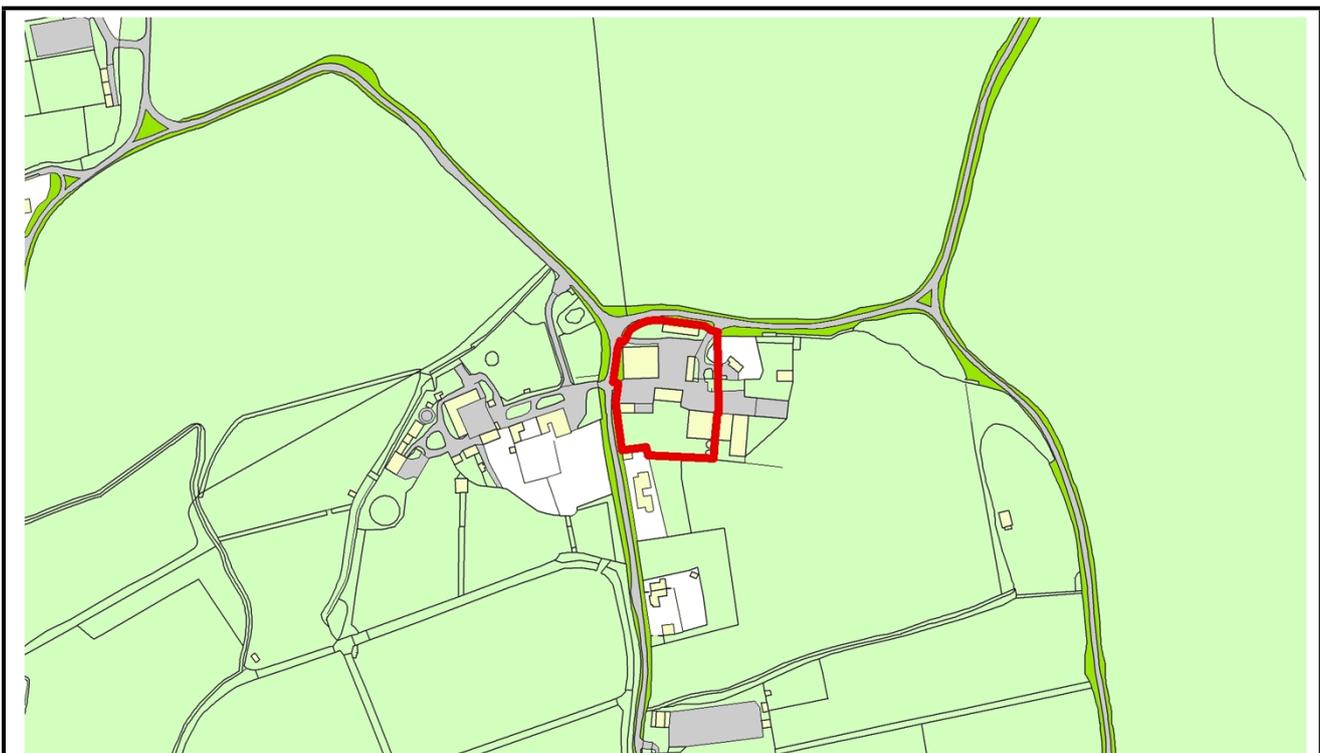


Parish: North Mundham	Ward: North Mundham and Tangemere
--------------------------	--------------------------------------

**NM/19/00677/FUL**

<b>Proposal</b>	Change of use of flint barns to 3 no. residential units and replacement of existing agricultural buildings with 3 no. residential units.		
<b>Site</b>	South Mundham Farm South Mundham Road South Mundham PO20 1LU		
<b>Map Ref</b>	(E) 487847 (N) 100741		
<b>Applicant</b>	Mr I Griffiths	<b>Agent</b>	Genesis Town Planning

**RECOMMENDATION TO PERMIT WITH S106**



	<p><b>NOT TO SCALE</b></p>	<p>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</p>
---	----------------------------	--

## **1.0 Reason for Committee Referral**

1.1 Parish Objection – Officer recommends Permit.

## **2.0 The Site and Surroundings**

2.1 The application site is situated outside of any built up area boundary and is therefore within the rural area. The site is within the Parish of North Mundham and forms part of a redundant farm complex at South Mundam Farm. The application buildings comprise two flint barns and four agricultural sheds of varying size set within a traditional farm yard arrangement. The yard is accessed at two points; from the north off Punches Lane and from the west along Manor Lane.

## **3.0 The Proposal**

- 3.1 The application has been amended since its submission to address a number of concerns expressed by officers. The amended proposal seeks planning permission to redevelop the site consisting of the demolition of four modern agricultural buildings, while retaining two traditional flint barns. The two retained flint barns would be converted to form three dwellings while to the south and west new building would be erected to provide a further three new units.
- 3.2 The retained flint barn to the north (plot 1 and 2) would be converted into 2 no. 2 bedroom dwellings, each with separate garden and parking areas served via their own access. The flint barn to the east (plot 3) would be converted into a two bedroom dwelling, with its own garden area and shared access from the west.
- 3.3 Plot 4 would comprise a new building located to the west of the application site; an 'L' shaped building of similar design and scale to the existing flint barns. This would be provide a 2 bedroom dwelling, again with a private garden and shared access from the west.
- 3.4 The further two units to the south of the site (plot 5 and 6) would also be of similar design and scale to the rest of the development and would be linked via a car port. These two plots would each provide a two bedroom dwelling with private amenity space. The walls of the new buildings would be constructed from brick and flint with clay tiles roof, timber frames windows and conservation style roof lights. The scale of the dwellings are broadly similar with ridge heights of 6 metres and eaves of 2.2 metres.

## **4.0 History**

02/02623/TPO	REF	Felling 2 no. Oak trees.
16/01144/PA3Q	NOPA	Part 3, Class PA3Q: Change of use of agricultural building to 2 no. dwellings (C3 Use Class).

18/00802/FUL	WDN	Demolition of existing farm buildings, the conversion of 2 no. existing barns into 3 no. dwellings, and the construction of 4 no. dwellings.
18/02629/PA3Q	YESPAR	Prior Approval for a Proposed Change of Use of Agricultural Building to Dwelling House (Class C3) with external alterations.
18/02732/PA3Q	YESPAP	Prior Approval for a Proposed Change of Use of Agricultural Building to Dwelling House (Class C3) with external alterations.
19/01714/PA3Q	YESPAP	Notification for Prior Approval for a Proposed Change of Use Agricultural Building to 3 no. Dwelling houses (Class C3) and for Associated Operational Development.
19/01715/PA3Q	YESPAP	Notification for Prior Approval for a Proposed Change of Use Agricultural Building to 3 no. Dwelling houses (Class C3) and for Associated Operational Development.
19/01716/PA3Q	WDN	Notification for Prior Approval for a Proposed Change of Use Agricultural Building to 2 no. Dwelling houses (Class C3) and for Associated Operational Development.

## 5.0 Constraints

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

## **6.0 Representations and Consultations**

### **6.1 Parish Council**

*Further comments (11/11/2019)*

North Mundham Parish Council has considered the additional information provided in support of this application and resolved to maintain its objection.

Although the latest proposals have provided some additional landscaping they do not counter our objection on the grounds that the application represents an unacceptable over-development of the site, which is in a key location at the approach to South Mundham, and close to a significant listed building - South Mundham House (Grade 2). Our objection on the grounds of the number of vehicles associated with the development also remains unanswered.

To provide for the number of dwellings proposed, the application form confirms that a total of 16 new parking spaces are planned. No garaging is proposed. This gives us concern on two grounds:

The Planning Statement contends that the conversion of the flint barns would ensure the preservation of good examples of traditional farm buildings and significantly enhance their landscape setting. The replacement of the Atcost Shed with a high standard of architecture sensitive to the defining characteristics of the local area and more importantly to the history of the original farmstead (as explained in the accompanying Design and Access Statement) would further enhance the immediate setting. We fail to see how the presence of 16 vehicles parked in the open would support the enhancement of the immediate setting. The agent has noted that no such concerns in relation to parking have been raised previously either by officers or the highway authority. However, this Council raised these concerns in our first response. The Highway Authority would only be concerned with the provision of sufficient parking space, and would not necessarily have considered the visual impact of the parked vehicles. In this regard we would note that car ports might be preferable to garages, since car ports are more likely to be used as such to mitigate the visual impact of parked vehicles whereas, where garages are provided, they are often used for miscellaneous storage with cars left in the open.

Access to the site is by one of two narrow country lanes, and there is no public transport. The provision of parking for an additional 16 vehicles does not support the contention that this is a sustainable development.

The application argues that the prior approval granted for the change of use of the main large agricultural building (Atcost Shed) to 3 no. dwellings firmly establishes the principle of dwellings on the site. However exactly the same principle could have been established by seeking prior approval for the retention and conversion of the two traditional flint barns alone, with no further development on the site, and it is on this basis that we argue that this proposal represents an over-development. We therefore ask that this application be refused.

*Further comments (17/07/2019)*

The Parish acknowledged that the Landscape Design Strategy has been supplied by the planning agent. However, the Committee were disappointed with its contents which will do little to ameliorate the suburban nature of the proposed development therefore the Parish Council objection to this application stands.

*Original comments (30/04/2019)*

No evidence has been provided to show details of any landscaping associated with the site and how the proposal is intended to fit into its surroundings. The site is in a key location at the approach to South Mundham, and close to a significant listed building - South Mundham House (Grade 2). Although the Planning Statement makes passing reference to a Design and Access Statement, no such detail has been provided.

The application form reveals that a total of 16 new parking spaces are planned, and no garaging is proposed. This gives us concern on two grounds:

- The presence of 16 vehicles parked in the open would be detrimental to the visual impact of a development. We fail to see how this would support the contention that: "The conversion of the flint barns would ensure the preservation of good examples of traditional farm buildings and significantly enhance their landscape setting. "
- Access to the site is by one of two narrow country lanes, and there is no public transport. The provision of parking for an additional 16 vehicles does not support the contention that this is a sustainable development.

We note that the application argues that the provision of three residences on the site by the conversion of redundant agricultural buildings has already been established. However, this principle would apply equally to the conversion of the existing brick and flint barns designated for conversion in this application, rather than the conversion of the unattractive Atcost shed which is the basis of the existing Prior Approval.

## 6.2 WSSC Highways

The site benefits from prior approval/permitted development for the conversion of the Atcost Shed into 3 residential dwellings, this is a material planning consideration. The current proposal is for 6 dwellings on the site, with 3 access points all of which are existing. Two on Manor Lane and one on Punches Lane. The access on Punches Lane and the one on the corner of the junction of Manor lane and Punches Lane will serve one dwelling each.

For the purpose of a highways assessment we would purely look at the trip generation that would result from these dwellings, the suitability of the access points and parking/turning. In terms of trip generation the dwellings combined would not give rise to any significant level of trips that could be considered to have a severe impact on the highway network.

All the access points are existing and the current permitted development fall back on the site is Agricultural, which could attract a far greater amount of trips than 6 residential units as proposed. The LHA would raise no concern to the access points, although the access point on the junction is not ideal it will only serve one dwelling and the roads are lightly trafficked, it is also an existing access with no recorded accident history.

In terms of parking and turning it is clear that adequate parking and turning can be provided on each plot, there is ample space. Cycle storage has also been provided. It is assumed that refuse collection will take place from the roadside instead of refuse vehicles entering the site. Refuse collection arrangements should be discussed with the Local Planning Authority.

The site is not in a sustainable location to allow sustainable travel options, there would be a heavy reliance on the private motor vehicle. It is noted that an electric car charging station is proposed on the site.

The Local Highway Authority does not consider that the proposal for 6 dwellings would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. The recommended conditions and informative note should be added to any grant of planning consent.

### 6.3 Natural England

Natural England advises that it is a matter for your Authority to decide whether an appropriate assessment of this proposal is necessary in light of this ruling. In accordance with the Conservation of Habitats & Species Regulations 2017 (as amended), Natural England must be consulted on any appropriate assessment your Authority may decide to make.

### 6.4 Coast Protection & Land Drainage Officer

Flood risk- the site is within flood zone 1, we therefore have no objections to the proposed scale or location of development.

Surface water drainage- attenuated discharge is proposed based on the fact that groundwater was encountered at 1.5m depth. We do not require 1m clearance between infiltrating structures and groundwater levels. Therefore, this is insufficient justification for precluding the use of infiltration.

Please can the applicant supply infiltration test results.

If it is found that infiltration isn't viable attenuated discharge to watercourse will be accepted. The proposed discharge rate will need to be agreed with us. The drainage strategy submitted states that a discharge rate of 10l/s will be used as this is betterment over the existing rate, yet no further justification was provided regarding this statement.

If you are minded to approve the application please apply the following condition to ensure the development is adequately drained and does not increase flood risk elsewhere.

"Development shall not commence until the full details of the proposed surface water drainage scheme have been submitted to, and approved in writing by, the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems, as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA. 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 until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details."

"Development shall not commence until full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the SuDS System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual."

"The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSCC) or its agent (CDC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run off values."

"The development layout shall not be agreed until such time that arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site has been submitted to and approved in writing by the Local Planning Authority. No construction is permitted which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site."

## 6.5 Third party comments

4 letters of objection have been received on the following grounds:

- a) Number of dwelling proposed in a rural area
- b) The proposal would result in an increase in the amount of traffic, especially as there is no public transport.
- c) The proposal could result increased in noise levels.
- d) In adequate garaging and storage has been proposed.
- e) The proposal would be an overdevelopment of the site.
- f) The development is suburban in its character out of keeping with the area.
- g) Would harm the setting of the nearby Grade II listed building.

## **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 neighbourhood plan for North Mundham at this time.
- 7.2 The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development  
Policy 2: Development Strategy and Settlement Hierarchy  
Policy 4: Housing Provision  
Policy 33: New Residential Development  
Policy 39: Transport, Accessibility and Parking  
Policy 40: Sustainable Design and Construction  
Policy 45: Development in the Countryside  
Policy 47: Heritage and Design  
Policy 48: Natural Environment  
Policy 49: Biodiversity

### Chichester Local Plan Review Preferred Approach 2016 - 2035

- 7.3 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 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.

### National Policy and Guidance

- 7.4 Government planning policy now comprises the National Planning Policy Framework, February 2019 (NPPF), paragraph 11 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development,  
For decision-taking this means:

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

- b) 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 or 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.

7.5 Consideration should also be given to Sections 2 (Achieving Sustainable Development), Section 4 (Decision-Making), Section 5 (Delivering a Sufficient Supply of Homes, Section 9 (Promoting Sustainable Transport), Section 11 (Making Effective Use of Land), Section 12 (Achieving Well-Designed Places), Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change, Section 15 (Conserving and Enhancing the Natural Environment),

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

- Support communities to meet their own housing needs
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

## **8.0 Planning Comments**

8.1 The main considerations are as follows:

- i) Principle of the development
- ii) Design, scale and impact upon the character of the surrounding countryside
- iii) Impact on the setting of the listed building
- iv) Impact upon amenity of neighbouring properties and future occupiers
- v) Highways and parking
- vi) Biodiversity and Sustainability
- vii) Impact on the Chichester & Langstone Harbours Special Protecting Area (SPA)
- viii) Other matters and material considerations

i) Principle of the development

8.2 The application site is located outside of any settlement boundary and is therefore within the countryside where new dwellings are not normally permitted. Since 2016 there have been a number of prior approvals under Class Q of the GDPO for the conversion of the existing building to dwellings. The most recent and extant prior approvals (19/01715/PA3Q and 18/02732/PA3Q), permitted the conversion of the two larger agricultural buildings into 3 dwellings in each total 6 units on the site. However, class Q of the GDPO limits the number of small dwellings to 5 units. Therefore, both prior approvals could not be implemented and as such the site has a fall-back position of 3 dwellings on the site.

- 8.3 Policy 46 of the Chichester Local Plan states that proposal for the conversion or reuse of a building in the countryside, outside settlement boundaries will be granted where it can be demonstrated that all the criteria set out within the policy have been meet. The application proposes to convert two existing flint barns to three dwellings. The fall-back position of the conversion one of large agricultural buildings to create 3 dwellings on the site is a material consideration in the determination of this application, together with the conversation of the two existing buildings the principle of residential development on the site is considered acceptable.
- ii) Design, scale and impact upon the, character of the surrounding countryside
- 8.4 Policy 33 of the LP refers to new residential development and sets out that proposals must meet the highest standards of design and a high quality living environment in keeping with the character to the surrounding area and its setting in the landscape; in addition that its scale, form, massing and siting, height and design respects and enhances the character of the surrounding area and site.
- 8.5 The application site is located on the corner of Manor Lane and Punches Lane with a small number of residential dwellings to the west, south and east. The site comprises two large and two small modern agricultural buildings, with a further two small traditional flint built barns. The buildings would have form part of the farming complex for South Mundham Farm, for which the main dwelling remains to the east. The existing buildings on the site range in scale with ridge heights from 2 metres to 6.7 metres. The more modern buildings are constructed from sheet metal, some with brick or blockwork walls.
- 8.6 During the course of the application the scheme has been amended to create a courtyard style development, this in part reflects the history of the site, as prior to the modern building there where flint barns in a similar location and layout. The proposed layout creates a central court yard, accessed from Manor Lane to the west, which four of the dwellings would use. The layout has been amended to reduce the amount of hardstanding within the centre of the site and to break up the parking areas to reduce the visual impact. Furthermore, there is has been reduction in the amount of hardstand across the proposal in comparison to the fall-back position and a condition can be imposed to secure details of this.
- 8.7 The proposed new dwellings have also been amended during the process of the application to reflect the existing character of the flint barns and to ensure the development is cohesive in its character. The buildings would be of a traditional barn style, with half hipped roofs and gable detailing. The walls of the dwellings would be brick and flint with clay tiles roof, timber framed windows and conservation style roof lights. The scale of the dwellings are broadly similar with ridge heights of 6 metres and eaves of 2.2 metres. To ensure the materials are in keeping with the existing barns and the countryside location, it is recommended a condition is imposed for samples of the materials prior to construction.
- 8.8 With regard to landscaping, a plan was submitted with the original layout detail the intended scheme. The landscaping scheme detail native trees and hedgerow and permeable paving. Given the changes to the scheme, it is recommended a condition is imposed detail a landscaping scheme to be submitted, which also includes enhanced tree planting on the site.

8.9 In comparison to the fall-back position of converting the existing two large buildings, there would be a significant reduction in the scale of the development, particularly to the North West corner, which is prominent from public view. This would result in a visual improvement to the site, in comparison to the fall-back position, which is important in this prominent countryside location. While the proposed dwellings are not located on the same footprint as the previous prior approval, the relocation of the dwellings and redevelopment of the site, would have visual benefits and would allow for a cohesive redevelopment of the site. Notwithstanding the fall-back position, the scale, design and form of the development is considered acceptable.

8.10 Policy 46 of the Chichester Local Plan states that proposal for the conversion or reuse of a building in the countryside, outside settlement boundaries will be granted where it can be demonstrated that all the criteria set out within the policy have been met. The policy requires capable of conversion and the form, bulk and general design of the building is in keeping with its surroundings and the proposal and any associated development will not harm its landscape character and setting. The application proposes to convert two existing flint barns to three dwellings. A structural survey has been submitted with the application that demonstrates the buildings can be converted without significant alterations. The buildings existing flint building have a number of modern alterations to them, both have sheet metal roofs. The application proposes the majority of the alterations to elevation that have already have modern alterations, remain the vast majority of the existing flint. It is considered the proposal retains their character while improving their appearance.

8.11 Having regard to the fall-back position and the design, scale and form of the proposal it is considered the would achieve a high quality design that would respect its countryside location. The proposal is therefore deemed to be acceptable in terms of scale, form and design, and would be in-keeping with the surrounding area and countryside; therefore complying with Local Plan Policies 33, 45, 47 and 48.

iii) Impact on the setting of the listed building

8.12 Policy 47 of the Chichester Local Plan seeks to conserve and enhance the special interest and setting of designated and non-designated heritage assets. South Mundham House to the west of the application site, on the opposite side of Manor Road, is a Grade II\* listed building. The proposal would reduce the massing and scale of the built form on the site in comparison to the existing. Furthermore, the proposal would move the built form further away from the western boundary of the site. Therefore, given the reduction in scale over the existing and design and character of the proposal, it is considered the proposal would make a positive contribution to the setting of the listed building. The proposal would therefore accord with policy 47 of the Chichester Local Plan.

iv) Impact upon amenity of neighbouring properties and future occupiers

8.13 The NPPF states in paragraph 127 that planning should ensure a good quality of amenity for all existing and future occupiers of land and buildings, and policy 33 of the CLP include requirements to protect the amenities of neighbouring properties.

8.14 The closest properties to the site are Carmic Cottage to the east which is owned by the applicant and is approximately 15 metres from the boundary of the site. The Old Cottage to the south is 16 metres to the south of the application site. To the west is South Mundham House, which is located on the opposite side of Manor Road. Given the distance to neighbouring properties and the intervening public realm, it is not considered the proposal would have a harmful impact to neighbouring amenity. The proposal therefore accords with policy 33 of the Chichester Local Plan.

8.15 In terms of providing an adequate level of amenity for future occupiers of the site, the proposal would improve the layout of the development in comparison to the prior approval application in terms of neighbouring impact. Furthermore, the dwellings would be in accordance with the National Space Standards and provide a good standard of outside private space. A condition is recommended in relation to unexpected contamination; to ensure that appropriate remediation measures are put into place should it be found the land is contaminated during the construction process.

v) Impact on the Chichester and Langstone Harbours and the Pagham Harbours SPA

8.16 The site lies within 5.6km of the Chichester and Langstone Harbours Special Protection Area (SPA) and the Pagham Harbours 3.5km Zone of Influence, where new residential development is likely to have significant environmental impacts on this internationally important designation. Local Plan Policy 50 relates to development and disturbance of birds within this internationally designated Special Protection Area. Effective mitigation, against potential recreational impact arising from new residential properties, needs to be provided. In accordance with Policy 50, the Recreational Disturbance of Birds in SPAs Guidance 2019, and as recommended by Natural England, a financial contribution to the established joint mitigation scheme is appropriate in this instance.

8.17 The most up-to-date fees are set-out within the Council's Recreational Disturbance of Birds in SPAs Guidance 2019. For residential development within the Chichester and Langstone Harbours Special Protection Area (SPA) and the Pagham Harbours 3.5km Zone of Influence buffer zones, fees are based on the higher of the two mitigation payment. The applicant has paid the fee and signed a Unilateral Undertaking. The proposal is therefore considered to provide appropriate mitigation against impacts on the SPA, and therefore would not be detrimental to the SPA in accordance with Local Plan Policy 50 and local and national guidance. An appropriate assessment has been carried out and the mitigation proposed is acceptable.

vi) Impact upon highway safety

8.18 Policy 39 of the Chichester Local Plan seeks to ensure that new developments do not result in residual cumulative impacts which are severe and ensure a safe and adequate means of access for all modes of transport.

8.19 WSCC Highways have been consulted and have not raised a highway safety objection. Conditions have been suggested which have been integrated into this recommendation. The original layout detailed electric charging point with the centre of the site. As the layout as change it is recommended that the charging points are secured via condition.

8.20 Therefore, the proposal would accord with policies, 8 and 39 of the CLP which seeks to ensure that new development has acceptable parking levels, and access and egress to the highway.

vii) Drainage and flood risk

8.21 Policy 42 of the Chichester Local Plan seeks to ensure that new development is not at risk of flooding and it would not result in a net increase of surface water runoff. The application site is located within flood zone 1 and proposes to use a package treatment plant for foul sewage and a soakaway for surface water. Due to the rural location of the site, and the lack of mains drainage it is considered that the use of a package treatment plan is acceptable. A condition is recommended requiring full details of the plant, and an informative alerts the applicant to the need to contact Environment Agency for any discharge into watercourses. The Coastal and Drainage Engineer has considered the application and had no objections subject to a condition requiring a surface water drainage scheme to be submitted. Subject to this condition it is considered the proposal would not result in a net increase of surface water runoff. The application therefore accords with policy 42 of the Chichester Local Plan.

viii) Biodiversity and Sustainability

8.22 The applicant has commissioned and submitted a Bat Survey which concluded that the barn had negligible potential; to support roosting bats and therefore bat should not be impacted by the proposed development and no further survey for bats would be required. Nevertheless, the Ecological Report suggests mitigation and enhancement measures such as provision of a bat/bird boxes to provide biodiversity enhancements on site; in-line with Local Plan Policy 49. It can therefore be reasonably concluded that the proposal would not harm protected species and would enhance biodiversity across the site subject to the recommended condition requiring the proposed mitigation and enhancements to be implemented.

8.23 The construction of a new dwelling rather than the conversion of the existing would allow for an improvement of the sustainability of the building. Policy 40 of the Chichester Local Plan states that proposal should minimise the impact of the development upon climate change. It is recommended to attach a condition requiring a strategy outlining details of the sustainable design and construction to be submitted to ensure that the requirements of policy 40 are met.

## **Conclusion**

8.24 Based on the above it is considered the proposal would be of an appropriate design that not detract from the rural character of the surrounding area, would not have a significant adverse impact upon the amenities of neighbours and would be acceptable in all other respect. The proposal therefore complies with the relevant local and national development plan policies and guidance and, accordingly, the application is recommended for approval, subset to conditions.

## Human rights

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

### **RECOMMENDATION**

**Permit** subject to the following conditions and informatives:-

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

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

- 2) The development hereby permitted shall 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.

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

Reason: To enable the Local Planning Authority to control

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

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

- i) waste management and litter control, including prohibiting burning of materials/waste
- k) details of the disposal of waste including measures to prevent litter, encourage recycling and prevent bonfires on the site.

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.

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

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

- 6) No development shall commence until a strategy outlining details of the sustainable design and construction for all new buildings, including water use, building for life standards, sustainable building techniques and technology, energy consumption maximising renewable resources, and how a reduction in the impacts associated with traffic or pollution will be achieved including but not limited to charging electric vehicles, has been submitted to and approved in writing by the Local Planning Authority. This strategy shall reflect the objectives in Policy 40 of the Chichester Local Plan: Key Policies 2014-2029. The approved strategy shall be implemented as approved prior to first occupation unless any variation is agreed in writing by the Local Planning Authority.

Reason: To minimise the impact of the development upon climate change. These details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

- 7) **No development shall commence** until full details of the package treatment plant and a scheme for the maintenance and management of the system has been submitted to and approved in writing by the Local Planning Authority. Upon completed construction of the package treatment plant the scheme shall be strictly adhered to in perpetuity.

Reason: The details are required to ensure the foul drainage system is designed appropriately and properly maintained and managed as soon as it is installed to ensure long-term effectiveness.

- 8) Development shall not commence until the full details of the proposed surface water drainage scheme have been submitted to, and approved in writing by, the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems, as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA. 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 until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.

Reason: To ensure adequate provision for drainage

- 9) Development shall not commence until full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the SuDS System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure adequate provision for drainage

- 10) No works shall be carried out above slab level until a scheme for ecological enhancements has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be fully implemented in accordance with the approved details prior to first occupation of the dwellings hereby permitted.

Reason: to ensure suitable biodiversity enhancements are achieved in the interest of conservation of the natural environment.

- 11) No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

- 12) No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

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

- 13) The dwellings hereby permitted shall not be occupied unless and car charging points have been provided and are operational in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter the car charging points shall be maintained and remain operational in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging the use of sustainable modes of transport.

- 14) The development hereby permitted shall not be first brought into use until a scheme detailing hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans showing the proposed finished levels or contours; means of enclosure; car parking layouts; other vehicles and pedestrian access and circulation areas; details and samples of the hard surfacing materials; and a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities and a programme for the provision of the hard and soft landscaping. Thereafter the scheme shall be carried out in accordance with the approved details and once provided, the works shall be retained in perpetuity.

Reason: In the interests of amenity and of the environment of the development.

- 15) Prior to first occupation of the dwellings hereby permitted boundary treatments shall be provided in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority. The scheme shall include;
- (a) a scaled site plan showing the location and lengths of the boundary treatments and scaled elevations,
  - (b) details of the materials and finishes, and
  - (c) gaps at the bottom of the fences to allow movement of small mammals across the site.

Thereafter the boundary treatments shall be maintained as approved in perpetuity.

Reason: In the interests of protecting the amenity of neighbouring properties and protecting biodiversity.

- 16) Prior to the occupation of the dwellings hereby permitted the proposed hardstanding and driveway shall be constructed of porous materials and shall be retained in that condition in perpetuity.

Reason: To protect the environment, restrict the amount of additional run off water and to reduce the risk of surface water flooding.

- 17) The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSSCC) or its agent (CDC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run off values.

Reason: To ensure adequate provision for drainage

- 18) The development layout shall not be agreed until such time that arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site has been submitted to and approved in writing by the Local Planning Authority. No construction is permitted which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site.

Reason: To ensure adequate provision for drainage

- 19) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. The development shall not be first occupied until:

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

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

- 20) Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no building, structure or other alteration permitted by Classes A and E; of Part 1 Schedule 2 shall be erected or made on the application site without a grant of planning permission.

Reason: In the interests of protecting the amenity of the surrounding area and countryside, and to prevent overdevelopment of the site.

- 21) Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no gates, fences, walls permitted by Classes A; of Part 2 Schedule 2 shall be erected or made on the application site without a grant of planning permission.

Reason: In the interests of protecting the amenity of the surrounding area and countryside, and to prevent overdevelopment of the site.

- 22) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015, as amended, there shall be no external illumination on the development hereby permitted other than in accordance with a lighting scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include details of the proposed location, design, level of luminance and any measures to avoid light spillage. The lighting scheme shall thereafter be maintained in accordance with the approved details in perpetuity.

Reason: In the interests of protecting the environment and local residents from light pollution and in the interests of preserving the nature conservation interests of the area.

#### INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover any off-site highway works to the access points. The applicant is requested to contact the Area Highway Manager (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.

#### INFORMATIVE

The applicant is reminded that the prior written consent of the Environment Agency, West Sussex County Council as Lead Local Flood Authority and other external organisations may be required in order to comply with the Land Drainage Act 1991 and Flood and Water Management Act 2010 may be required in respect of water and foul discharge off site.

## 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 - Proposed Barn 5 - Plan and Section (A3)	10079_DPA_018	REV A	24.06.2019	Approved
PLAN - Proposed Barn - Elevations (A3)	10079_DPA_019	REV A	24.06.2019	Approved
PLAN - Existing Site Plan (A3)	10079_DPA_02		01.04.2019	Approved
PLAN - Proposed Barn 6 - Plan and Section (A3)	10079_DPA_020	REV A	24.06.2019	Approved
PLAN - Proposed Barn 6 - Elevations (A3)	10079_DPA_021	REV A	24.06.2019	Approved
PLAN - Existing Cart Shed Plans and Elevations (A3)	10079_DPA_04		01.04.2019	Approved
PLAN - Existing Atcost Shed Plan and Elevations (A3)	10079_DPA_05		01.04.2019	Approved
PLAN - Existing Flint Barn 1 Plan, Section and Elevations (A3)	10079_DPA_06		01.04.2019	Approved
PLAN - Existing Shed 1 Plan, Section and Elevations (A3)	10079_DPA_07		01.04.2019	Approved
PLAN - Existing Shed 2 Elevations (A3)	10079_DPA_08		01.04.2019	Approved
PLAN - Proposed Shed 2 Plans and Elevations (A3)	10079_DPA_22		01.04.2019	Approved
PLAN - Existing Shed 2 - Plan and Section (A3)	10079_DPA_009		25.03.2019	Approved
PLAN - Existing Location Plan (A3)	10079_DPA_01		25.03.2019	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED CAR PORTS - BARNS 5 AND 6 (A3)	10079-DPA-025		10.01.2020	Approved

PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED BARN 1 AND 2 FLOOR PLANS WITH SECTION (A3)	10079-DPA- 012	REV B	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED BARN 3 - FLOOR PLANS WITH SECTION (A3)	10079-DPA- 014	REV B	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED BARN 3 - ELEVATIONS (A3)	10079-DPA- 015	REV B	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED BARN 4 - FLOOR PLAN WITH SECTION (A3)	10079-DPA- 016	REV C	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED BARN 4 - ELEVATIONS (A3)	10079-DPA- 017	REV C	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 22/11/19 PROPOSED SITE PLAN (A3)	10079-DPA-03	REV D	10.01.2020	Approved
PLAN - SUBSTITUTE PLAN 25/10/19 - ILLUSTRATIVE MASTERPLAN (A1)	LLD1724-LAN- DWG-010	REV 02	01.11.2019	Approved

For further information on this application please contact Daniel Power on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PNWIOYERIAQ00>