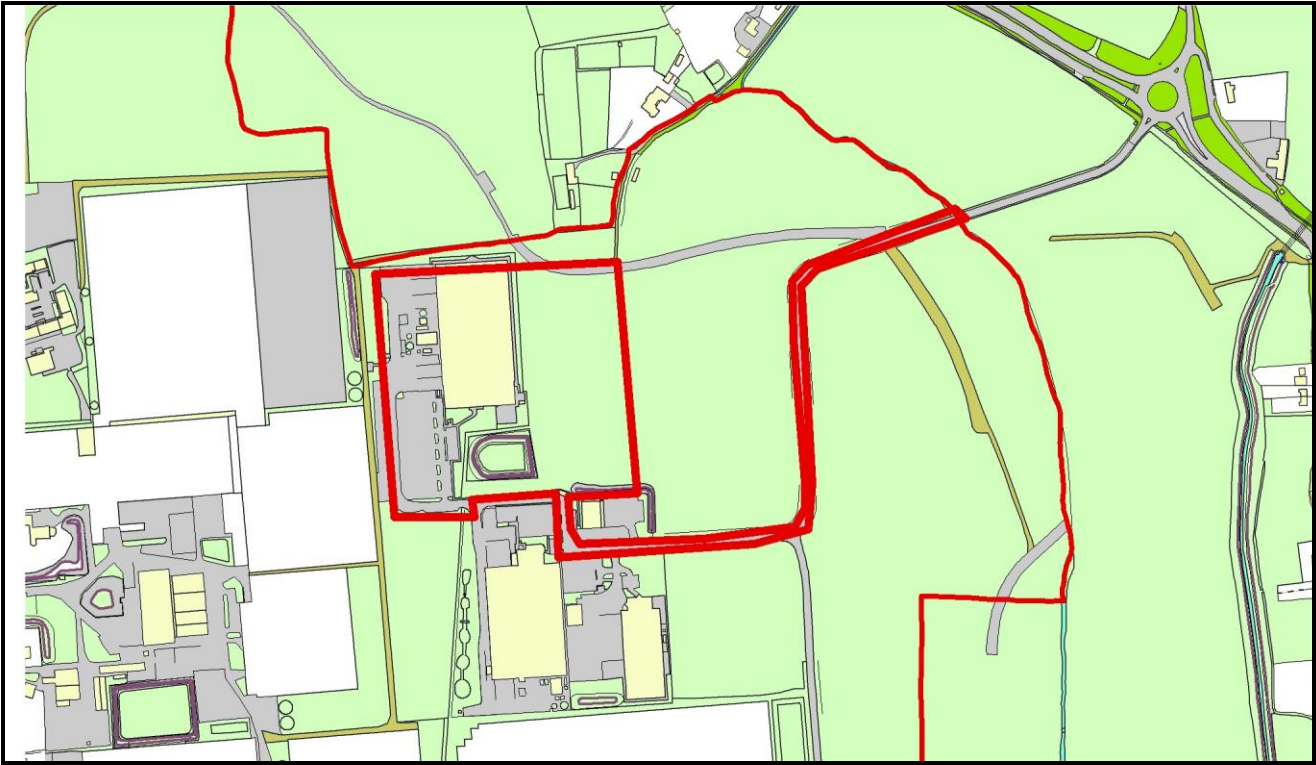
Proposal Extension of existing horticultural packhouse.


Site Nature's Way Foods Unit 4 Chichester Food Park Bognor Road Chichester
West Sussex
PO20 1NW

Map Ref (E) 488627 (N) 103239

Applicant Nature's Way Foods

RECOMMENDATION TO PERMIT



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1.0 Reason for Committee Referral

Parish Council Objection - Officer recommends permit

2.0 The Site and Surroundings

- 2.1 The application site comprises a broadly flat and rectangular 5.6 hectare parcel of Grade 1 agricultural land located within the designated Runcton Horticultural Development Area (HDA). The surrounding part of the HDA is known as the Chichester Food Park. Most of the Food Park is accessed from the A259 Bognor Road via a dedicated arm off the Merston roundabout, with access to the strategic road network (A27) a mile to the west. Adjacent glasshouses to the west, also in the HDA, are accessed from Vinnetrow Road.
- 2.2 The site is located adjacent to the northern boundary of the HDA, with glasshouses to the west, packhouses to the south and arable land and further horticultural and agricultural development to the east. There is a ribbon of development to the north, along the western side of Green Lane, with the nearest residential properties approximately 0.2km away. Beyond this, the nearest residential properties are located to the east along Marsh Lane, approximately 0.7km from the application site. The immediate boundary to the north of the application site comprises mixed native hedging approximately 3-4m tall. Part of the remaining old airfield track intersects the site's far north east corner.
- 2.3 The site is enclosed on three sides by public rights of way, identified as bridleways 2792 and 2792_1. These two bridleways connect the site through Green Lane to the A259 to the north, past the commercial glasshouses at Leythorne Nursery and through Vinnetrow Business Park to Vinnetrow Road to the west, and to Marsh Lane to the south near its junction with the B2166 Pagham Road in Runcton. The bridleway is enclosed with trees along Green Lane. Adjacent to the application site the bridleway line is undefined and open, with rough ground underfoot. To the south when it passes the existing Drayton and Merston Packhouses the line is marked with chainlink fencing, with hedge plants and trees on the development side and open agricultural land to the west.
- 2.4 The application site includes the existing packhouse, the 'Drayton Packhouse' approved under 14/02300/FUL, which is proposed to be extended under this application. Opposite and to the south of the Drayton Packhouse is the Merston Packhouse permitted under 10/03529/FUL, also operated by the applicant. The applicant also operates a further packhouse at Walnut Tree Farm to the south-west of the Food Park (Runcton Packhouse) and another in Selsey.
- 2.5 Both the Merston and Drayton Packhouses are single span barrel vaulted roof structures, clad in light grey, with flat roofed office space to the front elevations. The office accommodation in the Merston Packhouse is finished with timber cladding. The former dark green Wights Salads building to the east of the Merston Packhouse has been recently extended and similarly clad in light grey under planning permission 16/02461/FUL.

- 2.6 The existing Drayton Packhouse has an area of 11,470 sqm, of which 9,890sqm constitutes the main packhouse with a further 1,580sqm of office and other supporting accommodation. It generates circa 240 jobs. The facility operates 24 hours a day, 365 days a year. Around 60 support staff work normal office hours. A further 180 operational staff work an alternating shift pattern, with 25% of the operational staff on site at any one time.
- 2.7 A grain store is located approximately 100m south east of the application site, with further permissions extant for an additional crop store and tractor store adjacent, forming a courtyard. The Committee will also be aware of other developments permitted on the Food Park, including the extant permission for a substantial glasshouse, packhouse and office building on land in the north-east corner of the HDA under reference 14/01721/FUL, permitted in January 2016. Construction has commenced on the crop research building (Bartholomews) permitted under 15/02343/FUL, which is located approximately 300m north east of the current application site.

3.0 The Proposal

- 3.1 This application proposes a 7500sqm extension to the Drayton Packhouse, to provide additional packhouse production and associated warehouse space, including various chilled and ambient stores and despatch areas. The extension would be linked via doors and two linked corridors to the existing building to ensure a continuous flow of products and staff. The new floorspace would be supported by the existing office and welfare spaces, including canteen and changing areas within the existing building.
- 3.2 The proposed extension is of a similar scale to the existing barrel vaulted packhouse to the west of the site, and it would appear as a duplication of this form. The main vaulted roof extension measures 71.5m in width, 106m in length and a height of 12m to ridge and 7.5m to eaves. The footprint of the extension as a whole is 76m wide x 125m long, as a maximum. The building is proposed to match the existing building in appearance, with profile metal sheeting for the roof and trapezoidal metal walls. Two flat roofed linking corridors are proposed, one to the north and one between the buildings. The relative low height of the linking corridors would also enable the top sections of the existing windows serving the production areas of the packhouse to be retained.
- 3.3 A new vehicle access is proposed to an additional lorry turning area and proposed loading bays, shown to the south of the extension, alongside 21 new car parking spaces and lorry turning area. The new access would cross the existing bridleway, which would otherwise be retained with a landscaped buffer provided on the inner side. The proposed additional access would pass to the east of the existing surface water storage pond. The pond will be extended to accommodate the additional surface water drainage requirements. The access also crosses a drainage ditch that runs east-west and links to the storage pond.

- 3.4 The permitted landscaping scheme for the existing packhouse included earth bunds of up to 3.5m tall set back from the eastern elevation, with planting on and adjacent to the bunds. These have yet to be constructed and their absence strictly represents a breach of planning control. An alternative landscaping strategy is proposed under this application to soften and filter views of the building as extended. This comprises groups of native hedge plants and trees to the development side of the bridleway, along with further planting around the extended drainage pond and along the northern elevation.
- 3.5 The proposed extension would provide for 48 additional jobs. This is equivalent to 24 full-time, as the new employees would work opposite 12 hour shifts, with 12 additional employees on site at any one time.

4.0 History

14/02300/FUL	PER106	Horticultural packhouse incorporating ancillary uses including changing rooms, hygiene areas, ancillary offices together with parking and loading areas and new balancing pond.
18/00776/FUL	PDE	Extension of existing horticultural packhouse.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
EA Flood Zone	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Parish Council

At a meeting held on 5 June 2018, North Mundham Parish Council resolved to OBJECT to this application.

In our response to previous applications on the HDA, we have expressed our concern about the size of the buildings and their effect on the landscape. Policy 32 of the Local Plan states that within designated HDAs permission for the development of packhouses will be granted subject to a number of criteria.

One specific criterion is that "the height and bulk of development does not damage the character of the surrounding countryside". We have now reached the stage where the applicant can suggest in the Design and Access Statement that: "The development proposals would be of an appropriate scale and mass in relation to the surrounding buildings of the HDA within limited impact and perception within the wider landscape

(paragraph 4.6). The Statement continues by saying that "the height and bulk of the building will not damage the character of the surrounding countryside and that there subsequently be no significant harm to the enjoyment of the countryside or amenity as a result of this extension." If such arguments continue to be applied, there appears to be no limit to the development of 'packhouses' on the HDA, entirely unrelated to its principal purpose of growing crops.

Another criterion is that "New planting is sufficient to benefit an improvement to the landscape and increases the potential for screening". We note that the two drawings (DR A 0009 P04 and DR A 0010 P04) which are presented to show the 'Proposed Elevations in Context' both show the existing and proposed building with trees screening the elevations on all sides. However this does not accord with the evidence presented elsewhere in the submission. The Landscape and Visual Impact Assessment makes no specific proposals for screening. The accompanying Appendix A Viewpoint Survey shows a number of views of the existing building with no visible screening at all - for example Viewpoints 04b, 05, 06,09 and 11a. The applicant concedes that "Some mitigation planting to the east would be required" (Design and Access Statement para 5.5). However no proposals for landscaping have been presented, and as a minimum we would wish to see a robust landscaping proposal. Recognising that any proposed indigenous planting will not provide effective screening of so large a building for several years, we suggest quick growing species such as bamboo or similar, capable of growing to 9 metres high or more in a year are incorporated in the plans.

We note that the proposed development is destined to run very close to the existing Public Bridleway. We are therefore pleased to see the advice submitted by WSCC's Public Rights of Way Officer, and in the event this application is granted consent we would wish to see the requirements contained in this advice secured by condition.

North Mundham Parish Council remains concerned at the continuing demand to construct further very large buildings on the Horticultural Development Area. Many of these buildings seem to have only a tenuous connection with any requirement to support associated growing activities on the HDA. We are concerned at the permanent loss of HDA land to buildings, losing the opportunity to grow crops on the best and most versatile soil type. In this context the comments of CDC's own planning officer relating to a previous application (NM/16/02149/FUL Proposed Crop Store and Tractor Shed) are relevant: "There is concern regarding the loss of horticultural/agricultural land with proposals for ancillary buildings relating to horticultural."

We are also concerned that many of these buildings struggle to comply with the criteria specified in Policy 32 of the local plan which relates to Horticultural Development, specifically Condition 5:

"The height and bulk of development, either individually or cumulatively, does not damage the character or appearance of the surrounding countryside, and mitigation measures are included to address any detrimental effects e.g. in order to mitigate the height and bulk of new horticultural structures"

We note in particular that Condition 5 is to apply both to the individual and the cumulative effect, and we remain concerned that too often applicants seek to justify their buildings on the basis that they will be screened or their impact mitigated by other large buildings nearby.

In the light of our reservations set out above, we ask that this application be refused.

Further comments

Thank you for the opportunity to comment further. North Mundham Parish Council has considered the additional revised landscaping proposals which the applicant has presented, and is pleased to see this response to the concerns expressed in our comments sent to you on 11 June 2018. Our reservations about the lack of appropriate landscaping have been largely resolved.

However, the fundamental basis of our original objection was the size of the proposed building, its dominance in the landscape, and the consequential loss of agricultural land. None of these objections can be resolved by landscaping, and it remains our concern that the continued addition of further buildings on the Horticultural Development Area will lead to a permanent loss of agricultural land which was originally designated for its suitability for horticultural growing.

In this context, we have already noted the reservations expressed by CDC's Planning Officer in relation to a previous application (NM/16/02149/FUL Proposed Crop Store and Tractor Shed) are relevant: "... there are concerns with the incremental ancillary building development on horticultural/agricultural land".

These reservations have been echoed by CDC's own Landscape Adviser in her comments on this application dated 24 October 2018: In particular, she notes:

"Policy 32 in the CDC Local Plan states that 'planning permission will be granted for new glasshouse, packhouse and polytunnel development'. The image this generates is that pack houses would relate to the packing of produce that has been produced on the land within glasshouses or polytunnels. However the type of development that is emerging on this site all relates to production /packing of foodstuffs within large industrial buildings which could be built on any industrial park and this is what the site is beginning to look like."

Although her comments are largely directed at the landscape impact, the arguments hold good for the fundamental use of the land as well. The packaging facilities already in place on the HDA are far more than required to handle produce grown within the HDA. Although the policies which relate to development on the HDA support the development of glasshouses and packhouses, we believe that the intent was to permit packhouses to handle produce grown on the site, not to permit widespread development of industrial scale packaging facilities for produce grown elsewhere.

We therefore believe that the time has come to call a halt to further large-scale development of packaging facilities on the HDA, and we would ask that this application is refused.

The following comments are summarised

6.2 Highways England

There is insufficient information provided by the applicant on which to base an informed decision in relation to the potential impacts of the proposals on the SRN.

Further comment

Highways England does not accept percentage impact at a junction as a suitable method for assessing the impact of a particular development. However, in this instance, Highways England is satisfied that the proposals will generate minimal additional traffic on the SRN in Peak Hours, thereby precluding the need for further junction assessment/modelling. As such, we consider that the development will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32) and we do not offer any objections to this proposal.

Final comment

Our response of 24 August 2018 is still applicable.

6.3 WSCC Local Development Division

More information and amendment required.

Further comments

Subject to the LPA restricting the use to being an extension to the adjoining building only, including no sub-letting or sub-dividing for use by others and the following highway-based conditions being attached to any consent granted, the Highways Authority does not raise objection to the proposal.

Access to the public road network is via a roundabout at the junction of the A259 Bognor Road and B2144 Drayton Lane. Other than refreshed give-way markings at the junction of the access road with the Drayton (A259) roundabout (recommended in a Stage 1 Road Safety Audit), no other changes are proposed to the adopted highway network.

A footway is now shown running alongside the new access 'road' (on the western side) crossing the existing bridleway and then leading to the new building. All access works should also include sight line splays at junctions, access points (vehicular and pedestrian) and where such routes meet Public Rights of Way (PRoW).

The proposed net gain of 12 spaces is not in accordance with parking guidance (which advises 75 spaces plus 4 disabled bays). Snapshot data provided in the Transport Assessment (TA) and a site visit by WSCC Highways both identify spare capacity, amounting to 50% in the TA, 25% for the WSCC data. Looking at the busiest of the two times the proposed shortfall from the parking guidance figures would be 26 spaces looking at the site as a whole.

The extension will add 12 staff per shift to the employment rota. The shortfall is not likely to lead to parking issues on the adopted highway network. However, to further reinforce this element of the proposal (and that of traffic generation) to ensure adequate parking provision, the County Highway Authority recommends that the LPA includes a specific requirement in any permission that the new building is approved solely as an extension to the existing building and not be sub-let nor sub-divided for use by the applicant or other operators who might require further parking and/or might generate different traffic patterns. The 24 cycle parking spaces and 8 motorcycle parking spaces should be secured by planning condition.

There is a shortfall of 9 lorry spaces for the proposed extension (15 spaces recommended, 6 proposed). The applicant considers that this overall number would be sufficient given that deliveries would be coordinated by the unit and as a consequence, no more than 10 HGVs would be on-site at any given time. It is accepted that the applicant might not wish to over-provide for this element of the proposal for operational reasons. However, while this might be acceptable for the use of the building as proposed, it is again recommended that should planning permission be granted, that the LPA ties it to Nature's Way Foods and does not permit sub-letting to other users and/or occupiers or sub-dividing, particularly where operational requirements involving greater HGV parking, loading and unloading provision might be different.

It is recommended that pedestrian provision (including lighting) be extended into the new site to provide safe and sustainable walking access for staff and visitors. The site benefits from regular bus provisions within 500m of the site. Previous schemes on the Chichester Food Park site have already secured bus infrastructure improvements. A Travel Plan has been prepared. The County Highway Authority (CHA) recommends that the applicant also considers offering travel vouchers to staff towards assisted cycle purchase and/or for 'taster' bus tickets in order to further promote sustainable transport options.

The CHA's view based solely on the modes of operation now proposed by the applicant for the building (e.g. low staff numbers and increased automation etc.) and with the application of adequate planning conditions to prevent sub-letting or standalone operation of the building etc., the CHA does not object to the application. However, for the record, the TRICS trip rate put forward by the consultants for the use class in uncontrolled form is not agreed.

The Council has adopted CIL. No specific highway requirements are required to be secured under S106.

6.4 WSSC Flood Risk Management

Any existing surface water flow paths across the site must be maintained or appropriate mitigation strategies proposed. Therefore, a wholesale site level rise via the spreading of excavated material should be avoided. Works affecting the flow of an ordinary watercourse will require ordinary watercourse consent and an appropriate buffer zone. Local or field boundary ditches should be maintained and highlighted on future plans.

The FRA for this application proposes that swales and ponds and surface water pump, with discharge to watercourse would be used to control the surface water from this development. Further ground investigation (winter groundwater monitoring) would be required to determine whether infiltration methods are possible. The Council's Drainage Engineer should review the proposal details. The surface water pumping station is not considered sustainable.

6.5 WSSC Public Rights of Way

If BW2792/1 is to be retained on its definitive line, at the point where the bridleway crosses the access road, adjacent to the lorry turning area, it will require the following additional safety measures:

- Priority signage advising vehicles of the PROW priority over site traffic.
- Zebra crossing stripes across the road the same as at other locations nearby where the right of way crosses vehicular access roads.
- Clear visual sight lines for both PROW users and site traffic, kept clear of vegetation.
- Additional signage for both PROW and site traffic on the approaches to the access road, advising each other of their presence.

All measures would need to be maintained by the applicant into the future.

Given the development of the surrounding site and this proposed application, it can be reasonably predicted user demand of public and site workers will increase. In order that existing and future users' enjoyment is not reduced, this path must be improved by the applicant to be agreed with WSSC PROW service. The north east corner of the building is across a curved concrete access track which bridleway users for many years. There could be public rights on the curved track given its longstanding use. Details of fencing, drainage and planting near the rights of way should be agreed with the WSSC PROW team.

6.6 Landscape Consultant (Hampshire CC)

The Chichester District Council Landscape Capacity Extension Study (2011) identifies this site as an area of moderate sensitivity, 'with substantial contribution to the separation of Merton and Runcton'. The construction of increased numbers of large industrial buildings on the Horticultural Park are all contributing to the loss of this open land and effectively filling the gap and losing any sense of space between the two. The West Sussex Land Management Guidelines (2003) identify 'industry in the countryside associated with horticulture resulting in large clusters of glass houses and industrial buildings' as having a key negative effect on the landscape and visual sensitivity in this landscape.

The Landscape Assessment within the application does not address either of these issues or the issue of cumulative developments on this site. The visual assessment slightly underplays the sensitivity of the receptors in particular those using the rights of way which curve around the immediate site.

The planting that has been proposed to mitigate the scheme is inadequate. The following should be added:-

- Planting is required along the full length of the northern boundary including adjacent to the existing building.
- The planting along the eastern boundary should be a minimum of 10m wide, it is currently shown as 6m. This is too narrow for the scale of the building and I would prefer to see a 15m wide belt.
- There should be a wide planting buffer along the southern boundary of the site including a shrub layer as well as trees. From the photos it looks as if the existing building only has trees along this boundary, but this may be wrong.
- The proposed car park should have planting around it.
- The planting proposals should include planting a number of large trees (heavy and extra heavy Standard trees), to create an instant impact. They may be sacrificial in the long term if they do not establish well, but as long as there are significant number of trees planted with the whip under storey planting, there will be tree cover in the future.

Further comments

The sensitivity of the users of the public rights of way around the site have not been adequately addressed. There should be some planting between the building and the footpath. This does not have to be tall planting that would probably make the path too enclosed, but there is no reason why some low ornamental shrub planting should not be carried out along the boundary. It is only trees that should not be planted over services.

Final comments

Unfortunately the planting proposals still fail to address the full impact of the application. There should be additional planting along the eastern PRow boundary to help screen the lorry park and turning space.

6.7 CDC Environmental Health Officer

The site is located on a former WW2 airfield however the area has undergone extensive redevelopment in recent years. It is recommended that a watching brief is kept while construction works are undertaken in case unexpected land contamination is encountered and it is suggested that condition DC13 is applied.

The building is to be used for storage of raw produce and processing/repackaging of produce. The applicant has indicated that there will be no need for additional plant within the building as a result of these proposals. If this situation were to change a further assessment of both noise and air quality may be required.

The increase in staff numbers is stated to be minimal and will involve a maximum of 12 staff members per shift (total of 48 extra staff). It is proposed that there will be 12 additional staff/visitor parking spaces provided, with existing cycle parking available for the new employees. A Travel Plan has been produced for the site. The Travel Plan should be implemented by means of a condition in order to encourage sustainable travel by staff using the site.

Based on the traffic assessment and information provided in the Design and Access statement there is not considered to be a need to undertake an air quality assessment. Nevertheless to minimise the impact of the development on local air quality the following are recommended:

- Cycle parking monitored and increased in number if capacity is reached
- Cabling for electric vehicle recharging

Noise levels were found to be dominated by traffic on the A259 during both daytime and night-time. Given that the traffic assessment indicates that the increase in HGV movements is minimal as a result of these proposals, the development is not anticipated to increase noise levels significantly at the nearest residential properties. The noise condition applied to application 14/02300/FUL should be repeated for this application in order to ensure the noise environment does not deteriorate as a result of these proposals.

A construction method statement should be submitted to show how controls on emissions of dust, traffic and noise are to be controlled during the construction phase. Hours of construction should be limited to 0700 hours and 1800 hours Mondays to Fridays and 0800 to 1300 hours on Saturdays, in the interest of residential amenity.

6.8 CDC Archaeology Officer

The archaeological evaluation that has been undertaken by the applicant has demonstrated that it is very unlikely that anything of archaeological interest survives within this site. In the circumstances there is no archaeological reason to recommend either refusal or the implementation of any other mitigation measures.

6.9 CDC Drainage Engineer

The site is wholly within flood zone 1 (low risk), and we have no additional knowledge of the site flooding. Therefore we have no objection to the proposed scale, use or location on flood risk grounds, subject to satisfactory surface water drainage.

The proposed means of surface water drainage is via attenuation, using swales and ponds. Infiltration rates have not been provided that evidence soakage is not achievable; this will need to be provided. Attenuation structures should be capable of handling runoff from a 1 in 100 year storm event plus 40% climate change. The proposal currently details the use of a surface water pump. This is not a sustainable solution. The topographic survey shows there is fall across the site, pumping should be avoided.

Should the application be approved we recommend the following conditions to ensure the site is adequately drained:

- Full details of the proposed surface water drainage scheme
- Details of management and maintenance manual
- Formal consent will be required for the discharge of flows to watercourses, or for the culverting, diversion, infilling or obstruction of any watercourse on the site

6.10 CDC Environmental Strategy Officer

The mature ivy covered ash tree within the northern boundary must be retained and protected due to the potential for roosting bats. The hedgerows on site are used by bats for commuting and foraging and will need to be retained and enhanced for bats. Any gaps should also be filled in using native hedge species to improve connectivity. The lighting scheme for the site will need to take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees, hedgerows and buildings by avoiding unnecessary artificial light spill through the use of directional light sources and shielding. Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season.

6.11 Applicant/Agent's Supporting Information

Stage 1 Road Safety Audit
Addendum Transport Statement
Revised plans showing additional and amended parking provisions
Revised Travel Plan - Sept 18
Landscape strategy - updated Nov 18
Outline plant specification - updated Nov 18

7.0 Planning Policy

7.1 The Development Plan

The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no made neighbourhood plan for North Mundham.

The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development
Policy 3: The Economy and Employment Provision
Policy 8: Transport and Accessibility
Policy 9: Development and Infrastructure Provision
Policy 32: Horticultural Development
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 42: Flood Risk and Water Management
Policy 48: Natural Environment
Policy 49: Biodiversity
Policy 52: Green Infrastructure

7.2 National Policy and Guidance

Government planning policy now comprises the National Planning Policy Framework (NPPF) which was revised in July 2018 and National Planning Policy Guidance (NPPG) which is yet to be updated in light of the new NPPF. Paragraph 11 of the revised NPPF states:

Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out-of-date, granting planning permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7.3 Consideration should also be given to paragraphs 7-10, 12 (Sustainable development); 38, 47 (Determining applications); 54-55 (Planning conditions); 80, 82-83 (Strong, competitive economy); 91 (Healthy and safe communities); 102-106, and 108-111 (Sustainable transport); 127 (Good design); 165 (Sustainable drainage); 170, 174 (Natural environment); 178, 180, 181 (Ground conditions and pollution); 199 (Heritage - archaeology) and Annex 1 (Implementation).

7.4 Other Local Policy and Guidance

The following Supplementary Planning Documents are material to the determination of this planning application:

Surface Water and Foul Drainage SPD.

7.5 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Maintain low levels of unemployment in the district
- Develop a local workforce that meets the needs of local employers
- Support local businesses to grow and become engaged with local communities
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i) Principle of development
 - ii) Impact on the landscape, character and appearance of the area
 - iii) Highways and transport
- i) Principle of development

8.2 The application site lies within a designated area in the Chichester Local Plan for horticultural development. The Horticultural Development Areas have been designated in order to ensure that the District's horticultural industry remains nationally and internationally competitive. This site is within the Runcton Horticultural Development Area.

8.3 The proposal is for an extension to an existing horticultural packhouse which has ancillary office space, for an established large horticultural business in the Chichester District area which is rapidly expanding. The proposed extension would almost double the size of the existing packhouse, which is the fourth packhouse operated by the applicant in Chichester District, three of which are directly on the Food Park itself. It is understood that the business currently provides around a 25% market share overall for horticultural products in the UK. It is, therefore, a very important local business.

8.4 The purpose of the extension is to provide space for the preparation and packing of fruit and salad products for distribution, including washing, sorting and shredding. These products are principally fresh salad bowls and ready to eat packaged salad leaves or salad products directly for supermarkets, and salad and fruit packaged products and ingredients for restaurant and café use. The extended floor space will provide additional horticultural product storage and processing space, and a loading bay to enhance the existing operation.

8.5 The business prioritises locally grown products, to maximise freshness and efficiency, and to reduce transportation costs. These products are grown both outside and under glass. Due to increasing demand for convenience fruit and salad items and products all year round, some products are grown outside Chichester district, and some salad items need to be imported from Europe during the UK winter. The principle of this flexible sourcing has been accepted through previous applications for similar packhouses on the Food Park. It is necessary to ensure the businesses remain competitive and continue to contribute significantly to the local economy in Chichester.

8.6 Existing packhouses run by the applicant and similar businesses on the Food Park already operate under a restrictive condition. This confirms that their primary use is for the growing and packing of horticultural products and other processes directly related to the preparation of vegetable and salad products, such as washing and shredding and the related storage and distribution of the fresh and chilled produce. An ancillary level of additional non-horticultural products is permitted, which allows the businesses to add dressings, fresh protein or similar products to packed convenience salad products. The proposed extension would continue to operate in the same way as the existing packhouse and would be required to adhere to the same use restrictions.

- 8.7 As identified by the Parish Council, the proposal will result in the effective loss of Grade 1 agricultural land as there is no requirement to use the soil directly. A condition is recommended to retain the topsoil on site to match the conditions applied elsewhere on the Food Park. This will retain this resource for future use.
- 8.8 It is considered that the proposed extension and intended use meets the requirements in principle for development within the designated HDA and is therefore supported by CLP Policy 32. With regards to the 7 criteria in CLP policy 32 relevant to horticultural development within the HDA, these are wide ranging in their topic base and are explored further below in relation to Policy 32 and also other relevant policies of the CLP.
- ii) Impact on the landscape, character and appearance of the area
- 8.9 The HDA is characterised by large scale horticultural development, including glasshouse, warehouse, packhouse and horticultural distribution buildings. The HDA is flat, with limited natural screening. There are public rights of way though the site and therefore these views are also public views, some of which are in close proximity to the built form. Otherwise views from outside the HDA are relatively limited and where development is visible, it is generally in the context of the wider HDA, A27 and outer edge of Chichester.
- 8.10 A Landscape and Visual Impact Assessment has been submitted in support of the application and this states that the application site has low-moderate landscape sensitivity and a high capacity for comparable development. It is considered that this is a fair assessment on the matter of sensitivity. With reference to the Landscape Consultant's comments, it is considered that the capacity is moderate rather than high.
- 8.11 Policy 32 specifically supports glasshouse and packhouse development within the larger HDAs. The supporting policy text recognises that the designated area is characterised by major expanses of large horticultural buildings. The Parish Council raised objections about the landscape and visual impact of individual and cumulative development, partly on the matter of principle and partly relating to the inadequacies of the original landscaping proposal. Further landscape advice has been sought, and the proposed landscape strategy has been updated by the applicant in response to this assessment.
- 8.12 The scale of operations and businesses in the horticultural sector in Chichester District is such that buildings of a substantial size are now both required and justified in horticultural and economic terms, as identified above. This part of the assessment therefore focusses on the specific design, form and orientation of the building, its relationship to surrounding development and the potential impact on the landscape as proposed.

- 8.13 This proposal would almost replicate the existing packhouse building to the west, and would have the same barrel vaulted roof form and muted grey colour scheme. It is considered that this form of development and its finish is effective at reducing the visual bulk and massing of the building. The existing Nature's Way buildings immediately adjacent and just to the south of the site demonstrate this effectively. Its close proximity to the existing building also helps to reduce the visual impact of the proposed extension, as the buildings would be seen in a cluster from some viewpoints, including from the access and more distantly from Marsh Lane to the east, with one visually blending with the other. It is considered that the proposal complies with criteria 5 (character and appearance) of CLP policy 32.
- 8.14 The existing building was permitted subject to a detailed landscaping scheme that included the provision of a landscaping bund to the north and east of up to 3.5m in height, alongside native planting. This bund was required as a result of landscape considerations during the course of 14/02300/FUL, as was planting to help soften the building's impact within the landscape. The bund has not been installed, and without a suitable replacement, and particularly given the position of the extension between the existing building and the public bridleway, there would undoubtedly be an impact on views from the Public Rights of Way to the north and east.
- 8.15 The applicant has provided updated soft landscaping details in support of the application. These details show clusters of new native planting along the western side of the bridleway, including hedging plants and trees. The denser taller planting is focussed on the north eastern part of the bridleway, to provide a softer transition between the sense of enclosure in Green Lane caused by the existing planting and the semi-open landscape experienced currently within the Food Park. Trees and wildflower grasses are proposed to the south. The trees would mature over time to visually break up the height of the proposed built form. The clustered approach echoes the planting scheme for the Merston Packhouse to the south, which abuts the bridleway. Officers are also mindful of the varied existing planting schemes approved and proposed elsewhere in the Food Park, including the line of field hedging approved on the eastern side of the bridleway as part of the Grain Store planning permission (13/02608/FUL). Clusters of planting and trees are proposed instead of a full belt of hedgerow on the western side of the same bridleway to avoid creating a tunnelling effect on the public rights of way, which would be uncharacteristic in this landscape and would detract from user experience of the public rights of way.
- 8.16 The proposed planting to the north of the building as extended follows the same approach. This area is more constrained by the presence of services and associated easements which limit the scope for tree planting. However it is generally acceptable to plant hedging in these areas. Again, the focus is on clusters of planting rather than a full belt to avoid uncharacteristic enclosure of the bridleway, given that the opposite side (the existing northern boundary of the Food Park) is defined by a strong belt of 3-4m tall native hedging.

8.17 Additional planting is proposed around the car park and southern end of the yard, and around the extended drainage pond, to continue the planting installed for the existing building which is considered to be effective. The latest Parish Council comments identify that their concerns about the lack of appropriate landscaping have largely been resolved, and the general approach of the updated planting scheme is supported by the Landscape Consultant. The planting proposal is considered to comply with the requirements of criteria 3 of CLP policy 32.

8.18 To conclude on this issue, the proposed extension would result in a visual change in this part of the Runcton HDA, but would be seen in the context of other large horticultural buildings and the surrounding agricultural landscape and A259/A27. Whilst those on the Rights of Way, in Green Lane and within the local area would experience a degree of change in the landscape, this is not considered to be a harmful change in the context of the wider HDA and is balanced against the economic benefits of the proposal and with the HDA allocation in mind. The proposed landscape mitigation is considered to be appropriate to meet the requirements of CLP policy 32, as it will effectively soften and filter views from key points, allowing some views of the building and yard, so as to help retain some of the sense of space and relationship with the surroundings currently enjoyed from the bridleway that would otherwise be lost with parallel belts of planting.

iii) Highways and transport

8.19 The site currently operates 24 hours each day, with packhouse staff working 12 hour shifts in an opposite shift rota. The proposal will add 12 workers per shift. This is significantly lower in number than the existing building as the proposal is solely for a packhouse and processing area, that would include some robotic operations. It does not include any additional office space. The shift pattern of 7am-7pm, 7pm-7am means that the shift change and resultant traffic impacts mostly avoids the rush hour peaks of 8-9am and 5-6pm. There is a low number of HGV movements serving 10 delivery/collection bays, that operate throughout the day and night. The proposed development is, therefore, not anticipated to result in the addition of a significant number of additional trips across the peak periods. The site operates a travel plan which will be extended to include the new staff. The draft travel plan has been revised during the application assessment in response to WSCC comments. A condition is proposed to ensure a final travel plan is completed and implemented and includes suitable review mechanisms and action plans.

8.20 Highways England has reviewed the data provided, and while there are queries with the methodology, Highways England is satisfied that the proposal will generate minimal additional traffic on the Strategic Road Network (SRN) in peak hours and will not materially affect the safety, reliability and/or operation of the SRN.

- 8.21 The proposed extension to the packhouse will use the same access route from the A259 that crosses the HDA. This is a private road that serves the existing Nature's Way premises and other businesses within Chichester Food Park. It is suitable for HGV use. A new private access is shown from this spine road to the proposed extension, to provide direct access to the proposed additional loading bay on the south elevation of the extension. An HGV turning area and 21 staff/visitor car parking spaces are shown to the south of the proposed extension accessed from the new link to the spine road. This number takes into account anticipated and potential future demand, including capacity for shift change times, and includes additional spaces to offset the provision of 8 motorcycle spaces in existing car parking spaces, so is a net increase of 12. 24 cycle parking spaces are proposed. A pedestrian access is shown on the revised site plan. These provisions are secured in a recommended condition. The Road Safety Audit identified a need to replace the give way markings on the Chichester Food Park arm of the roundabout with the A259. These markings will be refreshed as part of the development.
- 8.22 10 HGV spaces are proposed in total on site. This is fewer than the estimated numbers for a typical packhouse; the 7500sqm extension alone has a recommended HGV provision of 15 spaces. In response, the nature of this business, its location and the specific development proposed can reasonably be taken into account. All deliveries are coordinated by the business with no more than 10 HGVs on site at any time. A quick turnaround of items in and out is an important element of this business to ensure the produce is as fresh as possible when it reaches the consumer. The building design provides for no more than 12 loading bays and, therefore any additional loads would reduce the efficiency of the business and the freshness of the product.
- 8.23 Given that this is an extension to an existing facility, with a change of 4% in transport impacts from the existing, WSCC Highways is prepared to accept this lower provision and departure from parking guidance. This is however on the basis that the use is subject to a restrictive condition that prevents the building being sub-let or sub-divided or used as a separate facility. Potentially, an unrestricted use could generate additional or alternative operational requirements involving more HGV parking, staff parking and impacts on the road network. Additionally, WSCC is prepared to accept reduced parking provision, and note that it is unlikely that this will result in overspill parking. A range of alternatives to private car use are also offered in the Travel Plan.
- 8.24 In response to the above, a condition is proposed to restrict the use and occupation of the development. This would confirm that the proposed building is an extension to the existing facility and cannot be subdivided or additional floorspace added (i.e. a mezzanine) without a further grant of planning permission. This is proposed as if it were to be subdivided, the extension may well generate a need for additional supporting space (office, services etc.) and parking to support itself, and would generate additional transport loading. Conversely, as an extension, as one planning unit, the packhouse can make use of the existing facilities and the relative increase in staff and associated activity is low.

8.25 This proposed single unit condition, alongside a repeat of the existing horticultural use condition and a bespoke travel plan condition, are considered to be sufficient to ensure that the traffic and transport and activity impacts of the development will not materially exceed the parameters and evidence against which this application has been assessed. Without these conditions, it is considered that the transport impacts of this additional floorspace could result in additional pressure on the highway for which mitigation may be required to avoid a severe impact. Appropriate conditions are, therefore, recommended.

Rights of Way

8.26 The requirements of WSCC Rights of Way team in relation to ensuring a safe crossing of bridleway 2792_1 by the new access, are set out in a recommended condition. It is expected that the crossing point, including relevant signage and visibility splays will be the same as the existing crossing point just south of the application site. The line of both sections of bridleway (to the north and to the east) will remain as existing, with final planting, drainage features and fencing locations to be confirmed by condition, to ensure it will not obstruct or interfere with the legal line or width of the public rights of way. Any additional requirement for improved surfacing will be dealt with directly by WSCC under their particular consent procedures.

8.27 The development will cross and curtail a short section of the former airfield track in the site's north east corner. Given the very close proximity of adopted rights of way to the north and east, there are good alternative options for recreational use without this track that crosses private land so no concerns are raised in this regard.

Other matters

Surface water drainage

8.28 The proposed development will connect to the existing surface water drainage and management system, which relies predominantly on attenuation features including a pond to the south of the site. Further information is required from the applicant to demonstrate firstly that all reasonable opportunities to use infiltration methods are included, and secondly to confirm that the system will be appropriately sized and designed to accommodate both the existing and the new surface water, including taking into account the impact on attenuation capacity of relatively high groundwater levels on this site. Natural gravity flows are preferred over pumped systems. In principle, the Council's Drainage Engineer and WSCC's Flood Management Officer are satisfied that the site will be drained with sustainable methods in accordance with the Council's Drainage SPD and CLP policy 42, and that the final details can be reasonably secured by condition, which will require additional on-site evidence to inform the final design.

Ecology and biodiversity

8.29 The application site has both hedgerow and trees which allows for commuting routes and habitat connectivity for species on the site. The application site has other horticultural buildings and agricultural field in close proximity and therefore may support a wider ecological network. No trees or hedges are proposed for removal. The proposal includes a landscape strategy that uses native species to improve the biodiversity corridors on site as well as to soften and mitigate the landscape and visual impact. To comply with CLP policies 48 and 49, conditions are therefore proposed to protect hedgerows and trees on site boundaries, provide for habitat creation through the native landscaping scheme and control external lighting and any artificial light spill.

Impact on amenity

8.30 The proposed extension will be located within 300m of the nearest residential neighbour and up to a maximum ridge height of 12m. However given the orientation of the building, the distance and intervening existing screening, the visual impact and neighbourly impacts are considered to be relatively low, with no material harm to amenity anticipated. During construction there is likely to be some disturbance for neighbours of the site in Green Lane. A condition would be required for the applicant to provide details of a Construction Environmental Management Plan to control noise, dust and construction hours during this time, and to minimise disruption to nearby residents and users of the Right of Way.

8.31 Once the building is constructed and occupied, it is proposed to operate 24 hours a day, 365 days a year and, therefore, there might possibly be some noise generated from vehicular and production activity. However, the extension would make use of the existing plant and equipment area to the west of the existing packhouse, away from the neighbours, and noise emissions will be controlled by condition to require compliance with the existing maximum noise levels, which the applicant has agreed will be practical. No harm in this regard is consequently anticipated.

Significant Conditions

8.32 Significant conditions for the construction phase include a construction and environmental management plan, surface water drainage details, protection of the public right of way and details of levels. Materials are to match the existing building. Full planting and management details will be required, with planting installed within the first planting season after commencement of construction. Before first occupation, all access, parking and turning areas, cycle parking and footways are to be completed, external lighting details need to be approved and a travel plan agreed. Once operational, the building will only be used for the specified horticultural purposes, and as an extension not as a separate building, with additional floorspace restricted to avoid additional highway impacts. Noise emissions must not exceed the agreed levels for the existing building to protect the amenities of neighbours. The applicant has been notified of all recommended pre-commencement conditions and agreement to their inclusion has been provided.

Conclusion

8.33 Based on the above assessment and considerations, it is considered the proposal properly complies with development plan policies, principally CLP policy 32, which is specific to horticultural development. The updated landscape strategy and draft travel plan sufficiently demonstrate that the development will not have a severe transport impact and the mitigation planting will effectively soften and filter views of the extended building and not impinge on the public rights of way. The application is, therefore, recommended for approval, subject to the conditions detailed below.

Human Rights

8.34 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

PERMIT subject to the following conditions and informatives:-

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

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

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans:

17-088 DP2 MHA 00 XX-

DR A 0001 P05 Location plan

DR A 0003 P08 Proposed site plan

DR A 0007 P04 Proposed north and east elevations

DR A 0008 P04 Proposed south and west elevations

DR A 0011 P01 Existing floor plan

DR A 0012 P01 Proposed floor plan

Reason: To ensure the development complies with the planning permission.

3) No development shall commence, including any works of demolition or site clearance, unless and until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- (i) the anticipated number, frequency and types of vehicles used during construction,
- (ii) the method of access and routing of vehicles during construction (including details of any temporary construction accesses if required),
- (iii) the parking of vehicles by site operatives and visitors,
- (iv) the loading and unloading of plant, materials and waste,
- (v) the storage of plant and materials used in construction of the development,
- (vi) the erection and maintenance of security hoarding,
- (vii) the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (viii) protection of bridleways 2792 and 2792_1 and the amenities of users of these routes throughout the construction period,
- (ix) protection and retention of the mature Ash tree within the northern boundary and the existing hedgerows on site during works (including appropriate wildlife buffer),
- (x) measures to minimise dust and air pollution during works,
- (xi) measures to avoid contamination of land, air or water during works,
- (xii) measures to minimise noise disturbance during works,
- (xiv) details of security or construction lighting,
- (xv) details of public notification both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

4) **No development shall commence unless and 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 and the SuDS Manual produced by CIRIA. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

Winter groundwater monitoring, to establish the highest annual ground water levels, and Percolation testing to BRE 365, or a similar approved method, will be required to support the design of any infiltration drainage, unless such requirements are dispensed of by the Local Planning Authority in writing following receipt of appropriate evidence and justification. The information submitted for this condition shall demonstrate how the drainage for the proposed extension will work effectively with the surface water drainage scheme serving the existing building.

No building shall be first used until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

5) **No development shall commence unless and until** details of a Public Right of Way Safeguarding Scheme for Bridleways No. 2792 and No. 2792_1 have been submitted to and approved by the Local Planning Authority in consultation with West Sussex County Council. The Scheme shall include provisions including but not limited to the following:

- (i) the identification and delineation of the definitive line of the existing bridleways
- (ii) surfacing and drainage along the section of bridleways within the application site
- (iii) details of planting and associated maintenance and boundary treatment(s) on or adjacent to the bridleways, provided and maintained so as not to obstruct or impinge on the routes
- (iv) means of providing a safe crossing of 2792_1 in the location of the new access road, including appropriate signage, markings and visibility splays.

The development shall not be brought into use until the measures set out in the agreed Scheme have been fully implemented. The approved safeguarding Scheme shall thereafter be retained as approved.

Reason: To ensure the public rights of way are retained and their routes protected in a safe and appropriate manner and that such matters are comprehensively addressed at the development's formative stage and thereafter implemented and retained.

6) **No development shall commence unless and until** details of measures to ensure the retention of topsoil at the site have been submitted to and approved by the Local Planning Authority. Once approved, the development shall not be carried out other than in accordance with the agreed details.

Reason: To ensure that this resource is retained for potential future use and that such matters are comprehensively addressed at the development's formative stage.

7) **No development shall commence unless and until** plans of the site showing details of levels and earthworks have been submitted to and approved in writing by the Local Planning Authority. These details shall include cross section drawings at an appropriate scale showing the proposed grading and mounding of land areas including the existing and proposed ground levels, showing the relationship of the proposed development including the building and any mounding to existing vegetation and surrounding landform, buildings, access roads and public rights of way. The development thereafter shall be carried out in accordance with the approved details.

The details shall clearly identify the relationship of the proposed ground levels and proposed completed height with adjacent buildings and land.

Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings, vegetation and public rights of way. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.

8) **No development shall commence on the SuDS system unless and until** full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the SuDS System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure the efficient maintenance and ongoing operation for the SUDS system and to ensure best practice in line with guidance set out in the SUDS Manual CIRIA publication ref: C687 Chapter 22. The details are required pre-commencement to ensure the SUDS are designed appropriately and properly maintained and managed as soon as they are installed.

9) No works comprising the construction of the superstructure of any building hereby permitted shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include (but not be limited to):

- (i) a detailed planting plan
- (ii) a schedule of plants noting species, plant sizes and proposed numbers/densities
- (iii) details of any bunds and their treatment
- (iv) infilling of existing hedgerows or planting gaps
- (v) management and maintenance plan

The scheme shall include seeding with a Native British Wildflower Flora mix appropriate to the soil and climate of the site and shall make particular provision for the conservation and enhancement of biodiversity on the application site.

The detailed scheme will be based on the overall landscaping strategy set out on plans LLD1317-LAN-DWG-200, LLD1317-LAN-DWG-201, LLD1317-LAN-DWG-202 and outline specification LLD1317-LAN-SCH-001 unless an alternative strategy or detailed scheme is approved in writing by the Local Planning Authority.

The landscaping scheme and associated maintenance and management arrangements shall thereafter be implemented as approved in accordance with the implementation conditions below.

Reason: To ensure a fully developed and sympathetic landscaping scheme is prepared, implemented and appropriately managed to soften and filter views of the development, particularly from nearby properties and public rights of way, and improve biodiversity.

10) No part of the development specifically approved under this application shall be first used unless and until the vehicular and pedestrian access serving the development from the spine road has been constructed, surfaced and drained in accordance with plans and details that shall first have been submitted to and approved in writing by the Local Planning Authority, and the give way markings as specified in the Road Safety Audit (Appendix E to the Addendum Transport Assessment Paul Basham Associates, September 2018) have been refurbished.

Reason: In the interests of ensuring the development has a safe access.

11) No part of the development specifically approved under this application shall be first used unless and until provision for parking, turning, loading and unloading of vehicles (including HGVs, bicycles and motorcycles) associated with the development within the boundaries of the site has been made in accordance with the approved plans. The approved provision should thereafter be maintained solely for the purpose of the parking, turning, loading and unloading of vehicles clear of the public highway and internal access roads.

Reason: To ensure adequate provision for the parking and turning of vehicles in the interests of safety.

12) No part of the development specifically approved under this application shall be first used unless and until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall coordinate with the provisions in place for the original building to be extended by this planning permission and take all reasonable opportunities to reduce sole occupancy private car use.

The Travel Plan shall be prepared, completed and thereafter reviewed and updated periodically in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.

In the event that there is a material change to working practices or travel patterns on site, the Travel Plan shall be updated accordingly, and a copy submitted to the Local Planning Authority within one month of the change, for assessment in conjunction with the Local Highways Authority, and Highways England where appropriate. The updated Travel Plan and any associated additional mitigation measures and initiatives shall thereafter be implemented as agreed.

Reason: To encourage and promote sustainable transport. To ensure that the transport impacts of the development do not alter materially so as to affect the local or trunk road network beyond the impacts evidenced and assessed as part of this planning application, without appropriate safeguards being in place.

13) No part of the development specifically approved under this application shall be first used unless and until a scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority.

In addition to details of the proposed lighting, the scheme shall show the cumulative effect of the lighting to serve the approved extension alongside the lighting of the existing building and associated land. The scheme shall be designed to comply with Environmental Lighting Zone E2 and include an isolux diagram showing the predicted luminance in both the horizontal and the vertical plane (at a height of 3.5 metres) for the development.

The approved scheme shall be installed before first use of the building and retained in perpetuity.

Reason: To minimise light pollution in the interests of the rural character and appearance of the locality, and to minimise the impacts of the lighting scheme on local wildlife.

14) All planting, seeding or turfing and bunding comprised in the approved scheme of landscaping shall be carried out **in the first planting and seeding seasons following the commencement of development** unless an alternative timetable is agreed in writing by the Local Planning Authority.

The approved landscape management plan shall be adhered to as soon as the planting, seeding, turfing and bunding is installed.

Any trees or plants, including any existing trees or hedgerows indicated as being retained in the approved scheme, which within a period of 10 years from the completion of the 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. To ensure the necessary mitigation planting is installed at an early stage in the development so it can start to take effect, and the landscaping is thereafter appropriately maintained.

15) The construction of the development and associated works shall not take place on Sundays or Public Holidays or any time otherwise than between the hours of 0700 hours and 1800 hours Mondays to Fridays and 0800 hours and 1300 hours on Saturdays.

Reason: In the interests of residential amenity.

16) Notwithstanding any details submitted to the contrary, the external materials to be used on the building and external surfacing shall match, as closely as possible, in type, colour, and texture those of the existing building and surfacing unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a harmonious visual relationship is achieved between the new and the existing developments.

17) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. **If contamination is found on site, the development shall not be first used until:**

- i) An investigation and risk assessment has been undertaken in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority, and
- ii) where remediation is necessary a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Any remediation shall be fully implemented in accordance with the approved scheme before the development is brought into use, and
- iii) a verification report for the remediation shall be submitted in writing to the Local Planning Authority before the development is first brought into use.

Reason: In the interests of amenity and to protect the health of future occupiers of the site from any possible effects of contaminated land in accordance with local and national planning policy.

18) The building hereby permitted shall not be used other than for the processes of growing, storing, washing, shredding, chilling, packaging and assembling horticultural produce in order to produce and distribute fresh and chilled foods. No frozen or canned foods, or food products incorporating non-horticultural food stuffs that exceed an ancillary level, shall be produced on the premises or distributed from the application site. Furthermore, at no time shall there be any cooking of produce on the site other than that prepared for staff in the staff canteen.

Reason: To accord with the terms of the application and to ensure the buildings are not used for activities unrelated to commercial horticulture contrary to the provisions of planning policies relating to Horticultural Development Areas.

19) Noise emitted from the site and access road between 23.00 - 07.00hrs on any night shall not exceed 44 decibels (dB) expressed as a 5 minute "A" weighted continuous equivalent level (LAeq) determined at a position 3.5M from the façade of any residential premises. Similarly, between 07.00 - 23.00hrs on any day noise shall not exceed 54 decibels (dB) expressed as a 15 minute "A" weighted continuous equivalent level (LAeq) determined at a position 3.5M from the façade of any residential premises. In addition, the maximum noise level (LAm_{ax}) emitted from the site and access road between 23.00 - 07.00hrs on any night shall not exceed 60 decibels (dB) nor 65 decibels (dB) at any other time determined at a position 3.5M from the façade of any residential premises.

Further, noise emitted from any activities at the site and access road between 23.00 - 07.00hrs on any night shall not increase the background sound (LA₉₀) 5 minutes determined at a position 3.5M from the façade of any residential premises.

Reason: To protect the residential amenities of nearby occupiers.

20) The building hereby permitted shall not be used other than as an extension to the existing packhouse, and shall not be sub-divided, used independently to the existing building or additional floorspace installed, such as a mezzanine floor, without a separate grant of planning permission.

Reason: To accord with the terms of the application and to avoid the intensification of the site which may generate severe transport impacts without appropriate mitigation.

INFORMATIVES

1) The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

2) The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway and any Public Rights of Way prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

3) The applicant/developer's attention is drawn to the consultation response from West Sussex County Council (Rights of Way) dated 22 May 2018 in relation to rights of way safeguarding, maintenance, drainage and access, and related but separate consents.

The existing Public Right of Way (Bridleway No. 2792_1) across the site shall remain undisturbed unless and until legally stopped up or diverted prior to the commencement of any of the development hereby permitted.

4) Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March - 1st October. If works are required within this time an ecologist will need to check the site before any works take place (with 24 hours of any work).

5) The applicant is reminded that the prior written consent of the Lead Local Flood Authority (WSSCC) or its agent (CDC) will be required in order to comply with the Land Drainage Act 1991 and Flood and Water Management Act 2010 for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run off values.

For further information please email landdrainage@chichester.gov.uk.

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

7) 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.

For further information on this application please contact Naomi Langford on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P698JXERK0Q00>