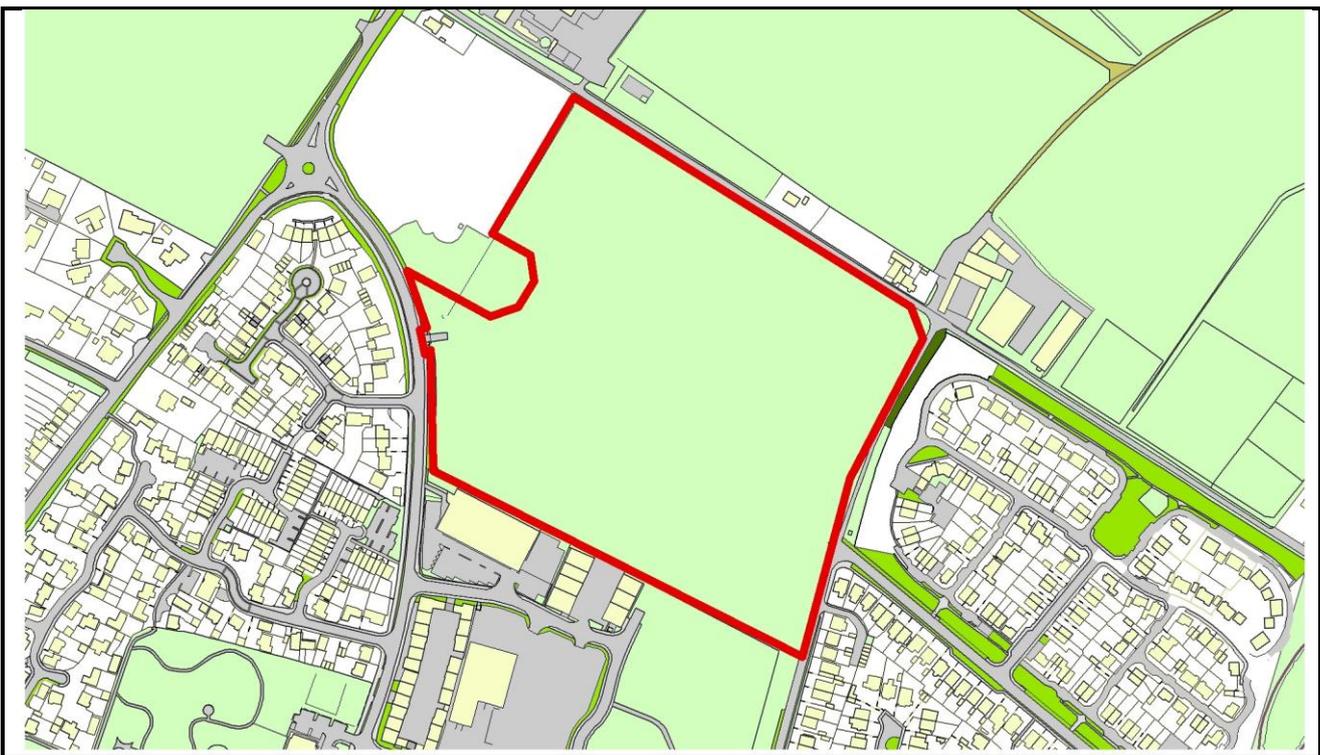


Parish: Selsey	Ward: Sidlesham With Selsey North
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SY/19/00321/FUL

Proposal	Hybrid planning application - Phase 1 (Full application) comprising 119 residential dwellings, new access from Manor Road, public open space, landscaping and associated works. Outline planning application for Phase 2 for up to 74 dwellings and associated infrastructure (with all matters reserved).		
Site	Land East Of Manor Road Manor Road Selsey West Sussex		
Map Ref	(E) 486258 (N) 94216		
Applicant	Mr Andrew Tice	Agent	Mrs Lisa Jackson

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
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1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The application site is situated on the northern edge of Selsey adjacent to, but outside of, the Settlement Boundary as defined in the Chichester Local Plan 2014-29, which is formed by Manor Road and the northern boundary of the Ellis Square business park. It comprises a 7.022 hectare field of agricultural land and is mostly flat incorporating a fall of approximately 3 metres from north-west to south-east. There is a surface water attenuation basin in the south-east corner constructed as part of the ASDA supermarket planning permission (SY/14/02186/OUTEIA). The site is bounded to the north by the unmade single track Park Lane, with the Nature's Way factory beyond that. The west boundary is defined by the retail developments at ASDA and Costa and by Manor Road, from which there is an existing vehicular field access. The unmade Manor Lane forms the boundary to the east with the new Barratt Homes development of 110 dwellings at East Beach Walk beyond that, whilst to the south lies the commercial development at Ellis Square.
- 2.2 The site perimeter is predominantly enclosed by stretches of native hedgerow including hedgerow trees. The site is located within the Environment Agency's Flood Zone 1 as having the lowest potential risk of fluvial or tidal flooding. There is an 8 metre wide easement for an existing foul sewer which tracks east-west right across the site.
- 2.3 No statutory nature conservation designations are located within or immediately adjacent to the site itself. The nearest such designation to the site is the Pagham Harbour Special Protection Area (SPA) and Ramsar site which is located approximately 650 metres east of the site. The SPA/Ramsar site is also designated as a SSSI and Local Nature Reserve.
- 2.4 The site excludes the parcel of land south and south-east of the ASDA petrol filling station of approximately 0.5ha which formed part of the original hybrid permission and was approved for a hotel and multi-use clinic. The applicant's extensive marketing of that parcel of land for these uses has not resulted in an end user coming forward and it is now anticipated that land will be the subject of a future application for planning permission for a Use Class C2 care home.

3.0 The Proposal

- 3.1 The proposal is to re-develop the 7 hectare site in two phases as a hybrid planning application - partly submitted in outline and partly in full. The elements to be considered in full and in outline are as set out below:

Phase 1 - Full Application (the southern half of the 'whole' site)

- A total of 119 new dwellings of which 30% will be affordable housing

83 market dwellings:

- 28 no 2 bed houses and flats (33%)
- 42 no 3 bed houses (51%)
- 13 no 4 bed houses (16%)

36 affordable dwellings:

- 4 no 1 bed flats (11%)
- 14 no 2 bed houses and flats (39%)
- 12 no 3 bed houses (33%)
- 6 no 4 bed houses (17%)

(Affordable housing provided as 70% affordable rent and 30% intermediate shared ownership)

- Majority of dwellings are at 2 storey, some at 2.5 storeys, no dwelling exceeds 3 storeys (there is 1 three storey block of flats);
- 0.9 ha central green area of public open space with a 413sqm area of equipped play space (LEAP);
- Surface water drainage based on the principle of SuDS and incorporating an enlarged, lined and landscaped attenuation basin in the south-east corner of the site;
- Foul water pumping station;
- A new east-west traffic calmed road 5.5 metres wide through the site, linking Drift Road to the east with Manor Road to the west where a new bellmouth access is created;
- Landscaping;
- Buildings designed to accord with Building for Life 12 criteria;
- Photo voltaic panels - 90 out of 119 dwellings (76%) to have PV's set into the roof slope rather than mounted on top;
- Electric Vehicle charging points - provision to meet WSCC revised parking standards, August 2019;
- 242 car parking spaces are to be provided (including garages at 6m x 3m internal space and carports) plus 8 visitor spaces;
- Cycle Parking - provided in secure garden sheds for each dwelling where no garaging provided. Communal cycle/bin storage building for apartment block;
- Foul Drainage - gravity feed to a brick built new pumping station located in the SE corner of the site from where it will be discharged to the public sewer network.

Phase 2 - Outline Application (the northern half of the 'whole' site)

Outline planning permission is sought for a total of up to 74 dwellings. All matters are reserved but the proposed housing mix for 74 dwellings is as follows:

- 51 market dwellings
- 23 affordable dwellings (30%)

In addition the development will provide car parking to accord with WSCC requirements, public amenity space and a further area of equipped play space.

- 3.2 The tenure for the affordable housing across the whole development is proposed to be 70% affordable rent or social rent and 30% intermediate housing in accordance with the Strategic Housing Market Assessment (SHMA).
- 3.3 The overall density of the development across the 7 ha site for phase 1 and phase 2 is approximately 28 dwellings per hectare (dph).

Phase 1 at 4.7 ha is 25 dph and phase 2 at 2.3 ha is 32 dph.

4.0 History

14/02186/OUTEIA	PERMIT/ S.106	Hybrid planning application for comprehensive mixed use development of land at Manor Road. Full application for Class A1 foodstore, car parking, Class A3/A4 pub/restaurant, petrol filling station, new access, landscaping and ancillary works. Outline planning application for up to 139 dwellings, hotel, Class D1 building, open space, landscaping and new access.
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5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Tree Preservation Order	NO
EA Flood Zone	FZ1
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Selsey Parish Council

Additional Comments - 29.07.19

Selsey Town Council object on the grounds that they remained concerned that the proposed drainage is unsatisfactory and likely to have an adverse impact on the adjoining land. The housing allocation to Selsey had already been met in completions that had been undertaken since 2014. That further development on a scale and density such as this would have an adverse impact on the community in terms of health care, school provision and adjoining road network.

Original Comments - 21.03.19

Selsey Town Council objects to this application on the grounds of flooding concerns.

6.2 Sidlesham Parish Council

Sidlesham Parish Council would wish to object to this application on the following grounds: The Flood Risk Assessment fails to explain and fully realise the full implications of developing this site that is already an area subject to surface water flooding and ground water inundation. In order to prepare the site for development the applicant admits to having to 'ground raise' over three quarters of the site area to achieve suitable protection from predicted sea and general increases in levels. In addition, individual floor levels will have to be at 5.1m AOD [Above Ordinance Datum]. These increases in levels will result in the area no longer acting as a surface water and ground water attenuation reserve. The knock on consequences to the surrounding area and the overall drainage pattern in the northern part of Selsey have not been considered.

Reference is made to discharge to the public sewer for run off. The SW sewer capacity and that of the SWTW are not assessed. (Normally, on the Peninsula the SW sewers are designed only for foul water discharge and not as implied in the application as joint foul and surface water). The report is also based on a 2014 position when many factors have now altered.

The applicants Transport Assessment does not address the cumulative impact of additional traffic generated on the wider network. That network being confined to the single access road to Selsey, the B2145. The theoretical analysis of trip generation from the TRICS must be questioned given what actually happens in practice when existing traffic levels at morning and evening peaks, during summer weekends and increasingly at other times in weekdays, when there is the slightest hold up on the B2145. The road becomes congested to the extent that vehicles are at a standstill; this especially within Hunston and at the A27 Whyke junction.

Given the housing types indicated it is unlikely economically active occupants will find employment within Selsey and will simply join the ever increasing commuter traffic in and out of the town.

In respect of both these issues of land drainage and transport, the application fails to consider the cumulative impacts of the development.

6.3 Environment Agency

The area has benefitted from improved flood modelling and is now classified as Flood Zone 1 (FZ1). The advice given [*February 2014*] was that the Finished Floor Levels (FFL's) were set at 5.1m AOD. As the site is now classified in FZ1 it falls outside the consultation checklist and we would not be consulted on this application so would not now make requirements to set FFL 5.1m AOD (although this might still be wise as the Flood Risk Assessment (FRA) suggests future flood levels of 4.8m for 2115 - allowing for 300mm freeboard would be 5.1m AOD).

6.4 Southern Water

Initial investigations indicate that Southern Water can provide foul sewage disposal to service the development. A formal application for connection to the public sewerage system is required. The proposed pumping station should not be closer than 15 metres to a habitable room.

Disposal of surface water from this development should be in compliance with the following hierarchy of Part H3 of Building Regulations; a) An adequate soakaway or some other adequate infiltration system. b) A watercourse. c) Where neither of the above is practicable: a sewer. There should be no overall increase in flows into the surface water system.

Effectiveness of good sw drainage using SuDS as proposed needs good management to avoid flooding. Design of surface water drainage should ensure that no overflow from ponds or land drainage is to enter public or adoptable sewers network. A drainage condition is recommended.

6.5 Highways England

No objection on the basis that the applicant makes a relevant contribution to the A27 Local Plan mitigations based on Chichester District Council's SPD 'Approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass'. Accordingly, the proposed development should make a contribution of £175,392 (£3,248 x 54) due to the additional 54 dwellings being in excess of the committed Local Plan housing numbers for this site.

6.6 Natural England

No objection subject to securing appropriate mitigation. Natural England advises that the specific measures previously identified and analysed by your Authority to prevent harmful effects on Pagham Harbour SPA/Ramsar from increased recreational pressure should be applied to this proposed development at Appropriate Assessment. As the Appropriate Assessment concludes that these measures must be secured as planning conditions or obligations by your authority to ensure their strict implementation for the full duration of the development, and as there are no other adverse impacts identified by your Authority's appropriate assessment, Natural England is satisfied that this Appropriate Assessment can ascertain that there will be no adverse effect on the integrity of the European Site.

6.7 Sussex Police

I have no major concerns with the proposals. Response provides a number of security observations and recommendations to deter potential crime.

6.8 WSCC - Highways

The previous application was supported by the Local Highway Authority (LHA) after consultations took place. The Transport Assessment (TA) to support the 2014 application assessed the impact of 159 dwellings at the site which was 20 more than originally proposed [*and approved (139)*]. The latest application is accompanied by a TA and considers the impact of an additional 34 dwellings [$193 - 159 = 34$].

The TRICS assessment estimates that the additional development [*from the additional, not previously assessed 34 dwellings*] would see an additional 19 trips in the AM peak and 18 trips in the PM peak. The LHA would be satisfied that this increase would not result in a 'Severe' residual impact on the local network. A modelling exercise demonstrates that the site access would operate under capacity with the additional 34 units the application proposes using the baseline 2024 plus development [*i.e. for the 193 dwellings*] scenario. The Manor Road/Chichester Road Roundabout would continue to operate within capacity. Much of the aspects of the additional dwellings have been agreed in 2014. The LHA is satisfied that the proposals accord with Paragraph 108 of the NPPF. The proposals are not anticipated to result in a 'severe' residual impact on the adjoining highway network (NPPF para 109). In terms of parking, the provision largely meets the parameters of the latest WSCC Parking Standards (August 2019). Some plots are just below the County's revised standard but the majority are above. The provision is satisfactory.

6.9 WSCC - Flood Risk Management

No objection. Disposal of surface water via infiltration/soakaway should be shown to have been fully investigated across the whole site. Development should not commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and been approved in writing by the Local Planning Authority. Details of maintenance and management of the SuDS system need to be secured.

6.10 CDC - Drainage Engineer

16.10.2019

The flood and drainage review statement indicates that improvement over the previously proposed drainage strategy can be achieved. Part of this improvement can be obtained by pursuing Option A or B as identified within the document. Either option would reduce groundwater interaction and help to ensure that the water discharged from the development and ASDA is treated prior to discharge to watercourse. These options should be further investigated at detailed design stage.

To summarise, we have no objection to the application and the details should be secured through conditions.

02.10.2019

Calculations and reassurances have been provided by the applicant's engineer. The details submitted evidence that a solution should be obtainable with the proposed layout. I would also recommend that a condition is imposed to ensure that the principles set out within the Flood and Drainage Review Statement (September 2019) are followed and that Options A and B are fully investigated as part of the detailed design process.

6.11 CDC - Environmental Strategy Officer

Ecology

Comments regarding safeguards for bat corridors, controls over lighting and nesting birds. Recreational disturbance is the only habitat regulations issue and a contribution to the Bird Aware scheme in line with policy is acceptable mitigation. Habitat enhancements sought including wildflower meadow planting, bird boxes and bat tiles as detailed in the submitted Ecological Appraisal.

Sustainability

Following submission of the letter dated 14.10.2019 relating to sustainability, we can confirm we are satisfied that the applicant has addressed the requirements of Policy 40 (5) by committing to installing 1kW of solar PV to 76% of the dwellings onsite which will potentially generate a total for the site of 78,120kWh per year. However, the applicant is not in a position to provide information on any improvements to the fabric efficiency so we can only assume at this stage a worst case scenario that they will meet the building regulations minimum standards. Whilst meeting the policy [40] requirements on carbon savings solely through the provision of on-site renewables is unusual, it nevertheless constitutes an acceptable approach.

6.12 CDC - Environmental Health Officer

Land contamination - investigations undertaken to date have not identified significant levels of contamination. It is recommended that condition PC21 is applied to enable further assessment of ground conditions to be undertaken. A remediation strategy may be required (depending on the findings of the site investigation works) so condition PC22 should also be applied. In order to verify any works subsequently required a verification statement/report should be applied in the form of condition PO14.

Air quality - the number of vehicle movements predicted at the site is lower than the threshold in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) guidance therefore the report concludes that a detailed assessment of the impacts to air quality from traffic generated by the proposed development is not required. Recommend installation of electric vehicle charging points.

Noise - nearest properties to the noise sources are those in the NW area of phase 2 of the development where the separation distance will only be 10m from the service yard of ASDA although the western properties in the phase 1 area are also close to the service area. Night time (2300 - 0700 hours) yard activities and plant noise are indicated to represent a significant adverse impact. A condition should be applied to ensure that appropriate mitigation is put in place to secure acceptable internal sound levels within all habitable rooms.

Construction of the development - A condition is required to secure a Construction Environmental Management Plan (CEMP).

6.13 CDC - Archaeology Officer

The evaluation of this site identified clusters of features whose significance should be recorded through a suitable process of targeted investigation prior to development. This should be secured following a standard archaeology condition.

6.14 CDC - Housing Enabling Officer

After Chichester, Selsey has the highest number of people with a local connection to the parish in the district. There is a very great need for affordable housing in Selsey and a 30% quota is required and is being provided. 70% of this quota (26) is to be provided as affordable rent and 30% (10) as intermediate housing, in line with planning policy.

The latest iteration of the scheme as set out in [the agent's] letter of 14 October is acceptable and is in line with the Strategic Housing Market Assessment (SHMA). I am happy to see that there is a better mix of unit sizes.

30% of the 36 affordable units (10 no.) will be shared ownership and I would like to see a mix of 7 x 2b and 3 x 3b houses. This will leave the block of flats as all rented units, as tenures must not be mixed. This will give all 4 x 1b flats for rent, as this is the largest band in housing need in Selsey.

The 83 market unit proposed mix is acceptable and meets the SHMA recommended ratio.

6.15 CDC - Contract Services

The proposed turning heads for the refuse freighter are acceptable even though based on a slightly under-sized vehicle. Turning head 'B' leading to Phase 2 demonstrates a slight overrun.

[Planning Officer Comment: the slight conflict with turning head 'B' can be addressed as part of the layout and landscaping details to be considered as part of the reserved matters application for phase 2]

6.16 10 Third Party Objection

- a) It is a flood plain, as was the other field between Park Lane and Drift Road, which has recently been built on. The land cannot withstand any more.
- b) Land is at or below sea level, and at high risk of incursion from the sea due to climate change. In 50 years time this land will be the sea bed.
- c) East Beach Walk has suffered from high ground water levels causing damp in the houses, and the water retaining and storage pond is now full.
- d) Doesn't provide infrastructure, existing services already overloaded.
- e) Will change the character of the village.
- f) Development is outside settlement boundary on agricultural land.
- g) Water table is very high, land already suffers from surface water drainage problems.
- h) Will increase volume of traffic on B2145 which is already overloaded, more accidents will occur. Difficult for emergency services to get to Selsey.
- i) Road linking Drift Road with Manor Road will become a rat-run or a race track.

6.17 1 Third Party Comment

- a) Design and Access Statement indicates a well laid out development with a good housing mix. Some concerns about the parking in Manor Road. Current problem with cars parked along Manor Road during working hours which belong to employees of the industrial/commercial units which cause a significant blockage of the road.

6.18 Applicant/Agent's Supporting Information

In addition to the Design and Access Statement, the agent has submitted a comprehensive suite of reports on the various planning issues. These can be read in detail on the Council's website but cover; Technical Update to previous Transport Assessment, Road Safety Audit, Interim Travel Plan, FRA and Drainage report, Noise Impact Assessment, Updated Ecological Appraisal, Lighting Report, Phase II Ground Investigation Report, Archaeology Report, Affordable Housing Strategy and Sustainability Statement.

In terms of public engagement, a presentation was given by the applicant at a meeting with Selsey Town Council members on the evening of 16 May 2018 and members were encouraged to raise any issues, identify potential problems and suggest improvements that could be made to the draft proposals. A further meeting with Selsey Town Council was held on 26 November 2018, where layouts and dwelling designs were provided. The applicant advises that positive feedback was received to the changes which included greater detail to building facades and improved road layouts.

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 Selsey at this time, although the Plan has reached a very advanced stage (see para 7.5).
- 7.2 The principal planning policies from the Chichester Local Plan: Key Policies 2014-2029 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 3: The Economy and Employment Provision

Policy 4: Housing Provision

Policy 5: Parish Housing Sites 2012- 2029

Policy 6: Neighbourhood Development Plans

Policy 7: Masterplanning Strategic Development

Policy 8: Transport and Accessibility

Policy 22: Integrated Coastal Zone Management for the Manhood Peninsula

Policy 23: Selsey Strategic Development

Policy 29: Settlement Hubs and Village Centres

Policy 33: New Residential Development

Policy 34: Affordable Housing

Policy 39: Transport, Accessibility and Parking

Policy 40: Sustainable Design and Construction

Policy 42: Flood Risk

Policy 45: Development in the Countryside

Policy 48: Natural Environment

Policy 49: Biodiversity

Policy 51: Development and Disturbance of Birds in Pagham Harbour Special Protection Area

Policy 52: Green Infrastructure

Policy 54: Open Space, Sport and Recreation

- 7.3 Policy 23 on Strategic Development in Selsey specifically states that '*Land at Selsey will be allocated for development in the Selsey Neighbourhood Plan including any amendments to the Settlement Boundary. Development which is required to be planned for will include 150 homes and supporting community facilities and open space. The neighbourhood planning process will involve the active participation and input from the local community, and all relevant stakeholders, including the Council, landowners, service providers and other interested parties.*'

Chichester Local Plan Review Preferred Approach 2016 - 2035

- 7.4 Work on the review of the adopted Local Plan to consider the development needs of the Chichester Plan Area through to 2036 is now well underway. Consultation on a Preferred Approach Local Plan (which included under Policy AL12 a minimum of 250 new dwellings to be provided in Selsey) has taken place and following detailed consideration of all responses to the consultation, it is intended that the Council will publish a Submission Local Plan under Regulation 19 in March 2020. Following consultation, the Submission Local Plan will be submitted to the Secretary of State for independent examination. In accordance with the Local Development Scheme, it is anticipated that the new Plan will be adopted by the Council in 2021. However, at this stage, it is considered that very limited weight can be attached to the policies contained within the Local Plan Review.

Selsey Neighbourhood Plan 2014 - 2029

- 7.5 Following the submission of the Selsey Neighbourhood Plan (SNP) to the District Council, the Plan was publicised and representations were invited. The consultation period ended on 23 March 2018. The Council appointed an independent examiner to assess and prepare a report on the emerging SNP. The examiner's report recommended that subject to making modifications to the Plan to ensure that it met the basic conditions set out in the legislation, the Plan should proceed to a Neighbourhood Plan referendum. Cabinet agreed on 4 December 2018 that subject to the completion of a satisfactory Strategic Environmental Assessment (SEA), in light of the implications of the 'People versus Wind' legal judgement, the Neighbourhood Plan could proceed to referendum. The SEA process has yet to be completed, although it is anticipated that subject to its satisfactory conclusion a referendum may be held early in 2020.
- 7.6 There are no policies in the emerging SNP allocating land for housing. This is on the basis that cumulatively the two major housing sites which have already had planning permission would deliver more than the 150 homes set out in Local Plan policy 23. Appendix 1 of the SNP amends the settlement boundary to include these two housing sites i.e. at Drift Field (the Barratt Homes development of 110 dwellings now completed) and the now lapsed outline permission for 139 units at Park Farm/Middle Field - the site of the current application.

National Policy and Guidance

- 7.7 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019 and related policy guidance in the National Planning Policy Guidance (NPPG).
- 7.8 Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and 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-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed;*
 - 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*
- 7.9 The following policies of the revised NPPF are relevant to this application: 2, 8, 9, 11, 12, 13, 14, 15, 29, 30, 47, 48, 49, 50, 59, 60, 61, 62, 72, 73, 74, 75, 124, 125 and 127.
- 7.10 Paragraph 29 of the NPPF on states that;
'Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.'
- 7.11 Paragraph 48 of the NPPF advises on the weight which may be attached to relevant policies in emerging plans according to their stage of preparation and the degree of consistency to the policies in the Framework. The more advanced in preparation emerging plans are and the closer their policies align with the Framework, then the greater the weight that may be given.
- 7.12 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.

7.13 Attention is also drawn to the new National Design Guide (2019) which provides planning practice guidance based on national planning policy and the objectives for good design as set out in the NPPF for delivering well-designed and attractive places.

Other Local Policy and Guidance

7.14 The following Supplementary Planning Documents (SPD) are material to the determination of this planning application:

- Surface Water and Foul Drainage SPD
- Planning Obligations and Affordable Housing SPD

7.15 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:

- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Protect and support the most vulnerable in society including the elderly, young, carers, families in crisis and the socially isolated
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and empower communities and people to help themselves and develop resilience
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of Housing and the Policy Position
- ii. Surface Water Drainage
- iii. Highways Impact
- iv. Design, Layout and Appearance
- v. Sustainability

- i) Principle of Housing and the Policy Position

8.2 The required starting point for the Committee's consideration of this application is established in Section 38(6) of the Planning and Compulsory Purchase Act 2004 which states that planning applications:
'should be determined in accordance with the development plan unless material considerations indicate otherwise'.

The development plan for Chichester District outside of the National Park comprises the Chichester Local Plan Key Policies 2014 - 2029 (CLP) and all made neighbourhood plans. Selsey does not have a 'made' neighbourhood plan but it has a neighbourhood plan which has been through Government examination and has been agreed by the examiner to proceed to referendum. Inherent in the examiner's conclusion is that the emerging SNP is both sound and consistent with the NPPF. A referendum is anticipated early in 2020 once the District Council has completed further work on its Strategic Environmental Assessment in light of the findings of the *'People versus Wind'* legal judgment relating to Habitat Regulations Approval. The emerging SNP is clearly therefore at a very advanced stage of preparation and as such can attract very significant weight in the decision making process as paragraph 48 of the NPPF advises.

- 8.3 In Policy 23 of the CLP the application site is shown as being outside of but adjoining the existing settlement boundary for Selsey, however the emerging neighbourhood plan defines this land as within the settlement boundary. As a consequence, until the SNP is made the site lies within the countryside or Rest of Plan Area wherein policy 45 would normally require that for development to be granted it must meet an essential, small scale and local need which cannot be met within or immediately adjacent to the existing settlement. The strategic scale of development proposed here warrants exception to this policy on the basis that the land has already been granted permission for a lower density of residential development and so the principle has been established and that the development seeks to meet the needs of growth envisaged in the Local Plan. There are a number of important material considerations which indicate why it is appropriate for development to come forward on this site.
- 8.4 The first of these considerations is that the application site has previously been the subject of planning approval for 139 dwellings as part of a hybrid application (14/02186/OUTEIA) which included the smaller adjoining land parcel to the west for a mixed use development including the erection of an ASDA foodstore and petrol filling station (PFS), pub/restaurant, hotel and clinic. The ASDA foodstore, PFS and a commercial building housing Costa Coffee and the Downland Veterinary Group have been erected as part of the 'full' component of the hybrid permission. The 'outline' residential component of the hybrid application expired on 14 September 2018 without the submission of any of the 'reserved matters'. Although the failure to secure reserved matters approval in time has removed any fall-back position the applicant might have relied on in the event that this current application is not approved, it is nevertheless considered that a little over 1 year on from the expiration of the outline approval for 139 dwellings, the principle of housing development on this land still remains 'established'. It is considered to be 'established' in the context that the outline application was subjected to very detailed consideration when first approved, no other sites have been promoted in the SNP to provide for the CLP policy 23 strategic allocation of 150 homes, and that there is a longstanding community expectation that the site will be developed for housing. Policy 003 of the SNP re-draws the red line settlement boundary to include the application site and in the Selsey Policies Map at Appendix II of the SNP the Manor Road site is clearly annotated as a "Housing Site" in conjunction with the adjacent 110 dwellings at East Beech Walk.

- 8.5 Notwithstanding that the outline component of the hybrid permission to deliver the 139 new homes has lapsed, there remains an expectation in the emerging SNP that the principle of housing has been agreed and will be delivered on this site. To now adopt a view counter to this would undermine this important principle in the emerging neighbourhood plan. A potential consequence of this would be the need to find a further site for development to meet the needs of the development plan.
- 8.6 The current application proposes an uplift of 54 dwellings on top of the 139 in the previous planning permission. The figure of 150 homes in CLP policy 23 as the strategic allocation for Selsey is not expressed as a maximum figure or 'ceiling' beyond which no further housing can be considered. It is relevant in this regard that the SNP in accepting the Drift Field development of 110 dwellings plus the 139 dwellings from the lapsed outline permission has already countenanced 249 homes in Selsey against the policy 23 figure of 150. To increase this figure by a further 54 homes to 303 needs further justification given the factual policy point that as it stands the site is currently outside of the CLP settlement boundary. It is considered that there are three key points which weigh in favour of supporting the current proposals in this regard.
- 8.7 The first point relates to the Government's policy in NPPF paragraph 117 requiring planning decisions to make the most effective use of land in meeting the need for homes and other uses. On the premise that the lapsed outline permission has established the principle of some housing being acceptable on the site, the 139 homes would have resulted in a density of approximately 19 dwellings per hectare (dph). The supporting text in paragraph 17.6 to CLP policy 33 states that the Council consider densities of 35 dph are broadly appropriate on most greenfield and brownfield developments. Arguably the consent for 139 dwellings did not therefore make the most effective use of the available land, even allowing for its edge of settlement location where lower densities can be more acceptable. The proposal for 193 dwellings would result in a density of 28 dph which although an increase is still significantly below the Council's benchmark density figure. In terms of density therefore, it is considered that the current application secures a more effective use of the available land than the previous approval and in these terms could not be construed as over-development.
- 8.8 The second point relates to the designation in CLP policy 2 of Selsey as a Settlement Hub. Settlement Hubs are defined in the adopted Local Plan as a 'main centre for services providing for local communities'. They are second only to Chichester in the settlement hierarchy in terms of the sustainability of their location and their capacity as local centres to provide a range of homes, workplaces, social and community facilities. Focussing new development in the Settlement Hubs reinforces their key role in supporting both the immediate settlement and surrounding catchment area. In the context of 139 dwellings which the Council has previously considered acceptable and the status of Selsey as Settlement Hub, the additional uplift of 54 is considered acceptable.

- 8.9 The third point is that although the Council can demonstrate a 5 year housing land supply (5 YHLS) this does not mean that it should automatically resist additional unplanned for new housing where this housing is in an appropriate sustainable location like Selsey. The Council needs to ensure that its 5 YHLS is maintained. Any failure of sites within the 5 YHLS to deliver permitted housing as expected potentially prejudices the continued supply, the ramifications of which are the submission of speculative applications for new housing outside of settlement boundaries in far less sustainable or appropriate locations. This application represents an opportunity to obtain best use of land on the edge of a Settlement Hub for housing at an acceptable density providing much needed affordable housing (an additional 16 affordable homes would be delivered over the 42 permitted with the 139 scheme).
- 8.10 From the policy perspective, officers are therefore of the opinion that there are sufficient and significant material considerations which weigh in favour of permitting the level of housing now proposed on this site, notwithstanding the relevant provisions of the development plan relating to development in the Rest of Plan Area.

ii) Surface Water Drainage

- 8.11 The application site lies within the Environment Agency's Flood Zone (FZ) 1 - that is land that is at the lowest risk of tidal or fluvial flooding. The proposed surface water drainage strategy for phases 1 and 2 (full and outline proposals) relies on a combination of piped drainage, shallow SuDS and an attenuation basin and has evolved after considerable discussions between the Council's Drainage Engineer and the applicant's drainage consultants as well as initial helpful input from the Selsey Flood Action Group (FLAG). Officers are aware of the Town Council and Sidlesham Parish Council's concern regarding the potential for surface water flooding from the development as well as the concerns expressed in this regard from third parties commenting on the application.
- 8.12 The unlined surface water attenuation basin in the south-east corner of the site was created as part of the ASDA and Costa development to manage the flows from that development. The flows were to be directed south along the existing field ditch on the west boundary and then eastwards along the existing south field boundary of the current application site to the Southern Water manhole in the south east corner of the site. A vortex flow control device was then to be located within the watercourse to back up water into the attenuation basin during storm events to ensure controlled release into the Southern Water sewer and on into the wider network. So other than for storm events where water is allowed to back up into the existing attenuation basin via the vortex control, the basin is 'offline' from the existing watercourses. The current continuous body of water witnessed in the basin throughout the winter is therefore due to existing relatively high groundwater levels within the site. The initial concern with the current application was that because of the high groundwater level in the basin, the discharge of additional surface water flows from the proposed housing development into that basin as proposed could result in the basin having insufficient capacity to manage a 1 in 100 year storm event plus 40% for climate change.

- 8.13 Following a series of iterations the final surface water drainage strategy comprises the following components. The design of the attenuation basin has been enlarged in terms of its surface area and deepened and it is now proposed to be lined with an impermeable membrane anchored down to prevent groundwater ingress. The liner will then be covered in a minimum of 300mm of compacted topsoil to further resist groundwater uplift. The submitted Flood Risk Assessment identifies that the future tidal flood levels in this part of Selsey are likely to be at around 4.8 m AOD in 2115. Although the Environment Agency has confirmed that it is no longer consulted on applications in FZ 1, it nevertheless advises that it would be wise to set finished floor levels of dwellings at 5.1 AOD (as it had advised in 2014) as this would effectively secure a 300 mm freeboard in the event of a 1 in 200 year storm event. Officers consider that the localised raising of land levels is a prudent measure and indeed the same exercise was carried out for the Barratts development at East Beach Walk. The off-site impact of raising levels more especially in the lower S-SE part of the site has been assessed and is considered to be acceptable in terms of its impact on visual amenity. The submitted section drawings indicate that the visual impact will not result in a dramatic levels change but that the surrounding landform will be graded out to ensure a soft transition. The finished floor levels of dwellings on the site will therefore be raised to 5.1 m AOD. This aspect of the proposal finds support in CLP policy 40 in that it is a measure specifically designed to adapt to climate change.
- 8.14 The final drainage strategy will be based on one of two options - Option A or Option B, both of which assume the attenuation basin is lined. The basin will also now be brought 'online' so that water has to flow through the basin prior to discharge to the watercourse. The impact of lining the basin in the manner proposed is that it will no longer be the permanent 'pond' which currently exists and which the illustrative material submitted with the application suggested it would still be after completion of the development. By removing the groundwater element from the basin it will no longer be 'pre-loaded' with water so its entire capacity will be available for the temporary storage of surface water during rainfall periods. It is anticipated that for most of the time, the attenuation basin will in effect be a largely dry, planted up 'dish'. During periods of prolonged heavy rainfall it is possible that some areas will become wet or marshy but a meandering channel cut into the base of the basin will allow the water to make its way through the space. In terms of the extreme 1 in 100 year storm, the maximum predicted depths of surface water in the basin will be at either 0.75m or 1.4m, depending on the final drainage scheme but this is for an extreme event and not an annual occurrence.
- 8.15 Both drainage strategy options have a main surface water drainage pipe running NW to SE across the site leading to the basin which will ensure that off-site flood risk is not increased and that adequate treatment of water will be achieved prior to discharge. Option B has the use of shallow crates located under the central area of open space within the line of that pipe to provide cellular storage to in effect reduce the total flows to the basin. This option assumes that there would be no land raising and requires a less deep basin.

As a long term solution - i.e. in terms of the predicted 1 in 200 year event - it is a less favourable solution to Option A as it doesn't offer that additional level of future proofing against tidal flooding. Option A which raises land levels where needed to allow for finished floor levels of 5.1m AOD does not have the cellular crates and relies on a deeper basin to provide longer term safeguarding in the event of the 1 in 200 year storm event. Technically and in engineering terms, the Council's Drainage Engineer considers that both options will work and will successfully manage the surface water discharges from the site. Whilst the preference is for Option A, the final scheme will depend on a detailed technical assessment of the final detailed drawings and specification. The Council's Drainage Engineer has confirmed that such matters are capable of being secured and approved as part of a condition on the planning permission.

8.16 An additional benefit of either Option A or Option B will be that the existing surface water flows from the ASDA/Costa development will now be routed through the new pipe direct to the new basin rather than the relying on the existing more tortuous route through the existing watercourses as referred to in paragraph 8.12 above. This will also significantly reduce the interaction with groundwater compared to the original proposals and will mean that the majority of the existing watercourse will remain as it is, aiding the natural drainage of soils within surrounding land.

8.17 Overall therefore it is considered that the carefully negotiated surface water drainage proposals will provide a better solution for the development than was originally submitted. As a by-product and in the interests of the wider environment the proposals will also improve the existing drainage arrangements for the ASDA/Costa site which is all land within the applicant's ownership.

iii) Highways Impact

8.18 The proposals for access to the development repeat those which were permitted for the earlier permission for 139 dwellings. That is a vehicular access from Manor Road in the position of the existing field gate on the west boundary and a new vehicular access on the east boundary. The east boundary access has now been re-configured to provide a through access from Drift Road. The resultant through road across the site is 5.5 metres wide.

8.19 In terms of traffic generation, the applicant's submitted Transport Assessment (TA) is based on the impact of an additional 34 dwellings from the site (34 because the impact of the previous application for 139 was based on a development of 159). The TRICS assessment estimates that the additional development would see an additional 19 trips in the AM peak and 18 trips in the PM peak. WSCC, as the local highways authority, has advised that this increase would not result in a 'severe' residual impact on the local network. NPPF paragraph 109 states that development should only be refused if the residual cumulative impacts on the road network would be severe. There is no evidence that the development would result in a severe impact. Traffic modelling demonstrates that the site access would operate under capacity with the additional 34 units the application proposes, using the baseline 2024 plus development [i.e. for the 193 dwellings] scenario. The Manor Road/Chichester Road Roundabout would also continue to operate within capacity. No objection to the application is raised by the local highway authority in terms of the impact on the B2145.

8.20 In terms of the impact of the development on the A27, Highways England has not objected to the application but requires that the additional 54 dwellings i.e. those dwellings on top of the 139 dwellings in the previous permission should make a financial contribution in accordance with the objectives of CLP policy 8 and the Planning Obligations SPD towards the Chichester Bypass Junction Improvements. Accordingly the developer has agreed to a contribution of £175,392 based on the methodology in the SPD.

8.21 In terms of highways therefore, the B2145 and A27 impact are both considered to be acceptable. The WSCC Highways officer has confirmed that the proposals conform to NPPF paragraph 108 in that they provide appropriate opportunities for sustainable transport, provide safe and suitable access to the site for all users and that there are no significant impacts on the transport network in terms of capacity, congestion or highway safety. There are no identifiable highway grounds on which to resist the application.

iv) Design, Layout and Appearance

8.22 Section 12 of the revised 2019 NPPF places an increased emphasis on securing well-designed places. 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. The government's recent release of its National Design Guide further underscores the importance of good design and how enduring and successful places can be achieved in practice.

8.23 It is considered that the applicant has embraced this approach and overall the submission suggests a well thought through scheme. The proposed detailed layout for phase 1 of the development echoes the layout submitted illustratively with the lapsed outline permission for 139 dwellings. A large central open space and a through road linking Manor Road to the west with Drift Road to the east provide the basic framework around which the new housing is arranged in a number of perimeter blocks. Property frontages have been orientated to address the streets and publically accessible open spaces. The layout complies with minimum separation distances between dwellings. All dwellings have back to back distances of 21m or more throughout the development, with side to rear distances being a minimum of 10m. A key feature is the sub-division of phase 1 into character areas each with a varying architectural style with different forms, massing and materials influenced by the appearance of buildings in the local area. There are three character areas; Three Quarter Green, Coastguard Cottages and Lane Walks.

8.24 Three Quarter Green as the name implies is the area of the site which clusters around the oval-shaped central area of open space. 2 and 2.5 storey houses arranged in pairs with off-street parking encircle the Green and provide a sense of arrival. A single 3 storey corner component comprises flatted development. The proposed materials comprise a palette of brick and boarding to the facades and key buildings and 'corner- turners' are picked out in cobblestone/flint and brick. Principal roofs are in slate with selected buildings having brown plain tiles. The Local Equipped Area of Play (LEAP) within the central open space has been so positioned that it has a greater than 20 metre minimum separation between the activity zone and the habitable room façade of nearest the dwellings in order to comply with the Fields in Trust LEAP standard and preserve residents amenity.

- 8.25 Coastguard Cottages, located in the south-east corner of the site, frame the enlarged attenuation basin. A boundary fence is not proposed around the basin as it would detract from the amenity value of the feature. Furthermore it would discourage residents from utilising the basin as an open space particularly as the system is designed as a dry basin. The houses framing the basin are arranged in pairs or a short terrace of three. All are limited to 2 storeys with parking and outbuildings to the rear. Those to the north of the basin have full height facades in slate hanging with a front porch whilst those to the west of the basin provide the same house type but in brick and render. The short front gardens to the Coastguard Cottages enclosed by 1.2 m high cobblestone walls are considered to be a strong design feature and are redolent of the old fishermen's cottages in Selsey. The cobblestone wall treatment up to 1.8m high is repeated to enclose the boundaries of rear gardens for those Cottages which are visible in the public realm (and also in other limited instances elsewhere on the site), again positively benefitting the street scene. Boundary treatment generally throughout phase 1 is considered to be handled well with either brick or cobblestone walls used in all instances where those boundaries are publicly viewable and where timber fencing would be less successful.
- 8.26 The character of the Lane Walks on the south boundary and at the north boundary of phase 1 is intended to be reminiscent of rural lanes within the local area. The predominantly 2 storey dwellings are in red brick with some pale render and boarding. Front gardens have tree planting and hedging to define boundaries.
- 8.27 The proposals subject of the current application achieve an overall density of 28 dph with phase 1 at 25 dph. This is significantly below the benchmark density of 35 dph in paragraph 17.6 of the Local Plan but compares favourably with the 28 dph at the adjacent East Beach Walk development, the 26.5 dph for existing development south of Drift Road and the 34 dph at Hunnisett Close east of Manor Road. It is therefore considered that the application has struck an appropriate balance between making effective use of the land whilst being commensurate with surrounding development.
- 8.28 The housing layout has been designed to integrate the affordable housing units across the development parcel of phase 1. The affordable units are set within four distinct clusters. During the course of the application, two of the affordable units have been relocated from the southern boundary to further increase the dispersion of affordable units throughout the parcel. This keeps the groupings of affordable housing manageable for a housing association, whilst increasing the integration of affordable units with the market housing. The proposed pepper-potting is considered to satisfactorily address the requirements in paragraph 17.20 of the Local Plan and no objection is raised from the Council's Housing Enabling Officer in this regard. Both the market and affordable housing mix is considered acceptable by the Housing Enabling Officer.
- 8.29 Only one minor issue has been identified by Contract Services in respect of the manoeuvrability of refuse lorries which can be addressed as part of the layout of phase 2 and the applicant has demonstrated acceptable tracking of refuse vehicles to the Council's standards. The layout has also been designed to discourage crime and adopts Secured by Design principles across the site. The Police have raised no significant issues with the layout on security grounds.

8.30 In respect of the Outline element of this hybrid application, whilst all matters other than the principle of 74 dwellings are reserved for future approval, the applicant has submitted a parameter plan which shows the proposed developable part of the site and that which is proposed to be maintained as an open space/green infrastructure area which it is anticipated will also form part of the surface water drainage for phase 2. This latter area of greenspace will run the length of the north site boundary with Park Lane and will be broadly contiguous with the corresponding greenspace secured as part of the Barratts development at East Beach Walk. The landscaping of this boundary to provide a soft and continuous green edge will be secured by condition by reference to the parameter plan.

8.31 Overall the design and layout of the proposals for phase 1 are considered to show a successful evolution of the illustrative proposals submitted with the outline component of the previous permission with a better resolution of the central area of open space. The proposals response to CLP policy 33 and section 12 of the NPPF is therefore acceptable.

v) Sustainability

8.32 Following the Cabinet's declaration of a climate change emergency, the applicant's proposals have been assessed to ensure that they deliver the maximum benefits within the context and scope of CLP policy 40 and current building regulations and the context of delivering a viable proposal. The new housing is being designed to meet Building for Life Standards and additionally has been assessed against the former Code for Sustainable Homes. To this end the application will provide:

- Water conservation with features such as low flush WC's and flow restricted taps and showers to meet building regulations achieving a maximum of 110 litres per person per day;
- Energy efficient construction to meet Building Regulations Part L;
- Responsible sustainable materials - locally sourced where feasible;
- A building regulations compliant 'fabric first' approach to carbon reduction in the construction of dwellings;
- Site Waste management to minimise construction waste;
- Commitment to using local contractors where possible to maximise local spending;
- Provision of recycling facilities for domestic users;
- Energy efficient white goods;
- Energy efficient lighting;
- Orientation and sizing of window/door openings to optimise daylighting and solar gain;
- Construction Environmental Management Plan (CEMP);
- Electric vehicle charging points in accordance with revised WSCC parking guidance
- Photo voltaic roof panels inset within the roof slope (as opposed to being surface mounted) for 90 out of the 119 dwellings in phase 1 (75.6%).

8.33 The applicant makes the point that if each of the 90 dwellings within Phase 1 had, as a result of PV installation, the lowest predicted annual electricity generation (868 kWh), the potential total generation for those Phase 1 dwellings with PV's would be approximately 78,120 kWh per year (90 x 868). Based on the 2018 UK average domestic electricity consumption per dwelling figure of 3,861 kWh (*Department for Business, Energy and Industrial Strategy, Energy Consumption in the UK (July 2019)*), the potential annual average electricity demand for Phase 1 of the Proposed Development would be 459,459 kWh (119 x 3861). The electricity demand achieved through the use of solar PV within the site could therefore represent a **potential reduction of 17% of the electricity consumption of the whole of the Phase 1 development** ($78,120 \div 459,459 \times 100 = 17\%$) from the national grid (based on a worst case scenario). Fabric efficiencies to building regulations standards would be additional to this reduction.

8.34 In terms of the provision of electric vehicle (EV) parking spaces, the applicant has committed to providing spaces in accordance with the levels set out in the revised WSCC parking guidance (adopted August 2019) which indicates the percentage of car parking spaces with EV charging points will increase year on year up to 70% of all spaces in 2030. Local Plan policy 40 criterion 10 requires new housing development to demonstrate a reduction of the impacts associated with traffic or pollution through the provision of facilities for charging electric vehicles. The actual number of EV spaces to be provided for this development will depend upon the year in which construction first commences on Phase 1 and Phase 2. For example, the guidance states that if construction commences in 2020, 28% of the car parking spaces will be required to have active EV charging facilities. If the Phase 1 development were to commence building in 2022 - i.e. at the end of a standard 3 year time limit on a Phase 1 full permission - the number of active EV charging facilities would rise to 37% of the spaces for the 119 dwellings. Assuming approval of this application and approval of the last of the reserved matters relating to the Phase 2 outline component by 2024, the amount of active EV spaces to be provided for the 74 dwellings under the guidance and commencing construction in that year would be 45%. [Source: *West Sussex County Council: Guidance on Parking at New Developments, March 2019, Appendix B*]

8.35 The Council's Environmental Strategy Officer has reviewed the proposals from a sustainability perspective in respect of the 10 criteria in Policy 40 and has confirmed that overall the proposals are an acceptable response to the policy requirements.

Significant Conditions

8.36 A surface water drainage condition is included to ensure that the final strategy delivers a scheme which will successfully manage water flows from the site. For phase 2 a condition is proposed to ensure the correct amount of public open space is secured. Conditions are also recommended to ensure that the development delivers the environmental benefits set out in the applicant's sustainability statement including maximum water consumption, PV installation and Electric Vehicle charging.

Section 106 Agreement

8.37 This development is liable to pay the Council's CIL charge at £120 per square metre. In addition the developer is required to enter into a S.106 agreement. The heads of terms for that agreement are anticipated to be as follows and work has commenced on preparing the draft in that regard:

- 30% affordable housing with a 70:30 tenure split (rented:shared ownership) so 36 units in phase 1 and 23 units in phase 2.
- Bird Aware Recreational Pressure contribution at Pagham Harbour £882 per dwelling (£104,958 for 119 dwellings in Phase 1 and £65,268 for 74 dwellings in phase 2) payable before commencement of development of each phase.
- Open Space management and maintenance including delivery and management of LEAP through a management company.
- Highways England A27 junction mitigation contribution of £175,392 secured via a separate S.278 agreement between HE and the developer through the mechanism of the S.106.
- Estate road clause for maintenance of unadopted roads.

Conclusion

8.38 Whilst it is acknowledged that the previous outline permission for 139 dwellings has lapsed, it is considered that the principle of a development of that number of homes on the site has been established. Notwithstanding that the Local Plan identifies the site as being in the countryside or rest of plan area, it adjoins a Settlement Hub which in terms of the Local Plan settlement hierarchy is a settlement second only to Chichester in terms of its range of infrastructure and its capacity to absorb new development. Selsey is a sustainable settlement and development of this site for housing has been fully anticipated by the local community for a number of years. This is evidenced by the advanced state of its Neighbourhood Plan which has adjusted the settlement boundary to include the application site. Whilst not yet a made Neighbourhood Plan which must temper the weight that can be attributed to it, the SNP has been through its formal examination and now awaits only the timetabling of a referendum. It is therefore a clear expression of the community's expectations for that land and remains a material consideration in carrying out the final planning balance. The proposals would provide additional homes on the site, including proportionately a further 16 affordable homes over those that would have been secured with the 139 dwelling permission, all in a local area where the need for affordable homes remains high. None of the consultation responses received on the application indicate that there would be any adverse impact from the uplift of 54 dwellings (over the 139) which could not be mitigated by the imposition of appropriate conditions. The proposals result in an attractive layout at an acceptable density and a design approach which responds well to the local vernacular. The application is therefore recommended for permission subject to the requisite section 106 agreement.

Human Rights

8.39 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 for which full planning permission is hereby given (Phase 1 as shown on drawing no. CONS180128 CSL.01 Rev F) 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) (i) Approval of the details of Phase 2 as identified on drawing no. CONS180128 CSL.01 Rev F relating to the layout of the site, the scale and the appearance of the building(s) or place, the means of access to the site and the landscaping (hereinafter called the "reserved matters" for Phase 2) shall be obtained from the Local Planning Authority before any development of Phase 2 is commenced.

Plans and particulars of the reserved matters referred to in paragraph (i) above, relating to the layout of the site, the scale and the appearance of the building(s) or place, to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3) The development of Phase 2 hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

4) The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Decided Plans"

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

5) No development shall commence on Phase 1 of the development until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that Phase 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 phased programme of demolition and construction works;
- (b) the anticipated number, frequency and types of vehicles used during construction,
- (c) the location and specification for vehicular access during construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,
- (l) measures to control the emission of noise during construction,
- (m) 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,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning and the disposal of litter,
- (q) provision of temporary domestic waste and recycling bin collection point(s) during construction.
- (r) hours of construction

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.

6) No development shall commence on Phase 2 of the development until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that Phase 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 phased programme of demolition and construction works;
- (b) the anticipated number, frequency and types of vehicles used during construction,
- (c) the location and specification for vehicular access during construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,
- (l) measures to control the emission of noise during construction,
- (m) 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,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning and the disposal of litter,
- (q) provision of temporary domestic waste and recycling bin collection point(s) during construction.
- (r) hours of construction

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.

7) No development shall commence until a Phase 2 intrusive investigation report for the whole site (Phase 1 and 2) has been submitted to and been approved in writing by the Local Planning Authority detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011+A1:2013 - Investigation of Potentially Contaminated Sites - Code of Practice. The findings shall include a risk assessment for any identified contaminants in line with relevant guidance.

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

8) If the Phase 2 report submitted pursuant to condition 7 identifies that site remediation is required then no development shall commence until a Remediation Scheme has been submitted to and approved in writing to the Local Planning Authority detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. Any ongoing monitoring shall also be specified. A competent person shall be nominated by the developer to oversee the implementation of the Remediation Scheme. The report shall be undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11. Thereafter the approved remediation scheme shall be fully implemented in accordance with the approved details.

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

9) No development/works shall commence on the site until a written scheme of archaeological investigation of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a schedule for the investigation, the recording of findings and subsequent publication of results. Thereafter the scheme shall be undertaken by an appropriately qualified archaeologist fully in accordance with the approved details, unless any variation is first submitted to and agreed in writing by the Local Planning Authority.

Reason: The site is potentially of archaeological significance. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

10) No development shall commence on either Phase 1 or Phase 2 until the arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting that individual phase have been submitted to and approved in writing by the Local Planning Authority. No construction is permitted, which will restrict current and future landowners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site. The access and maintenance arrangements for Phase 1 and Phase 2 shall be implemented as approved.

Reason: To ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion. The details are required pre-commencement these details relate to the construction of the development and thus go to the heart of the planning permission.

11) Development shall not commence on Phase 1 or Phase 2 unless and until full details of the final proposed surface water drainage scheme have been submitted to and been approved in writing by the Local Planning Authority. The surface water drainage scheme shall be based on either Option A (Campbell Reith drawing no. 13221-CRH-XX-XX-FG-G-7004-P1) or Option B (Campbell Reith drawing no. 13221-CRH-XX-XX-FG-G-7005-P1) as submitted in the 'Flood and Drainage Review Statement' (September 2019) unless any variation is specifically agreed in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems, as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA. Winter groundwater monitoring, to establish the highest annual ground water levels, and winter Percolation testing to BRE 365, or a similar approved method, will be required to support the design of any infiltration drainage. No building shall be occupied in either Phase 1 or Phase 2 until the complete surface water drainage system for that relevant phase of the site together with the specific infrastructure serving the property has been implemented in accordance with the agreed details.

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

12) No development shall commence until the discharge of any flows to a watercourse has been approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority (WSSCC). Any discharge to a watercourse must be at a rate no greater than the predevelopment run off rates. The approved discharge rates must be adhered to.

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.

13) No development shall commence on Phase 1 or Phase 2 until full details of how the site will be connected to all relevant utilities and services infrastructure networks (including fresh water, electricity, gas, telecommunications and broadband ducting) have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate the provision of suitable infrastructure to facilitate these connections and the protection of existing infrastructure on site

during works. The development will thereafter proceed only in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development benefits from appropriate infrastructure. This is required prior to commencement to ensure all appropriate infrastructure is installed at the groundworks stage.

14) No development shall commence on Phase 1 or Phase 2 until details showing the approximate location of fire hydrants (in accordance with West Sussex Fire and Rescue Guidance Notes) have been submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services.

Prior to the first occupation of any dwelling, details showing the precise location, installation and ongoing maintenance of the fire hydrants to be supplied (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services. The fire hydrant(s) shall thereafter be maintained as in accordance with the approved details.

Reason: In the interests of amenity and in accordance with The F&RS Act 2004.

15) Before development commences on each of Phase 1 and Phase 2 hereby permitted the developer shall provide details of how the development will accord with the West Sussex County Council: Guidance on Parking at New Developments (August 2019) in respect of the provision of Electric Vehicle (EV) charging facilities. These details shall be approved in writing by the Local Planning Authority and carried out as approved. Specifically the development shall provide passive provision through ducting to allow EV charging facilities to be brought into use at a later date for the whole site (Phase 1 and Phase 2). Active EV charging facilities shall be provided in accordance with the table at Appendix B of the West Sussex County Council: Guidance on Parking at New Developments (August 2019) and no dwelling which is to be provided with an active charging facility shall be first occupied until the EV charging facility for that dwelling has been provided and is ready for use.

Reason: To accord with current parking standards and the sustainable development objectives of policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

16) Prior to the construction of any building above damp proof course level in Phase 1 (the application for full planning permission) a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed buildings and where appropriate surfacing materials shall be submitted to and be approved by the Local Planning Authority and carried out as approved. Any flint walling shall first comply with a sample panel to be erected on site and approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity and to ensure a building of visual quality.

17) Before construction works commence on any dwelling in Phase 1 hereby permitted a detailed site levels drawing shall be submitted to and be approved in writing by the Local Planning Authority. The details shall show the existing and proposed ground levels and shall show dwellings with a finished floor level of 5.1 metres AOD. The details shall clearly identify the relationship of the proposed raised ground levels and proposed completed height with adjacent buildings including the relationship with the surface water attenuation basin. The development thereafter shall be carried out in accordance with the approved site level details.

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

18) No dwelling shall be first occupied in Phase 1 or Phase 2 until full details of the maintenance and management of the SuDS system for that phase has been set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the SuDS System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

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

19) Notwithstanding any information submitted to the contrary full details of the hard and soft landscaping proposals for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority before first occupation of any dwelling. All hard and soft landscape works in Phase 1 shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. The approved works shall be carried out in the first planting season after practical completion or occupation of the last dwelling in Phase 1 whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

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

20) No part of the development for Phase 1 and Phase 2 shall be first occupied until a Travel Plan has been submitted to and been approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.

Reason: To encourage and promote sustainable transport.

21) No dwelling in Phase 1 of the development hereby permitted shall be first occupied until covered and secure cycle parking spaces for that dwelling have been provided in accordance with garden shed location drawing no. CONS180128 SHP.01 Rev A and in respect of Flat Block A the communal cycle store shown on drawing no. CST01.PE Rev A.

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

22) No dwelling on Phase 1 of the development shall be first occupied until the car parking spaces and/or garaging provision for that dwelling and the road access to it have been constructed in accordance with the approved Parking Plan Site Layout drawing no. PL.01 REV C. Once provided these spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking spaces for the development in accordance with the terms of the application and in the interests of road safety.

23) No part of the Phase 1 development (the application for full planning permission) shall be first occupied until such time as the vehicular access to Manor Road on the west site

boundary has been constructed in accordance with approved detailed Vectos access design drawing no. 183882_A01 and a timetable for the construction of the vehicular access at the east boundary of the site at the junction of Drift Road and Manor Lane as shown on drawing 183882_A02 Rev A has been submitted to and been approved in writing by the Local Planning Authority in consultation with WSCC as the Local Highway Authority. The vehicular access at the eastern boundary shall be constructed in accordance with the approved timetable.

Reason: In the interests of road safety.

24) No dwelling hereby permitted on Phase 1 shall be first occupied until the solar panels associated with that dwelling as shown on the 'PV Locations' drawing no. PV.01 Rev C (shaded both purple and green) have been installed and are ready for use in accordance with the approved elevational plans for that dwelling. The solar panels shall be inset into the roof rather than surface mounted.

Reason: To ensure an energy supply from renewable resources, to comply with the requirements of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

25) The dwellings hereby permitted on Phase 1 and Phase 2 shall be designed to ensure the consumption of wholesome water by persons occupying a new dwelling must not exceed 110 litres per person per day, as set out in G2 paragraphs 36(2) and 36(3) of the Building Regulations 2010 - Approved Document G - Sanitation, hot water safety and water efficiency (2015 edition with 2016 amendments). No dwelling hereby permitted shall be first occupied until the requirements of this condition for that dwelling have been fully implemented, including fixtures, fittings and appliances.

Reason: To ensure water efficiency within the dwellings and to comply with the requirements of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

26) No dwelling hereby permitted on Phase 1 shall be first occupied until details showing the number, location and design of the bird boxes and bat tiles have been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes and bat tiles shall be installed in accordance with the approved details.

Reason: To ensure the provision of an appropriate level of ecology within the site.

27) No individual dwelling within Phase 1 or Phase 2 shall be first occupied until a verification report for that individual dwelling confirming that the approved contaminated land remediation for that dwelling has been completed has been submitted to and has been approved in writing by the Local Planning Authority. The report should be undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11.

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

28) Before first occupation of any dwelling within 50 metres of the west boundary of Phase 2 of the development a scheme of noise mitigation from activities in the service yard of the adjacent supermarket shall be submitted to and be approved in writing by the Local Planning Authority and constructed in accordance with the approved details. The scheme of noise mitigation shall include measures to secure the following:

- internal sound levels within all habitable rooms that do not exceed 35dB LAeq,16hours (07:00- 23:00);
- internal sound levels within all bedrooms that do not exceed 30dB LAeq,8hours (23:00-07:00) and;
- a level of 45dB LA[F]max which shall not be exceeded on a regular basis (10 times) during the overnight period 23:00-07:00 within bedrooms.

Where it is evident that windows shall be required to be closed, to achieve the internal sound level criteria, all practicable measures shall be explored as viable alternatives. Practicable measures include the siting/layout of rooms and physical screening. Where all other means have been exhausted, and windows are required to be closed, adequate ventilation shall be specified.

Reason: To ensure satisfactory noise mitigation in the interests of protecting residential amenity.

29) Before first occupation of the development hereby permitted details of the phased delivery and implementation of the development to demonstrate alignment with the delivery by Southern Water of any required sewerage network reinforcement shall be submitted to and be approved in writing by the Local Planning Authority in consultation with Southern Water. The phased delivery and occupation of the permitted housing shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that adequate waste water network capacity is available to adequately drain the development and to prevent flooding in the interests of amenity and the environment.

30) The layout for Phase 2 of the development shall accord with the parameter plan drawing no. CONS180128 P2PP-02 Rev P1 in terms of the indicative provision of green infrastructure including landscape buffers, public amenity open, landscaping and Sustainable Urban Drainage system (SuDS). Notwithstanding this requirement the development of Phase 2 shall provide for a minimum of 778 sqm of Amenity Open Space and 233sqm of Equipped Playspace.

Reason: To accord with the Local Planning Authority's Open Space Standards.

[Note: The above provision is based on a SHMA compliant housing mix for a development of 74 dwellings. Should a lower number of dwellings be applied for under the terms of any subsequent reserved matters application or an amended housing mix under SHMA there will need to be a re- adjustment of this figure set against the requirements of SHMA and the open space requirements in the Council's Local Plan Open Space Calculator]

31) The street lighting proposals for the development shall comply with the Allan Tulla Lighting report Rev A dated 24 January 2019 submitted with the application.

Reason: To comply with the terms of the application and in the interests of amenity.

32) The layout of Phase 2 shall incorporate a continuous planted 3 metre wide landscape buffer along the north site boundary with Park Lane.

Reason: To provide a landscaped green edge to the development in the interests of amenity.

Decided Plans

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

Details	Reference	Version	Date Received	Status
PLAN -	P96-97_100-101_108-109.E	A	01.02.2019	Approved
PLAN -	P96-97_100-101_108-109.P	A	01.02.2019	Approved
PLAN -	HT-SE36.E	A	01.02.2019	Approved
PLAN -	HT-SE36.P	A	01.02.2019	Approved
PLAN -	P15_20_114.P	A	01.02.2019	Approved
PLAN -	P25-27_88-90.P	A	01.02.2019	Approved
PLAN -	P91-92.E	A	01.02.2019	Approved

PLAN -	SUBST01.PE	A	01.02.2019	Approved
PLAN -	LP.01	B	01.02.2019	Approved
PLAN -	P118.E	A	01.02.2019	Approved
PLAN -	P118.P	A	01.02.2019	Approved
PLAN -	P15_20_114.E	A	01.02.2019	Approved
PLAN -	P2-4.E	A	01.02.2019	Approved
PLAN -	P2-4.P	A	01.02.2019	Approved
PLAN -	P25-27_88-90.E	A	01.02.2019	Approved
PLAN -	CST01.PE	A	01.02.2019	Approved
PLAN -	GAR02.PE	A	01.02.2019	Approved
PLAN -	HT-PA33.E3	A	01.02.2019	Approved
PLAN -	HT-PD30.E1	A	01.02.2019	Approved
PLAN -	P35-36.E	A	01.02.2019	Approved
PLAN -	P35-36.P	A	01.02.2019	Approved
PLAN -	P37.E	A	01.02.2019	Approved
PLAN -	P37.P	A	01.02.2019	Approved
PLAN -	CSE.01	C	08.07.2019	Approved
PLAN -	183882_A02		08.07.2019	Approved
PLAN -	183882_AT02		08.07.2019	Approved
PLAN -	183882_AT03		08.07.2019	Approved
PLAN -	BDML.01	C	08.07.2019	Approved
PLAN -	CP01.PE	A	08.07.2019	Approved
PLAN -	HT-PA33.E2	B	08.07.2019	Approved
PLAN -	HT-PA33.P2	B	08.07.2019	Approved
PLAN -	HT-PD30.E2	B	08.07.2019	Approved
PLAN -	HT-PT30.P	B	08.07.2019	Approved
PLAN -	HT-PT42.E1	B	08.07.2019	Approved
PLAN -	HT-PT42.E3	B	08.07.2019	Approved
PLAN -	HT-PT42.E4	B	08.07.2019	Approved
PLAN -	HT-PT42.P	B	08.07.2019	Approved
PLAN -	P22-24_61-63.E1	B	08.07.2019	Approved

PLAN -	P22-24_61-63.E2	B	08.07.2019	Approved
PLAN -	P22-24_61-63.P	B	08.07.2019	Approved
PLAN -	P38.E		08.07.2019	Approved
PLAN -	P38.P	A	08.07.2019	Approved
PLAN -	P39.P	A	08.07.2019	Approved
PLAN -	P50-51_52-53.E	A	08.07.2019	Approved
PLAN -	P50-51_52-53.P	A	08.07.2019	Approved
PLAN -	P64-65_68-69.E	B	08.07.2019	Approved
PLAN -	P64-65_68-69.P	B	08.07.2019	Approved
PLAN -	P66-67.E	B	08.07.2019	Approved
PLAN -	P66-67.P	B	08.07.2019	Approved
PLAN -	PL.01	C	08.07.2019	Approved
PLAN -	POS.01	C	08.07.2019	Approved
PLAN -	SE.01	C	08.07.2019	Approved
PLAN - Tree Survey	SHO/01/01		01.02.2019	Approved
PLAN - Plot 22-24 and 59-61 House Type PT37	P22-24_59-61.P	A	01.02.2019	Approved
PLAN - Plots 25-27 and 88-90 House Type PA25	P25-27_88-90.E	A	01.02.2019	Approved
PLAN - PLOTS 64-65 HOUSE TYPE PT37 PLANS	P64-65.P	A	01.02.2019	Approved
PLAN - PLOTS 91-92 HOUSE TYPE PA34 & PT36 ELEVATIONS	P91-92.P	A	01.02.2019	Approved
PLAN - SINGLE GARAGE FLOOR PLANS & ELEVATIONS	GAR01.PE	A	01.02.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - FLAT BLOCK A FLATS 7-13 FLOOR PLANS (A2)	FB-A.P	B	16.10.2019	Approved

PLAN - SUBSTITUTE PLAN 15/10/19 COLOURED SITE PLAN (A0)	CONS180128 CSL.01	F	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - FLAT BLOCK A FLATS 7-13 ELEVATIONS (A2)	FB-A.E	B	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - HOUSE TYPE PA33 SEMI ELEVATIONS (OPTION 1)	HT-PA33.E1	C	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - HOUSE TYPE PA33 SEMI ELEVATIONS (OPTION 4)	HT-PA33.E4	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - HOUSE TYPE PA33 (SEMI) FLOOR PLANS OPTIONS 1, 3 AND 4	HT-PA33.P1	C	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 105-107 HOUSE TYPE NA20 AND NA30 ELEVATIONS (A3)	P105-107.E1	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 105-107 HOUSE TYPE NA20 AND NA30 FLOOR PLANS (A3)	P105-107.P	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOT 39 - HOUSE TYPE PA34 ELEVATIONS (A2)	P39.E	B	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 40-43 77-80 HOUSE TYPE NA20 AND NA30 - ELEVATIONS (A3)	P40-43_77- 80.E1	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 40-43 77-80 HOUSE TYPE NA20 AND NA30 -	P40-43_77- 80.P	A	16.10.2019	Approved

FLOOR PLANS (A3)				
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 48-49 57 - 58 59 - 60 HOUSE TYPE NA40 ELEVATIONS (A3)	P48-49_57- 58_59-60.E	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 48-49 57 - 58 59 - 60 HOUSE TYPE NA40 - FLOOR PLANS (A3)	P48-49_57- 58_59-60.P	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 54-56 102 - 104 HOUSE TYPE NA20 - ELEVATIONS	P54-56_102- 104.E	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 54-56 102 - 104 HOUSE TYPE NA20 - FLOOR PLANS (A3)	P54-56_102- 104.P	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 94-95 HOUSE TYPE NA30 - ELEVATIONS (A3)	P94-95.E	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PLOTS 94-95 HOUSE TYPE NA30 - FLOOR PLANS (A3)	P94-95.P	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - PV LOCATIONS (A0)	PV.01	C	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - SHED - FLOOR PLANS AND ELEVATIONS (A3)	SHED.01.PE	A	16.10.2019	Approved
PLAN - SUBSTITUTE PLAN - 16.10.19 - SHED PLAN (A0)	SHP.01	A	16.10.2019	Approved
PLAN -	W183882_A01		01.02.2019	Approved
PLAN -	183882_AT04		11.09.2019	Approved

PLAN -	180128 P2PP-02 - P1 (02)	Plan 02	22.10.2019	Approved
PLAN -	180128 AHL.01	E	22.10.2019	Approved
PLAN -	HT- PA33.E5	A	16.10.2019	Approved

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) 278 Agreement of the 1980 Highways Act - Works within the Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

For further information on this application please contact Jeremy Bushell on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PM93PGER0UX00>