

Parish: Birdham	Ward: West Wittering
--------------------	-------------------------

BI/16/03354/FUL

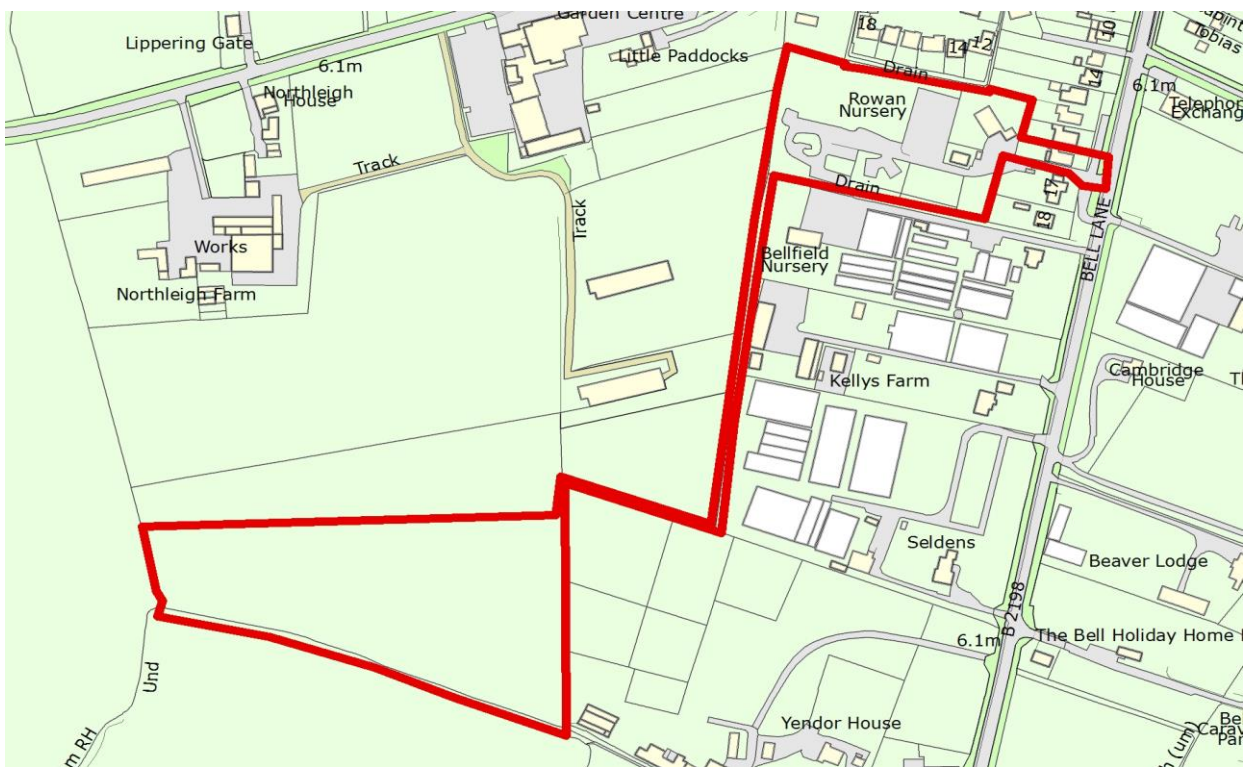
Proposal Variation of condition 4 of permission BI/13/00284/FUL - prior to the occupation of the first dwelling the vehicular access shall be constructed in accordance with plan ITB7126-GA-001 ref F including the provision of visibility splays.


Site Rowan Nursery Bell Lane Birdham Chichester West Sussex PO20 7HY

Map Ref (E) 481782 (N) 99298

Applicant Mr John Matuszewski (Martin Grant Homes Ltd)

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



	NOT TO SCALE	Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803
---	---------------------	---

1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The site is located to the south of the historic core of Birdham, with most of the village facilities located to the north of Main Road. The entrance to the site is located towards the northern end of Bell Lane, approximately 200m south of a roundabout linking to the A286 Main Road. The pre-development access to the site from Bell Lane leads to a shared access also serving a number of bungalows fronting the road. The bungalow to the north of the existing site access, Pippins, is included in the application site, as is the detached bungalow with associated outbuildings in the northeast corner of the site. An additional 2ha land to the west is identified as a recreational area and linked by a footpath.

2.2 Planning permission for 27 dwellings was granted under 13/00284/FUL. This consent included the demolition of the bungalow 'Pippins' to form the new access to the development, and the demolition of the dwelling with outbuildings within the main site area. The pre-commencement conditions were discharged on 29 September 2016 and works have started on site on the first stages of forming the part of the access (shown on plan ITB7126-GA-001 Rev F) between the highway and the bungalow 'Pippins', namely the raising of the ground level, installation of kerbing and the laying of a hardcore base. These works commenced on 8 October 2016, and the Council is satisfied that sufficient material operations took place on site prior to the expiry date of the original planning permission on 24 October 2016 to activate the planning permission. Herras fencing has been erected along the access to Rowan Nursery.

3.0 The Proposal

3.1 This application deals with the proposed variation of condition 4 of permission BI/13/00284/FUL. The original condition states that "no part of the development shall be commenced until such time as the vehicular access had been constructed in accordance with plan ITB7126-GA-001 Rev F including the provision of visibility splays from the vehicular access onto Bell Lane, set back 2.4 metres from the edge of the carriageway and extending 120 metres to the north and south. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed". This condition was recommended directly by the Local Highway Authority.

3.2 The original condition requires the access to be completed prior to any other development commencing. The approved drawing GA-001 Rev F details the access being the entrance to the site from the public highway, the crossover for the existing shared driveway then some 83m of shared surface residential access through the original curtilage of Pippins. Completing the access will require the installation of the final specification road surface, including pavements, dropped kerbs and tactile paving.

3.3 As identified in paragraph 2.2 above, works have started on site to construct the beginnings of the approved permanent access, in front of the dwelling Pippins. The approved Construction Management Plan confirms this access route will be used for construction purposes, once the dwelling is demolished.

3.4 The applicant wishes to vary the condition to require the completion of this access prior to the first dwelling being occupied, rather than before any other development takes place. The Local Highways Authority (WSCC) has requested a caveat on the plan reference "or as otherwise agreed in writing" as the technical approval process for the final details of the formal access is ongoing. Their full comments are included below in paragraph 6.3. It is therefore proposed that the revised condition 4 would read:

“No part of the development shall be occupied until such time as the vehicular access has been constructed in accordance with plan ITB7126-GA-001 Rev F, or as otherwise agreed in writing with the Local Highway Authority and Local Planning Authority, including the provision of visibility splays from the vehicular access onto Bell Lane, set back 2.4 metres from the edge of the carriageway and extending 120 metres to the north and south. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety”

4.0 History

13/00284/FUL	PER106	Demolition of existing 2 bungalows and construction of 27 dwellings (including 10 affordable units), access road and associated landscaping. Provision also of an alternative recreational area to the south, accessed via a footpath link.
16/01491/DOC	DOCDEC	Discharge of Conditions 3, 5 and 6, 8 to 11, 14, 21 to 24 and 26 planning permission BI/13/00284/FUL.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	YES
South Downs National Park	NO
EA Flood Zone	
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Birdham Parish Council

Birdham Parish Council are concerned at the number of conditions imposed by CDC on Planners for very good reasons which then become the subject of a further application/s to remove or vary those same conditions. The Parish Council objects to this application to vary condition 4 against an extant application that was granted under BI/13/00284/FUL.

6.2 Natural England

No comment to make.

6.3 WSCC Highways

A Section 278 Agreement has not yet been issued, held up on drainage matters. Could be up to 4 months before an Agreement is issued. No application for a temporary access license has been submitted. WSCC to visit the site to see if works have taken place in the highway without consent.

Suggest the proposed alternative condition is amended to add a caveat to allow the Local Highway Authority to agree in writing any change to the plan, so that any minor modification required through the S278 can be accommodated without it being contrary to the condition. Otherwise content with the rest of the proposed alternative condition and proposed trigger (prior to occupation).

6.4 6no. Third Party Objections

Concern that the level of the road being constructed to the front of Pippins is 0.5m above ground level of neighbouring properties

Noise, privacy, safety and security concerns of the raised road

Drainage, flood risk and impact on neighbours

Planning permission was not lawfully implemented before expiry (24 Oct) as works commenced in conflict of condition 4 (when access is completed) and before the discharge of condition 11 (installation of tree protection measures for construction)

Traffic blocking access, request for separate drives

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. The Birdham Parish Neighbourhood Plan was made on 19 July 2016 and forms part of the Development Plan against which applications must be considered.

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

Chichester Local Plan: Key Policies 2014-2029

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 4: Housing Provision

Policy 5: Parish Housing Sites 2012-2029

Policy 8: Transport and Accessibility

Policy 9: Development and Infrastructure Provision

Policy 33: New Residential Development

Policy 39: Transport, Accessibility and Parking

7.3 The following policies within the Birdham Parish Neighbourhood Plan are relevant to the determination of the application:

Birdham Parish Neighbourhood Plan

Policy 6: Integration and Sense of Community

Policy 9: Traffic Impact

Policy 10: Footpaths and Cycle Paths

Policy 11: Village Severance

Policy 12: Housing Development

Policy 13: Settlement Boundary

Policy 16: Housing Density and Design (bullet 4: satisfactory road access)

National Policy and Guidance

7.4 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

For decision-taking this means unless material considerations indicate otherwise:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless 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; or specific policies in (the) Framework indicate development should be restricted.

7.5 Consideration should also be given to paragraphs 6-13 (achieving sustainable development), 17 (core planning principles), 35 (sustainable transport design), 185 (neighbourhood plans), 196 & 197 (Determining Applications), 203-206 (Planning Conditions and Obligations).

Other Local Policy and Guidance

7.6 The following Supplementary Planning Document and other documents are material to the determination of this planning application:

Planning Obligations and Affordable Housing SPD

National Planning Practice Guidance (PPG)

7.7 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2021 which are relevant and material to the determination of this planning application are:

- To support our local communities to ensure they are active and safe places to live now and in the future
- To ensure that residents can access work, leisure and support services in the district
- To manage and protect our built and natural environment

8.0 Planning Comments

8.1 The sole issue for this assessment is when access suitable for construction traffic will be provided and when access suitable for residential traffic will be provided.

8.2 The original condition 4 reads:

"No part of the development shall be commenced until such time as the vehicular access has been constructed in accordance with plan ITB7126-GA-001 Rev F including the provision of visibility splays from the vehicular access onto Bell Lane, set back 2.4 metres from the edge of the carriageway and extending 120 metres to the north and south. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety"

8.3 The original condition was directly recommended by the Local Highways Authority (WSCC) to ensure access to the site was provided before any other works. To meet the requirements of this condition, the permanent residential access would have to be completed, in full, prior to any other development taking place on site. Amongst its shortcomings, the condition makes no allowance for the provision of a temporary access for construction purposes. The original site access to the south of Pippins is not suitable for construction purposes and has been fenced. The Construction Management Plan confirms that the construction access to the site will follow the route of the approved access, and requires the demolition of Pippins.

8.4 Amending the condition to require the permanent access to be completed prior to first occupation would allow the developer to form an access through the curtilage of Pippins suitable for construction use. The construction access would then be replaced in whole or part or brought up to the standard of a permanent residential access as part of the works, before public use. The details of the construction access will need to be confirmed by the applicant, and the proposed construction management plan condition has been updated to require this information before any further works take place on site. This two stage process is common practice for developers. Forming a temporary access first reduces construction disturbance on the highway and for properties near the site entrance, allows work to proceed on the rest of the site and avoids the need to replace or repair a permanent access damaged by construction activities.

8.5 The proposed amendment to the condition will also allow the demolition of Pippins to proceed.

8.6 WSCC as the Local Highways Authority, support the proposed change with the caveat that the approved drawing GA-001 Rev F is used "or as otherwise agreed in writing". This has been recommended in the event that technical consent requirements stipulate minor alterations to the specifications on the drawing. This alteration is considered acceptable and the caveat has been included in the revised condition text as recommended below.

8.7 The preliminary works taking place on site to form an access are contained within the private land that forms the application site and do not encroach onto the highway. The S278 has yet to be agreed. These technical matters will be dealt with directly by the Local Highway Authority (WSCC). The absence of separate technical consents from WSCC at this stage should not affect the ability of the Local Planning Authority to make a recommendation on this application.

8.8 For the reasons set out above, officers conclude that the proposed amendment to the condition is acceptable.

8.9 While no objections have been raised by any third party to the change proposed to condition 4, concerns have been raised by neighbours about the kerb heights and therefore the new road levels within the site, with reference to privacy, safety, security and drainage issues. These matters form part of 16/01491/DOC and are not within the remit of this application. Other concerns have been raised about residential accesses being blocked; the proposed amendment to the condition will help to ease these conflicts by bringing all construction activity into the site.

Significant conditions

8.10 Approving this application will require the application of all relevant conditions from the original permission 13/00284/FUL. As many of these have been discharged, the recommended conditions for this application have been amended to include the approved details with which the developer will be required to comply. The construction management plan will need updating to confirm the details of the construction access; this is included in the revised condition. Where necessary, conditions have also been updated to accord with current policy.

Obligations/CIL

8.11 The original application was approved under the S106 programme and as works have started, some payments have been made. A deed of variation is required to ensure the original S106 obligations will also apply to the revised planning permission sought under this application.

Conclusions/planning balance

8.12 The proposed amendment to when the permanent access will be constructed and completed is acceptable, and accords with current practice for developments of this scale and type. The proposed change does not conflict with policies in the Chichester Local Plan and Birdham Parish Neighbourhood Plan that relate to providing safe and suitable access to development, including Local Plan policy 39 and Birdham Parish Neighbourhood Plan policy 16: Housing Density and Design (bullet 4: satisfactory road access). Construction access is covered by the CMP (to be updated) and technical matters by WSCC through the S278 agreements and other technical processes. Construction, levels and drainage details have been previously agreed.

Human Rights

8.13 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

DEFER FOR SECTION 106 THEN PERMIT subject to the following conditions and informatives:-

1) The development hereby permitted shall be carried out in accordance with the plans approved under 13/00284/FUL: LOC Rev B, 01 Rev P, 02, 020 Rev B, 021 Rev B, 022 Rev B,

023 Rev A, 024, 025, 026 Rev A, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041 Rev A, 042, 043, 044, 045, SK04 and additional information received 21 February, 28 March, 08 April and 03 May 2013.

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

2) The development hereby permitted shall be carried out in full accordance with materials and finishes detailed on the External Materials Schedule Rev A (received 22.06.2016), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To deliver good standards of detail.

3) No part of the development shall be occupied until such time as the vehicular access has been constructed in accordance with plan ITB7126-GA-001 Rev F, or as otherwise agreed in writing with the Local Highway Authority and Local Planning Authority, including the provision of visibility splays from the vehicular access onto Bell Lane, set back 2.4 metres from the edge of the carriageway and extending 120 metres to the north and south. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

4) No part of the development shall be first occupied until covered and secure cycle parking spaces serving that part of the development to be first occupied have been provided within its garage or shed as shown on site layout 8715-101, unless otherwise agreed in writing by the Local Planning Authority. Once provided these spaces shall remain in perpetuity.

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

5) No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving that part of the development to be first occupied, including all shared paths and spaces to which the occupants would have access, have been constructed, surfaced and drained in accordance with the details on plan 8715-102, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

6) No part of the development shall be first occupied until the vehicle parking and turning spaces serving that part of the development to be first occupied have been constructed in accordance with plan 8715-102, unless otherwise agreed in writing by the Local Planning Authority. These spaces shall thereafter be retained in perpetuity for their designated use.

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

7) The construction of the development including any demolition and site clearance shall not proceed unless and until the Construction 'Site Management Plan' has been updated and approved in writing by the Local Planning Authority. The updated Plan and accompanying schedule must specify full details of the temporary construction access, including its specifications, the demolition programme for Pippins and details of highway signage. The development shall only proceed in full accordance with the agreed Construction Site Management Plan unless otherwise agreed in writing by the Local Planning Authority.

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

8) The construction of the development shall not proceed unless in full accordance with the surface water drainage details on plans 8715-107-1, 8715-107-2, 8715-107-3, 8715-107-4 and 8715-109, unless otherwise agreed in writing by the Local Planning Authority. Any digging out of the ditch along the western boundary shall be done sensitively (by hand) within the root protection areas of the TPO'd trees. No dwelling shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details. Any discharge to a watercourse must be at a rate no greater than the pre-development run off values.

Reason: To ensure that the site is satisfactorily drained and to avoid flooding or pollution of the environment.

Note: Any tree roots crossing any ditches to be used for drainage should be treated appropriately by a suitable qualified arboriculturist. If required please consult with the Chichester District Council Tree Officer (email hwhitby@chichester.gov.uk or 01243 534734)

9) Upon completed construction of the SuDs System, in whole or in part, the owner or management company shall strictly adhere to and implement the recommendations contained within the Infrastructure Maintenance Strategy dated 6 April 2016 with the addition of advising occupiers about riparian responsibilities as detailed in the decision letter for 16/01491/DOC, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable surface water drainage scheme and ongoing management and maintenance to avoid flood risk.

10) No development, including site works of any description, shall take place on the site and before any equipment, machinery or materials are brought onto the site, until all the existing trees or hedges to be retained on the site have been protected in accordance with the details on plans 9120/01 1/2 and 2/2, with the addition of the use of bungs, unless otherwise agreed in writing by the Local Planning Authority. This protection shall be maintained until all equipment, machinery, surplus materials and soil have been removed from the site. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left un-severed. All in accordance with BS 5837:2012.

Reason: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area.

11) Nothing in this permission shall authorise the felling, lopping, topping or uplifting or any tree on the site protected by a Tree Preservation Order other than as specified on the submitted application documents.

Reason: To clarify the extent of this permission and to safeguard those trees protected by a TPO.

12) The foundations of the car barn on the northern boundary hereby approved shall only be hand dug within the canopy of the monterey pine and under the supervision of a representative

of the Local Planning Authority. Any roots over 40 mm in diameter shall not be severed without the prior agreement of the Local Planning Authority.

Reason: To ensure the tree is not adversely affected by the construction of the development.

13) An archaeological investigation of the site shall be carried out in accordance with a the Written Scheme of Investigation by Cotswold Archaeology dated February 2016 unless otherwise agreed in writing by the Local Planning Authority. The specification shall include proposals for an initial trial investigation and for mitigation of damage through development to deposits of importance thus identified. The investigation shall be undertaken by an appropriately qualified archaeologist, and shall include the recording of findings and subsequent publication of results.

Reason: This site potentially contains deposits of archaeological significance and it is important that any such be identified and preserved from destruction by development.

14) The development shall be constructed to ensure it achieves a minimum water efficiency standard of 110 litres per person per day water usage, including external water use. Evidence shall be submitted prior to first occupation to demonstrate this standard has been achieved.

Reason: To comply with criteria 2 of Chichester Local Plan policy 40.

15) The development shall be constructed to comply with criteria 3 (building for life), 4 (sound environmental practices) and 6 (climate change adaptation) of Chichester Local Plan policy 40. Evidence shall be submitted prior to first occupation to demonstrate how these criteria have been met.

Reason: To comply with Chichester Local Plan policy 40.

16) The development hereby permitted shall be constructed so as to achieve 10% of the DER/BER from on-site renewable energy in accordance with the Energy Statement submitted as part of the application unless any variation is agreed in writing by the Local Planning Authority.

Reason: To accord with the terms of the application and criteria 5 of Chichester Local Plan policy 40.

17) Prior to any of the dwellings hereby approved being occupied details of bat and bird boxes to be installed on dwellings and/or trees shall be submitted to and approved in writing by the Local Planning Authority. Once agreed the boxes shall be installed prior to the final unit being occupied and shall remain in perpetuity.

Reason: To enhance the biodiversity of the site

18) Prior to first occupation of any of the dwellings on site the applicant shall prepare a residents educational pack to be distributed to all new residents explaining the importance and sensitivity of the SPA and suggesting ways in which residents can reduce their impact on it. This pack shall be submitted to and agreed in writing by the Local Planning Authority in consultation with Natural England and Chichester Harbour Conservancy.

Reason: To prevent recreational disturbance to the SPA

19) Details of any proposed street lighting shall be submitted to and be approved in writing by the Local Planning Authority before first occupation of the dwellings hereby permitted. Once agreed, the lighting shall be installed in full accordance with the approved details.

Reason: In the interests of the amenities of the locality.

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

20) No dwellings shall be occupied until such screen walls and/or fences associated with them have been erected in full accordance with the details shown on plans 01 Rev A and the fencing and walling shown on MGH484/DRG01 .REV D and MGH484/DRG02 .REV D unless otherwise agreed in writing. Once erected they should be maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and security.

21) No dwellings shall be occupied until provisions for 2 x 240ltr bins and suitable bin storage areas to serve the dwelling(s) to be occupied, including collection points, have been made in full accordance with the details shown on plans MGH484/DRG01 .REV D and MGH484/DRG02 .REV D unless otherwise agreed in writing. The storage shall thereafter be kept permanently available for the stated purpose.

Reason: To ensure proper provision for refuse and recycling storage and disposal.

22) The development shall only proceed in full accordance with the details of site levels and longitudinal and latitudinal sections through the site of the dwellings to show how the buildings shall be set into the ground, shown on plan 8715-113 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure satisfactory development.

23) The development hereby approved shall only be landscaped in full accordance with the details shown on plans MGH484/DRG01.REV D and MGH484/DRG02.REV D unless otherwise agreed in writing.

Reason: In the interests of amenity and of the environment of the development and to comply with the Natural Environment and Rural Communities Act 2006.

24) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 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.

25) The footpath linking the dwellings to the recreational area shall only be constructed in full accordance with the details shown on plan 8715-305 unless otherwise agreed in writing. The

approved footpath link including bridge over the field drain shall be provided in full prior to first occupation of the dwelling houses and shall remain in perpetuity.

Reason: To ensure that appropriate access to the recreational area is provided and to prevent damage to the existing ditches.

26) The alternative recreational area hereby approved shall be used only as open space land suitable and available for persons and dogs and shall be made publicly available prior to first occupation of the dwelling houses hereby permitted and remain so in perpetuity.

Reason: To provide a suitable alternative space for dog walking and recreation to prevent a significant likely effect on the Chichester Harbour SPA and Ramsar Site.

INFORMATIVES

- 1) This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990.
- 2) The applicant is advised to enter into a legal agreement with West Sussex County Council, as Local 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.
- 3) The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and casual parking are properly constructed, surfaced and drained, and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.
- 4) 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 prior to any works commencing. These temporary works may include, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding within the limits of the highway, the provision of cranes over-sailing the highway.
- 5) The applicant will note no construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site.
- 6) A formal application for connection to the public sewerage system is required in order to service this development, please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (Tel 01962 858688), or www.southernwater.co.uk. Attention is drawn to the letter dated 7.3.13 (13/00284/FUL) from Atkins/Southern Water with regard to foul drainage.
- 7) The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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