

Parish: East Wittering And Bracklesham	Ward: East Wittering
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EWB/18/02393/FUL

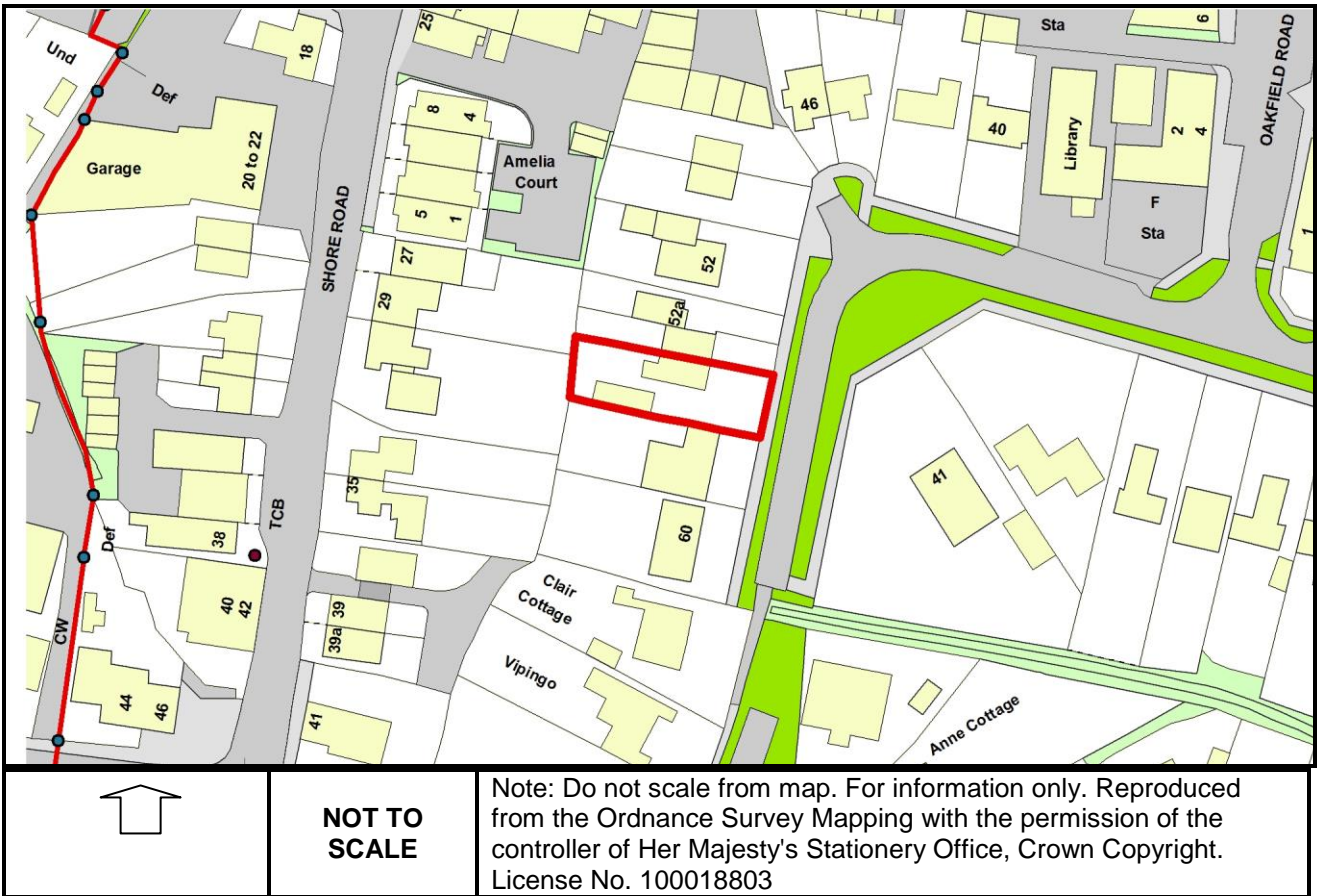
Proposal Rear extension and 1 no. attached two bedroom dwelling.

Site Andromeda 56 Oakfield Avenue East Wittering Chichester West Sussex PO20 8BT

Map Ref (E) 479526 (N) 97107

Applicant Mr Paul Davies

RECOMMENDATION TO PERMIT WITH S106



1.0 Reason for Committee Referral

1.1 Parish Council Objection - Officer recommends Permit.

2.0 The Site and Surroundings

2.1 The application site is an area to the side of an existing terraced dwelling; 56 Oakfield Avenue. The area currently comprises a front driveway, detached garage and rear garden. The existing terrace consists of 2 no two-storey houses which were originally a semi-detached pair, and a one-and-a-half-storey house attached to the side of number 54 Oakfield Avenue. Numbers 54 and 56 comprise red brick and tiled roof and the recently constructed 52A comprises painted brick, tiled roof and a front dormer.

2.2 The site is located on the western side of Oakfield Avenue, close to the centre of East Wittering and the beach. The surrounding area is predominantly residential in character, and the street scene is mixed in terms of design, scale, materials, and type of dwellings. There are no constraints with regards to heritage, protected trees or flood risk.

3.0 The Proposal

3.1 The application proposes to erect a one-and-a-half-storey, two-bedroom terraced dwelling to the southern side of the existing house, 56 Oakfield Avenue. The proposed dwelling would have an internal floor area of approximately 74 square metres, an eaves height of roughly 3.6 metres and a ridge/max height of 6.2 metres.

3.2 Additionally, an extension, dormer and rooflight are proposed to the rear of the existing house, 56 Oakfield Avenue; in-line with the attached 54 Oakfield Avenue. This proposed rear extension would protrude a further 1.1 metres from the rear elevation at ground floor, with the roof also extending in-line with this and the existing pitch; to form a cat-slide roof with modest size dormer within.

3.3 The front driveway is proposed to remain as existing, but as proposed it would instead serve the new dwelling with a provision of two car parking spaces. The remaining lawn and wall to the front of the existing house is proposed to become a driveway, in order to provide a parking area to the existing 56 Oakfield Avenue; also providing two car parking spaces. In total, four on-site car parking spaces are proposed between the existing and proposed dwelling.

4.0 Planning History

4.1 There is no recent or relevant planning history apparent for the site. However, the following planning history for the adjacent site, 54 Oakfield Avenue, is considered to be relevant to this application:

14/00430/FUL: 1 no. 2 bed semi-detached dwelling - Permitted (April 2014).

5.0 **Constraints**

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Tree Preservation Order	NO
EA Flood Zone 2 or 3	NO
Historic Parks and Gardens	NO

6.0 **Representations and Consultations**

6.1 **Parish Council**

East Wittering & Bracklesham Parish Council OBJECT to this development on the following grounds:

Policy 33 of the Chichester Local Plan sets out a criteria based policy for new residential developments requiring that they meet the highest standards of design, high quality living environments in keeping with the character of the surrounding area, at an appropriate density, and that the proposal respects and enhances the character of the surrounding area and site amongst other matters. Policy 40 in the CLP related to sustainable design and construction also requires that developments be appropriate and sympathetic in terms of scale, height, appearance, form, siting and layout to local character amongst other matters.

This development site accommodates an existing small semi- detached property with the majority of its amenity space set to the side of the property. The road is of a mixed character of buildings containing an eclectic mix of bungalows, two storey properties detached and semi-detached dwellings of various ages and designs. There is no common theme prevailing in the street.

The proposed development would be smaller in footprint than those immediately surrounding and would essentially create a small terrace of properties in this area of the street. This would be at odds with the more spacious setting that currently prevails between the properties in this road. The proposed development would appear awkward and cramped and out of character with the rest of the road. It would not easily integrate within the existing street scene but would appear incongruous and obtrusive, essentially shoehorned into a small space that is tightly constrained within the site.

The variety of design, style and materials in the locality does not justify the introduction of a development which does not take the opportunity to improve the character and quality of the area and so in accordance with the Local Planning Framework should be refused.

East Wittering & Bracklesham Parish Council believe the proposed development would result in material harm to the character and appearance of the surrounding area and that it therefore conflicts with Policy 33 and 40 of the CLP which amongst other matters require high quality design that responds to the character of the local area.

6.2 Drainage Officer

Flood Risk- the proposed development is within flood zone 1 and we have no historic records of flooding. Therefore we have no objection to the size or siting of the development on flood risk grounds.

Surface water drainage - the application proposes the use of soakaways for surface water disposal. We have no conditions to request as the application is for one property. Surface water drainage should be designed and built to meet building regulations requirements.

6.3 Natural England

Since this application will result in a net increase in residential accommodation, impacts to the coastal Special Protection Area and Ramsar Site may result from increased recreational disturbance. Your authority has measures in place to manage these potential impacts through the agreed strategic solution which we consider to be ecologically sound.

Subject to the appropriate financial contribution being secured, Natural England is satisfied that the proposal will mitigate against the potential recreational impacts of the development on the site. However, our advice is that this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, may need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats & Species Regulations 2017.

6.4 WSCC Highways

This proposal is for the erection of an attached 2-bedroom dwelling and extension to the host dwelling. The site is located on Oakfield Avenue, an un-classified residential road subject to a speed limit of 30mph in this location.

Access and visibility

The site benefits from an existing vehicular crossover (VCO) onto Oakfield Avenue. The plans indicate that the existing access will be widened to approximately 10.5m width to provide access to both the proposed and existing dwelling. A licence will be required for the access works and must be constructed to a specification agreed with the Local Highway Engineer. The applicant should be aware that a licence may not be granted for a crossover wider than 6.4m.

Vehicular visibility splays for the proposed altered access have not been provided, however, local and WSCC mapping indicate that these appear sufficient for the anticipated road speeds. Due to the no-through nature of the residential road, its geometry in this location and the presence of on-street parking, vehicles are not anticipated to be exceeding the posted speed limit in this location. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that this proposal would exacerbate an existing safety concern.

Parking and turning

The proposed plans indicate that two parking spaces will be provided for each dwelling. The WSCC car parking demand calculator expects that this is a sufficient provision per dwelling in this location. Each space meets minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). A turn on site would be preferred however there is insufficient space on the site frontage to accommodate this. However, this has been the existing practice for the host and neighbouring dwellings without evidence of safety concern.

Sustainability

The site is located sustainably, within walking distance of bus stops which provide access into neighbouring villages and Chichester. The centre of East Wittering is located within easy walking distance of the site. As cycling is a viable option within the vicinity, secure and covered cycle storage should be provided for the development. Details of this can be secured via condition.

Conclusion

The LHA does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access

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

Reason: In the interests of road safety.

Car parking space

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

Reason: To provide car-parking space for the use

Cycle parking (details required)

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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

6.5 Third Party Representations

One third party comment was received in relation to this application, which neither supports nor objects to the proposals. This neighbour representation states that they have no objection in principle, but wishes to bring to the Council's attention a historic drainage issue relating to run-off from the garage roof and large shed; requesting rainwater is adequately drained.

7.0 Planning Policy

7.1 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 East Wittering and Bracklesham at this time.

Chichester Local Plan: Key Policies 2014-2029

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

- Policy 1: Presumption in Favour of Sustainable Development
- Policy 2: Development Strategy & Settlement Hierarchy
- Policy 4: Housing Provision
- Policy 33: New Residential Development
- Policy 39: Transport, Accessibility & Parking
- Policy 40: Sustainable Design & Construction
- Policy 42: Flood Risk & Water Management
- Policy 47: Heritage and Design
- Policy 49: Biodiversity
- Policy 50: Development & Disturbance of Birds in Chichester & Langstone SPA

National Policy and Guidance

7.3 Government planning policy now comprises the National Planning Policy Framework (NPPF) 2018.

7.4 Section 2 (Achieving sustainable development), paragraphs 10 and 11 state:

"So that sustainable development is pursued in a positive way, at the heart of the Framework is 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 important for determining the application are out-of-date⁷, granting 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 proposed⁶; or

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

7.5 Consideration should also be given to 4 (Decision making), 5 (Delivering a sufficient supply of homes) 11 (Making effective use of land), and 12 (Achieving well-designed places) of the NPPF.

Other Local Policy and Guidance

- CDC Design Guidance for Alterations to Dwellings & Extensions 2009
- Recreational Disturbance of Birds in SPAs Guidance 2018
- CDC Waste Storage and Collection Guidance
- Surface Water and Foul Drainage SPD 2016
- Planning Obligations and Affordable Housing SPD 2016

7.10 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:

- Support communities to meet their own housing needs
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main considerations are as follows:

- i) Principle of development
- ii) Design, scale and impact on character of the area
- iii) Amenity of neighbouring properties and future occupiers
- iv) Highways and parking
- iv) Drainage and flood risk
- v) Impact on the Chichester & Langstone Harbours SPA through recreational disturbance
- vi) Other matters and material considerations

i) Principle of development

8.2 The application site is located within the settlement boundary of East Wittering, a settlement hub where development is supported by Policy 2 of the Local Plan. This is consistent with Paragraph 11 of the NPPF which establishes a presumption in favour of sustainable development in such a location unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The proposal is therefore considered acceptable in principle, subject to compliance with other development plan policies and material considerations, as assessed below.

ii) Design, scale and impact on character of the area

8.3 The application proposes erect a new terraced dwelling to the side of the existing dwelling, number 56 Oakfield Avenue. The proposed dwelling would be set back and lower in comparison to the adjoining terraced house, and would utilise a front dormer within the pitched roof to accommodate habitable accommodation at first floor level. The proposal would essentially replicate the recently built house at the other side of the terrace (approved under 14/00430/FUL) in terms of scale, form and design. Additionally, the proposed rear alterations to the existing house would mirror the attached neighbouring house. Both these elements of the proposal would restore a sense of uniformity to the front and rear elevations of the terrace, and improve the appearance of the terraced properties. This is considered to enhance the character and appearance of the surrounding area and street scene. Similarly, the proposed additional driveway to serve the existing house would match the front treatment of the other two properties within the terrace.

- 8.4 The proposed scheme has been amended slightly to alter the size of the front dormer and introducing a course of tiles between the eaves and proposed front dormer. This change was requested to ensure a better design, and to avoid a dormer that started at eaves height which would have resulted in a visual gap and likely run of guttering in this roof gap. Overall, the design of the proposed house and rear extension is deemed to be acceptable as it matches the existing houses in the terrace. Materials would broadly match the existing, with the use of the same brick to the front elevation and matching roof tiles. The rear part of the proposed house would utilise render, but this is considered acceptable given the surrounding rendered properties and use being limited to the rear. The proposed rear extension would also match existing materials and design.
- 8.5 With regards to the objection comment from the Parish Council, relating to design and harm to the appearance and character of surrounding area, and the creation of a small terrace; the current property is already a terrace, following the recent approval and building of a house on at the other side (14/00430/FUL). The proposal would therefore not create a small terrace of properties, and would adjoin an existing terraced house rather than a semi-detached house. The proposal would mirror the recent house at the other end of the terrace in terms of form, scale and design; thus it is considered in-keeping with the street scene and responds well to the character and appearance of the area.
- 8.6 The proposals are therefore considered to be of an acceptable scale, form and design, would be in-keeping with the prevailing character and appearance of the area, and would enhance the street scene; thus complying with Local Plan Policies 33 and 47, and the Council's Design Guidance for Alterations to Dwellings & Extensions.

iii) Amenity of neighbouring properties and future occupiers

- 8.7 The proposed house would be a one-and-a-half-storey building with accommodation in the pitched roof, and the eaves height is roughly 3.6m. The proposed house would accord with the Council's Design Guidance for Alterations to Dwellings & Extensions in relation light received by the neighbouring window on the rear elevation of number 58, and both the proposed and existing rear windows/elevations of number 56. It is noted that there are 2 windows on the rear elevation of the garage at number 58. However, these have been discounted from assessment in terms of light levels as they do not appear to serve a habitable room; instead they serve a small extension to the rear of the garage, are small and obscure glazed, and currently do not receive unobscured light due to the existing neighbouring garage; which fails the 60 degree test in relation to these windows. As the application site lies to the north of the neighbouring number 58, any loss of sunlight/light to the southern neighbour would be further reduced and can be considered minimal. With regards to outlook, the height of the proposed house has been kept to a minimum and there is a reasonable separation distance. Additionally, the existing garage which would be removed is closer to the neighbouring boundary, protrudes further into the rear garden, and is not significantly lower in height than the proposed house. Therefore, the current outlook available to number 58 is not considered to be materially different or worse than it would be as a result of the proposed dwelling being built.

- 8.8 With regards to privacy, all the proposed side windows are obscured glazed. Three rooflights are proposed within the southern roof elevation. Given the limited height and subsequent floor levels, these would be required to be obscure glazed also, in order to prevent direct overlooking and to preserve the privacy of the neighbouring number 58. This can be conditioned. At approximately 29 metres, there is sufficient back-to-back distance between the proposed house and existing houses behind to ensure the proposal would not result in overlooking to the rear. Although relatively small in depth, the rear garden serving the application site is considered to be of a sufficient size given the character of nearby rear gardens such as at number 52A, its town centre location, and the proximity of the site to nearby open space such as the beach. It is deemed necessary to attach a condition restricting permitted development rights in relation to extensions and outbuildings, in order to prevent overdevelopment of the site and to protect neighbouring amenity.
- 8.9 The proposed rear extension would bring the building line of number 56 in-line with the attached number 54, and raises no amenity concerns in relation to this neighbouring property. The proposals are therefore considered to preserve the amenity levels of neighbouring properties and would provide an adequate level of amenity to future occupiers of the site; thus according with Local Plan Policy 33.

iv) Highways and Parking

- 8.10 The application proposes two on-site car parking spaces in tandem at the front of the site. The same is proposed for the existing house, 56 Oakfield Avenue. This is considered to be an acceptable provision given the size and location of the property. There is also ample on-street parking with no restrictions. The proposal would mirror the parking/driveway arrangements of the neighbouring two properties, 52A and 54 Oakfield Avenue, whereby the same development has occurred. Car parking can be conditioned in order to ensure there is sufficient parking provision on-site and to preserve the amenity of the area. The proposal is therefore deemed to be acceptable in terms of highway safety and parking provision, and would comply with Local Plan Policy 39.

v) Drainage and Flood Risk

- 8.11 The site is within Flood Zone 1 and there are no implications for flood risk or drainage. The Council's Drainage Officer has raised no objections and stated no conditions are requested. The proposal is therefore deemed to be acceptable in terms of drainage and raises no concerns with regards to flood risk on site or elsewhere; thus according with Local Plan Policy 42.
- 8.12 A third party comment relating to water run-off from roofs relates to the existing flat roof garage which doesn't have rainwater goods and is proposed to be demolished, thereby resolving the concern.

vi) Impact on the Chichester & Langstone Harbours SPA through recreational disturbance

8.13 The site lies within the 5.6km 'Zone of Influence' of the Chichester and Langstone Harbours Special Protection Area (SPA), where new residential development is likely to have significant environmental impacts on this internationally important designation. Local Plan Policy 50 relates to development and disturbance of birds within this internationally designated Special Protection Area. Effective mitigation, against potential recreational impact arising from new residential properties, needs to be provided. In accordance with Policy 50, the Recreational Disturbance of Birds in SPAs Guidance 2018, and as following advice from Natural England, a financial contribution to the established mitigation scheme is appropriate in this instance.

8.14 The most up-to-date fees are set-out within the Council's Recreational Disturbance of Birds in SPAs Guidance 2018. For residential development within the Chichester and Langstone Harbours SPA buffer zone, contributions are based on the number of bedrooms. In this case the fee is based on a two-bedroom house and is £487. The applicant has paid the contribution and signed a Unilateral Undertaking. The proposal is therefore considered to provide appropriate mitigation against impacts on the SPA, would not be detrimental to the SPA, and would accord with Local Plan Policy 50 and local and national guidance.

vii) Other Matters and Material Considerations

8.15 There are not considered to be any implications for any protected species on site, such as bats.

8.16 The approval of planning permission 14/00430/FUL for the neighbouring attached property is considered to be a material consideration in the assessment of this planning application, and supports the granting of permission.

9.0 Conclusion

9.1 The proposal is considered to be in accordance with local and national development plans and guidance, including design policies 33 and 47 of the Chichester Local Plan, and would preserve and enhance the character and appearance of the surrounding area; and is therefore acceptable. There are no other material considerations which outweigh the conclusion.

Human Rights

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

RECOMMENDATION

PERMIT WITH S106 subject to the following conditions and informatives:-

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

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

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans: Sheet 2 Rev A, Sheet 4 Rev A, Sheet 5 Rev A,

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

3) No development or demolition shall take place until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The measures approved within the CMS shall thereafter be fully adhered to during the demolition and construction process. The CMS should provide for the following:

- a) hours of construction (including demolition) and delivery
- b) details and method of demolition
- c) provision for parking of vehicles
- d) provision for storing of equipment, materials and waste
- e) details for the erection and maintenance of any security hoarding
- f) measures to control emission of dust and noise
- g) provision of road sweepers and/or wheel washing facilities
- h) details of proposed external lighting to be used during construction, which should only be used for security and safety purposes, including measures to limit the disturbance from any lighting required
- i) waste management, including prohibiting burning of materials/waste

Reason: In the interests of highway safety and 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.

4) Prior to occupation, the three windows hereby approved within the south elevation shall be obscure glazed (with obscure glass to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, or similar equivalent) and be permanently fixed shut and non-opening below 1.7 metres from finished floor level, and shall be retained as such thereafter.

Reason: To protect the amenities of adjoining residential properties, in particular the privacy of 58 Oakfield Avenue.

5) Notwithstanding the approved plans, prior to occupation the three rooflights hereby approved within the southern roof elevation shall be obscure glazed (with obscure glass to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, or similar equivalent) and be permanently fixed shut and non-opening below 1.7 metres from finished floor level, and shall be retained as such thereafter.

Reason: To protect the amenities of adjoining residential properties, in particular the privacy of 58 Oakfield Avenue.

6) No part of the development hereby permitted shall be occupied until the car parking has been constructed and laid out in accordance with the approved site plan, drawings and details specified within the application form. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of highway safety and ensuring sufficient car parking on-site.

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

Reason: In the interests of road safety.

8) No part of the development shall be occupied until details of covered and secure cycle parking spaces have been 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.

9) No part of the development shall be occupied until the bin storage has been provided for and laid out in accordance with the approved plan 'Sheet 4'. This refuse storage area shall thereafter be retained at all times for its designated purpose.

Reason: To provide adequate refuse storage for the development, in the interests of amenity, and to accord with the Council's Waste Storage and Collection Guidance.

10) The development hereby permitted shall not be constructed other than in accordance with the materials specified within the application form and plans, 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.

11) The proposed hard surfaces hereby permitted shall either be made of porous materials or provision shall be made to direct run-off water from the hard surfaces 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 to avoid discharge of water onto the public highway.

12) 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 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, and to prevent overdevelopment of the site.

INFORMATIVES

1) 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.

2) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, Sussex and Surrey Team, Phoenix House, 32-33 North Street, Lewes, East Sussex, BN7 2PH, 01273 476595, sussex.surrey@english-nature.org.uk) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

3) The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page: <https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

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For further information on this application please contact James Gellini on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PF1SLUER0YN00>