

Parish: Chichester	Ward: Chichester North
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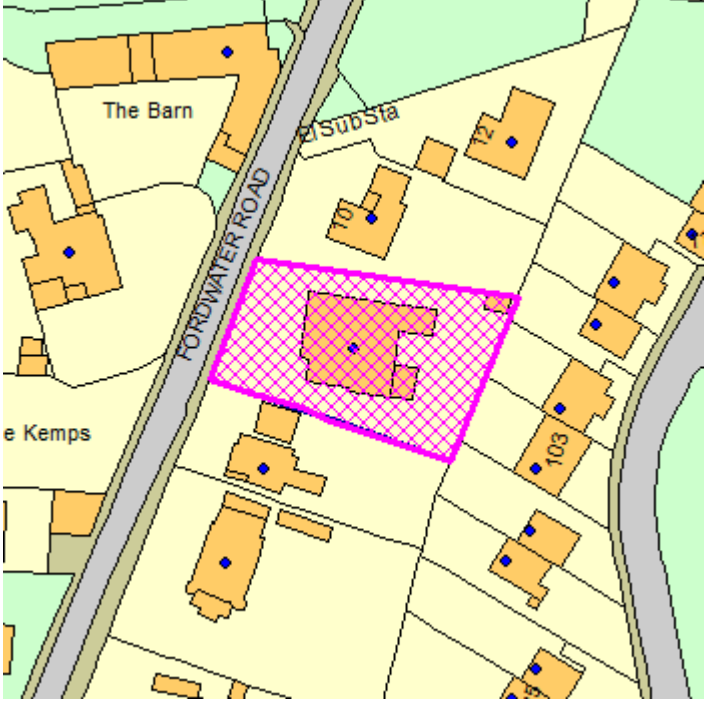

Proposal Demolition of existing building in C2 use and construction of building comprising 4 no. flats with parking and associated works.

Site 8 Fordwater Road Chichester PO19 6PR

Map Ref (E) 486327 (N) 106886

Applicant 77 Property Ltd

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT

		
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1.0 Reason for Committee Referral

Red Card: Cllr Richard Plowman - Important information/opinion to raise in debate. The City Council Planning Advisor report was to object on the grounds on the basis of impact on the character of the area and the amenity of neighbouring properties. The proposed plans do not fit well in what is a semi-rural situation on the edge of the City.

2.0 The Site and Surroundings

- 2.1 The application site falls within the settlement boundary of Chichester city. The site is located on the eastern side of Fordwater Road, 90m north of the junction of Summersdale Road, Fordwater Road and The Drive. Residential properties are located on all sides of the application site.
- 2.2 The site is occupied by a detached two-storey building together with a lower ground floor. The existing building is currently vacant but was last used as supported housing (use class C2). The existing building is constructed in buff brick with a clay tiled roof with white uPVC fenestration. The building is gable fronted with a cat-slide roof to the south and has been previously extended with a single storey, pitched and flat roofed side extension to the south and further single storey extensions to the east (rear). The site has well-established planting and shrubs on the site boundaries with some established trees within the site. There is a narrow side garden to the south and a small rear garden area.
- 2.3 Vehicular access to the site is off Fordwater Road with hard standing to the front of the dwelling and a vehicular access running along the northern side of the property to serve further parking to the rear and a garage at lower ground floor level.
- 2.4 The immediate locality is predominantly residential in character. To either side of the application site along Fordwater Road are detached dwellings. Fordwater Road itself has a spacious feel, predominantly larger detached dwellings in varying styles. To the rear of the application site are semi-detached dwellings in Croft Mead.

3.0 The Proposal

- 3.1 As originally submitted the application sought planning permission for the demolition of the existing building and the construction of a building comprising 7 flats (2 x 1 bed, 2 x 2 bed and 3 x 3 bed) with 9 parking and associated works. During consideration of the application has been the subject of negotiation with officers and the plans have been amended a number of times.
- 3.2 As amended, the application seeks to demolish the existing building (in C2 use) on site and construct a two and a half storey building comprising 4 no. flats with parking and associated works.
- 3.3 The proposed building comprises 4 no. 3 bed roomed flats, two on the ground floor and two with accommodation spread over both the first and second floors. The second floor accommodation is within the roof space of the building, lit by conservation style rooflights. The building has been designed to read as a large detached dwelling, comprises red brick elevations with stone feature courses, a clay tile pitched roof with hip ends and painted timber sash windows with stone arches/surrounds and cills.

The building has a 'U shaped' format with a gable projection on the front elevation and a single storey section to the south (side) and east (rear) which is to be painted render. There are Juliet balconies at first floor level on the front, side and rear of the building. The overall height of the building is 9.1m (front elevation) extending to 9.5m (side and rear elevations) as a result in the change in levels across the site. The proposed building is positioned in a similar location to the existing footprint, but extends forward by between 0.4 and 5.2m, in line with the established building line along this part of Fordwater Road.

- 3.4 The existing access arrangement remains unchanged. Nine car parking spaces are proposed, with 4 spaces to the front of the site and 5 spaces to the rear, all accessed off the existing access.
- 3.5 The garden serving the four flats is to the side (south) and rear of the building. The existing garden space has been subdivided into 3 small gardens to serve units 1-3 accessed from ground floor doors and the proposed steps, together with a communal garden area.

4.0 History

83/00596/CC	PER	Change of use from dwelling house to managed accommodation for ten mentally handicapped people incorporating a resident managers self-contained flat.
03/01069/FUL	PER	Change of use from managed accommodation for mentally handicapped people to supported housing units with ancillary office accommodation.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Chichester City Council

Original comments

Objection on the grounds that the scale, bulk and mass of the proposal would have an adverse impact on the character of the area and the amenity of neighbouring properties.

Comments following amended plans

No objection but concerns were raised over the allowance for vehicle parking.

6.2 WSSC Local Development Division

Original comments

The proposals will be accessed from Fordwater Road a "D" class road which is located to the north of Chichester town centre; the road serves a number of residential properties. The road is subject to a 30 mph speed limit. The proposed development is for the demolition of the existing building and a replacement building comprising of 7 no. flats. In summary the Local Highway Authority is (LHA) is satisfied with the proposals from the highway point of view.

Access and Visibility - the site does have an existing vehicular access onto Fordwater Road, no modifications are proposed to the existing access arrangements. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along Fordwater Road from the existing point are considered acceptable. A review of the access onto Fordwater Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity - given the scale of the proposal and the existing permitted use a Trip Rate Information Computer System (TRICS) assessment and Travel Plan are not required. The LHA have run our own assessment based on the proposed and existing uses and consider that the residential use for 7 dwellings will see a reduction in overall vehicular movements. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Parking and Layout - the proposed parking is considered acceptable, with 9 spaces proposed. The LHA are not aware of that the previous use resulted in excess parking onto Fordwater Road. Having measured the submitted plan, there appears to be sufficient space for vehicles to turn within the site. It has not been stated where refuse collection will take place; it is likely that this will be from Fordwater Road itself. The applicant should liaise with CDC waste collection authority on the accessibility of the proposals from their perspective.

Fordwater Road is not subject to enforceable waiting restrictions along the carriageway at the junction onto Summersdale Road. There appears to be some demarcated parking spaces along Gordon Road. In other it is not an offence to park on Gordon Road and given the good visibility in both directions it is not considered that parking would be detrimental to highway safety. The carriageway is circa 5.0 m in width and provides ample space for another vehicle to pass a parked vehicle.

It may result in vehicles having to wait for a few moments while giving way to an oncoming vehicle before pulling out to pass the parked vehicle, however, this is not considered to be a severe impact.

The LHA are not able to control thorough planning is whether drivers choose to commit an offence. It wouldn't be possible to insert a condition on a planning consent that prevented drivers parking on the footway, as this is outside the control of the Applicant and is an offence in its own right. There are legal mechanisms for action to be taken to discourage this behaviour, enforced by either Civil Enforcement Officers or the Police, and I note that the Police have indicated that action is being taken. Parking on the footway can be considered to be a wilful obstruction of the free passage of a highway, contrary to section 137 of the Highways Act 1980. There are also some links to the Highways Act 1835 (section 32), Town Police Clauses Act 1837 (section 28) and the Road Vehicle (Construction and Use) Regulations 1986 (SI 1986/1038), which have been used successfully in proceedings brought about against drivers parking on footways.

Sustainability - the submitted design and access statement does suggest that persons using the site could arrive on foot, cycle, bus, train or by car. Fordwater Road does have footway links that lead to nearby bus stops which link to the centre of Chichester. Chichester city centre is within reasonable walking or cycling distance of the site. Cycling is a viable alternative as many of the nearby roads are lit and within the 20 mph zone of Chichester. It is therefore considered that the proposals offer residents a viable means of sustainable transport. However as previously stated the proposal is not anticipated to result in a material increase in traffic movements over the permitted and historic uses.

Conclusion - the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Comments on Amended Plans (7 flats)

The Local Highway Authority (LHA) has considered the revised drawings (number 0971/DPA16 revision 02) which include some design changes to the previous submission. On inspection of these plans, no concerns would be raised with the revised layout plans. The LHA's comments from the 15th May 2017 would therefore still stand in terms of access, capacity and accessibility.

Comments on Amended Plans (4 flats)

I have assessed the new parking allocation, the spaces come out slightly short of what the PDC recommends. However I do not believe that there are sufficient grounds to resist this application on that basis. Any excess parking is likely to be from visitor car parking and this would only be a temporary nature. There are on-street parking opportunities that would not be detriment to highway safety.

It is not an offence to park on Fordwater Road and given the good visibility in both directions it is not considered that parking would be detrimental to highway safety. The carriageway is circa 6.0 m in width and provides ample space for another vehicle to pass a parked vehicle. It may result in vehicles having to wait for a few moments while giving way

to an oncoming vehicle before pulling out to pass the parked vehicle, however, this is not considered to be a severe impact.

6.3 Chichester Society

Raise objection. The Executive Committee consider that this proposal is unacceptable because of the overlooking of adjoining properties gardens from the proposed 2nd floor roof windows.

6.4 Third Party Representations

11 letters/emails of objection have been received from Summersdale Residents Association and 5 contributors, several of whom have written in several times during the course of the application. Their objections concern:

- a) Loss of privacy.
- b) Overlooking from second floor front windows, north facing windows at first floor and roof level and proposed balcony on the first floor east elevation.
- c) Overdevelopment of site, in low density area.
- d) Form, size and character out of keeping with surrounding properties
- e) Ground floor flat roofed element in painted render out of keeping with rest of building.
- f) Excessive shadowing of property (including solar pv panels) and front garden due to change to the building line, higher eaves level and roof design.
- g) Garden area insufficient for proposed number of residents
- h) Inadequate provision of on-site parking. Result in increased on-street parking which will compromise highway safety. Road is narrow and already subject to high volumes of traffic and previous experiences of unneighbourly parking along Fordwater Road.
- i) Is there sufficient capacity at Appledram Waste Water Treatment Works to cope with additional dwellings? Main sewer already overloaded with blockages occurring at irregular intervals.
- j) No objection in principle to a tasteful and sympathetic redevelopment of this site. A scheme that is more in harmony with the neighbouring properties and the local area should be encouraged.

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. There is no made neighbourhood plan for Chichester City at this time.

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

- 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 9: Development and Infrastructure Provision
Policy 12: Water Resources in the Apuldram Wastewater Treatment Catchment
Policy 33: New Residential Development
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 42: Flood Risk and Water Management
Policy 47: Heritage
Policy 48: Natural Environment
Policy 49: Biodiversity
Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas

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 paragraph 17 (Core Planning Principles) and sections 4, 6 and 7 generally.

7.6 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

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

- Planning Obligations and Affordable Housing SPD
- Surface Water and Foul Drainage SPD
- CDC Waste Storage and Collection Guidance

7.8 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
- 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 character of surrounding area
- iii) Impact on the amenity of neighbouring properties
- iv) Impact on highway safety
- v) Recreational disturbance mitigation
- vi) Other matters

Assessment

i) Principle of Development

8.2 The application site lies within the settlement boundary, an area where development proposals will be supported provided they are consistent with other policies within the Chichester Local Plan. Chichester city is also recognised as the sub-regional centre, which is the focus for development in the plan area. The principle of the proposed development accords with the presumption in favour of sustainable development within the NPPF and the Chichester Local Plan.

8.3 The permitted use of the existing building as supported housing (use class C2) ceased operation in April 2016 following the company's decision to scale back operations and consolidate existing homes. As a result of this residents were moved to an existing facility in Farnham and the building sold. Returning the site to its original use as residential (use class C3), in line with the prevailing character of the area, is considered acceptable.

ii) Impact on the Character of Surrounding Area

- 8.4 The NPPF and policy 33 of the Chichester Local Plan seek to ensure that new development adds to the overall quality of the area and respects its character in terms of the proportions, form, massing, layout, density, height, size and detailed design. The application site within the settlement boundary of the city, with a mix of residential properties on all boundaries.
- 8.5 The proposed building would be two and a half storeys and has been designed to be read as a large detached dwelling. The building has a 'U shaped' format with the front ridge running north to south and a gable projection on the front elevation and a single storey section to the south (side) and east (rear) which is to be painted render. The overall height of the building is 9.1m (front elevation) extending to 9.5m (side and rear elevations) as a result in the change in levels across the site.
- 8.6 It is considered that the proposed scale, height and form of the building would not be contrary to the character of the predominant form of development in the locality. The density, layout and spacing of the proposed development would not be at odds with the surrounding development overall, despite the depth of the footprint which is similar to the existing building. It is considered that whilst the building would be higher than the neighbouring property to the north, the height, design and appearance would be such that they would not appear incongruous within the streetscene. As amended, the height of the proposed building is comparable to the adjacent property at 6 Fordwater Road to the south.
- 8.7 The surrounding properties vary in terms of size, mass, density and scale and it is considered that the layout of the site and the scale and mass of the proposed building combined with the proposed materials and detailed design of the proposal would ensure that the proposal would re-inforce local distinctiveness and responds positively to the context of the site and the character of its surroundings. The proposal would therefore meet the requirements of section 7 of the NPPF and policies 33 and 48 of the Chichester Local Plan.

iii) Impact on the Amenity of Neighbouring Properties

- 8.8 Policy 33 of the Chichester Local Plan requires new development to protect the amenities of neighbouring properties and one of the core principles of the NPPF is to ensure that design provides a good standard of amenity. The proposed building has been positioned on a similar footprint to the existing building, extending no closer to either the north or the south side boundary and reducing its depth to the rear. The proposed building is located between 0.4 and 5.2m further forward than the existing building, which reflects the position of the front elevations of the neighbouring buildings along this part of Fordwater Road.
- 8.9 To the north, the existing gap of 3.5m to the northern boundary is retained. The neighbouring dwelling to the north, 10 Fordwater Road, is situated a further 3.5m away from the shared boundary and set an angle to the proposed development, resulting in a sufficient distance to ensure that the proposal would also not have a significant impact upon the occupiers.

- 8.10 The building has been designed to minimise the fenestration on the side elevations and where necessary they have been situated in positions to prevent overlooking harmful to neighbour amenities. The fenestration in the north elevation of the proposed flats, at first floor level, serve a communal staircase and internal lobby/corridor while the rooflights at second floor level are required by the recommended condition to be not less than 1.7 metres above internal floor height. Windows within the flank wall of 10 Fordwater Road are high level only and there are no windows within the southern roof slope facing the proposed development.
- 8.11 The proposed building is located 3m from the southern side boundary at the site frontage, adjacent to the two-storey extension at 6 Fordwater Road and increases to 8m further to the rear. No. 6 Fordwater Road features an integral garage at ground floor level closest to the shared boundary and at second floor level has no windows facing the application site. Juliet balconies are proposed on the side (south) and rear elevations of the building, however it is considered that the positions of these are a sufficient distance from the boundaries to ensure that this would not result in an unneighbourly relationship.
- 8.12 The proposed development would be of a scale, design and a sufficient distance from the adjacent dwellings to both the north and south of the site to ensure that the proposal would not result in harm to the occupiers of the dwelling in terms of loss of light or as a result of the building being overbearing. It is therefore considered that the proposed development would meet the requirements of policy 33 in respect of the impact on the amenity of neighbouring properties.

iv) Impact on Highway Safety

- 8.13 The proposed development would retain the existing access off Fordwater Road, with provision for 9 off-street parking spaces on the site and an individual secure cycle store for each flat. The existing access arrangement remains unchanged. Four car parking spaces are to be located on hardstanding to the front of the building and five spaces to the rear, accessed via the driveway adjacent to the northern boundary, within the north-east corner of the site. The use of the driveway along the northern boundary of the site to access the five car parking spaces to the rear would be comparable with the previous C2 use. Each of the four flats would be provided with 2 parking spaces, with one additional unallocated visitor space.
- 8.14 Third parties have raised concerns about the level of parking on site and the adverse impact of any overspill parking on Fordwater Road. The WSCC Car Parking Demand Calculator indicates a need for 10 car parking spaces to be provided for the development, which would include visitor parking. The Highways Authority commented on the original and amended plans and advised that they would have no objection to the proposed development, subject to conditions. WSCC Highway Authority states that although the spaces come out slightly short of what the PDC recommends, there are on-street parking opportunities that would not be detrimental to highway safety. Officers advise that it would be extremely difficult to substantiate that a development with a shortfall of one car parking space would materially exacerbate any on street car parking issues in the locality. This level of parking provision is considered appropriate in this sustainable location, close to the city centre and public transport links.

8.15 The proposal would benefit from a safe and adequate access. Subject to conditions requiring the provision of the proposed car parking and turning areas and secure cycle storage, the proposal is acceptable on highways grounds and would accord with policy 39 of the CLP which seeks to ensure that new development does not create residual impacts which are severe.

v) Recreational Disturbance Mitigation

8.16 The site lies within the 5.6km 'zone of influence' of the Chichester and Langstone Harbours Special Protection Area, and as such could have significant environmental impacts on this internationally important designation. To mitigate against this, the applicant has provided a signed and completed S106 Unilateral Undertaking and made a financial contribution of £724 (4 x £181) to overcome the harm of the development. It is therefore considered that the proposal complies with the provisions of Policy 50 of the CLP.

8.17 It is therefore considered that the proposal would not result in a significant environmental impact on the Chichester and Langstone Harbours Special Protection Area.

vi) Other Matters

Foul and Surface Water Drainage

8.18 In terms of surface water drainage, the existing building is drained via soakaways. It is proposed that any surface water discharge from the replacement building and the site will also be drained via soakaways and infiltration into the garden areas. A condition is recommended to secure full details of the surface water drainage strategy.

8.19 In relation to foul drainage, the existing building is currently connected to mains drainage and it is proposed to continue this arrangement. The site falls within the Apuldram Waste Water Treatment works catchment where policy 12 of the Local Plan states that capacity to accommodate future development is restricted by environmental constraints. The policy requires that all proposals should achieve a higher than Building Regulation standard of 110 litres water usage per person per day. No surface water is to be discharged to the foul or combined sewer system. The Position Statement has allocated some limited headroom at Apuldram Waste Water Treatment Plan to deliver the Parish allocation for Donnington and Chichester City, and encourages demonstrating no net increase in the net flow to the sewer network. There is also very limited capacity for windfall sites, such as the current application. Once this capacity has been used up, sites that would have been served by Apuldram WwTW, must either ensure no net increase to the foul sewer network, or provide an on-site solution in the form of a pumping station to treat foul sewerage.

8.20 The Council has recently published a Supplementary Planning Document on Surface and Foul Water Drainage, which is a material consideration and is carefully monitoring the remaining headroom capacity at Apuldram Waste Water Treatment works. There is currently sufficient headroom capacity available for this proposed development of 4 units to connect to mains drainage. Having taken into account the Surface Water and Foul Drainage SPD it is therefore considered that the use of mains drainage would be acceptable for the proposed development. An on-site solution, or connection to another Waste Water Treatment Works, is not necessary in this instance.

Bin Storage

8.21 Bin storage to serve the four flats is proposed in the south-west corner of the site, adjacent to the road frontage and to the rear of the car parking spaces. A 1.4m high brick wall is proposed around the bin storage area to provide an enclosure. A condition is recommended requiring the details of the refuse and recycling storage facilities to be agreed and maintained in perpetuity.

Significant Conditions

8.22 It is recommended that conditions are imposed to ensure the use of high quality materials, agreement of details of surface water drainage scheme, the provision of the proposed car parking and turning areas, cycle storage and refuse facilities and provision of a construction management plan. In order to protect residential amenities it is also recommended that the rooflights are not less than 1.7 metres above internal floor height and the flat roof area of the building is not be used as a balcony, roof garden or similar amenity area.

Section 106 Agreement and CIL

8.23 This development is liable to pay the Council's CIL charge at £120 per square metre for any net increase in floorspace.

8.24 As noted in section v) above, a contribution of £724 (4 x £181) is required to mitigate the harm of the development on the Chichester and Langstone Harbours SPA.

Conclusion

8.25 Based on the above it is considered the proposal by reason of its size, design, form and location, complies with development plan policies 1, 2, 4, 5, 9, 12, 33, 39, 42, 47, 48, 49 and 50 of the Chichester Local Plan and the NPPF and therefore the application is recommended for approval.

Human Rights

8.26 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 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:
0971/DPA01 rev 01, 0971/DPA02 rev 03, 0971/DPA03 rev 03, 0971/DPA04 rev 04, 0971/DPA06 rev 03, 0971/DPA07 rev 03, 0971/DPA08 rev 03, 0971/DPA09 rev 04, 0971/DPA10 rev 04, 0971/DPA11 rev 04, 0971/DPA12 rev 04, 0971/DPA13 rev 04, 0971/DPA16 rev 03 and 0971/DPA17 rev 03

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

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

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

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

4) Notwithstanding any details submitted **no development/works shall commence** until a full schedule of all materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule of materials and finishes unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality. It is considered necessary for this to be a pre-commencement condition as such details

need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

5) **No development shall commence** until details of the proposed overall site-wide surface water drainage scheme has 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 as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter ground water monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. The surface water drainage scheme shall be implemented as approved unless any variation is agreed in writing by the Local Planning Authority. No building shall be occupied until the complete surface water drainage system serving that property has been implemented in accordance with the approved surface water drainage scheme.

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.

6) **No part of the development hereby permitted shall be occupied** until refuse and recycling storage facilities have been provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter the refuse and recycling storage facilities shall be maintained as approved and kept available for their approved purposes in perpetuity.

Reason: To ensure the adequate provision of onsite facilities in the interests of general amenity and encouraging sustainable management of waste.

7) **No part of the development hereby permitted shall be first occupied** until the vehicle parking and turning spaces have been constructed and laid out in accordance with the approved site plan and the details specified within the application form. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of ensuring sufficient car parking on-site to meet the needs of the development.

8) **No part of the development hereby permitted shall be first occupied** until covered and secure cycle parking spaces have been provided in accordance with plans and details that shall first have been submitted to and approved by the Local Planning Authority. Thereafter the cycle parking shall be retained for that purpose in perpetuity.

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

9) 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.

10) Notwithstanding any indication shown on the approved plans and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the roof area of the building hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason: To protect the privacy of the occupants of the adjoining residential properties.

11) Notwithstanding the provisions of Part 1 Schedule 2 of the Town and Country Planning ((General Permitted Development) (England) Order, 2015 (or any Order revoking, re-enacting or modifying that Order) prior to the first occupation of the development hereby approved the rooflight windows hereby permitted in the roof plane of the building shall be constructed, in accordance with the submitted plans, with a cill height of not less than 1.7 metres above internal floor height, and shall subsequently be retained in that condition.

Reason: To protect the privacy of the occupants of the adjoining residential properties.

12) The development, hereby permitted, must be designed to achieve a minimum of Code for Sustainable Homes level 3 in relation to water efficiency, equating to 110 litres water usage per person per day.

Reason: To provide mitigation against possible pollution by reducing any potential increase in flows from the new development to the sewer network. This would be supported by PPS23 and Policy RE7 of the Chichester District Local Plan First Review 1999.

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) This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990.

For further information on this application please contact Joanna Bell on 01243 534734.