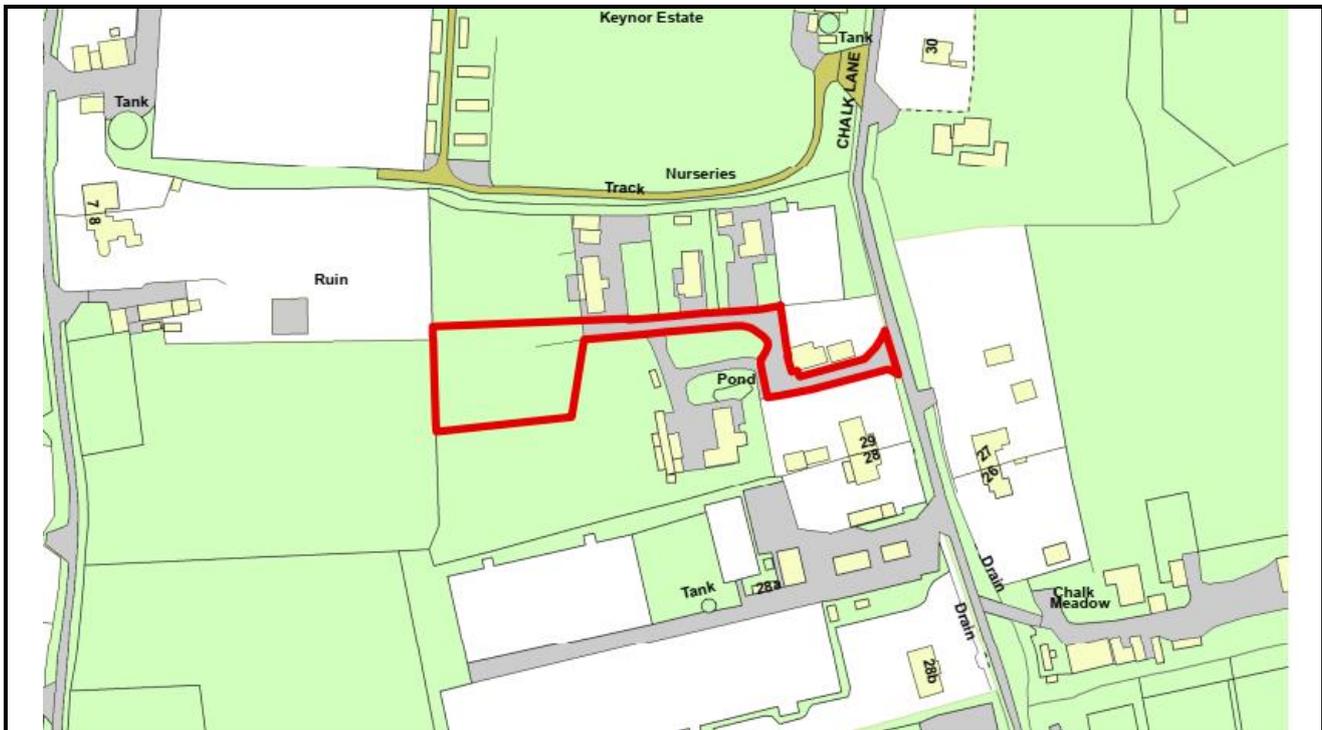


Parish: Sidlesham	Ward: Sidlesham With Selsey North
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SI/19/02876/FUL

Proposal	Change of use of land to travellers caravan site consisting of 4 no. pitches each containing 1 no. mobile home and ancillary development.		
Site	Land Adjacent To Melita Nursery Chalk Lane Sidlesham Chichester West Sussex PO20 7LW		
Map Ref	(E) 485076 (N) 97272		
Applicant	Mr Darren Searle	Agent	Dr Angus Murdoch

RECOMMENDATION TO DEFER FOR S106 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

1.1 Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application site is located outside of any settlement boundaries within the Parish of Sidlesham. The site is located to the west of Chalk Lane and was once a horticultural nursery, the site is currently occupied by 4 gypsy and traveller pitches which were granted permanent permission in 2005. Chalk Lane characterised by a mixture of glass houses and dwellings, sporadically along the road. The road is characterised by a dominance of trees, some of which are the subject of tree preservation orders (TPO's), with shrubs and hedges between. The application is located to the west of the larger parcel of land. Another application has been submitted (19/03112/FUL) for 7 pitches within the wider site, not within the ownership of the applicant. If both were permitted this would result in a total of 15 pitches on the site, which includes the existing.

3.0 The Proposal

3.1 The layout of the proposal has been amended since its submission and proposes 4 gypsy and traveller pitches, each with two car parking spaces and one mobile home for each pitch. The proposal includes a new vehicular access off an existing private track.

4.0 History

93/00741/REN	REF	Renewal - Two caravans.
96/00834/COU	REF	2 Mobile homes.
98/00393/FUL	REF	One twin unit mobile home for residential use.
98/02495/TPO	PER	Fell 2 Black Poplars, pollard one Poplar and up to 30 percent reduction to 14 Poplars.
04/00146/FUL	APPRET	Erection of 1 no. bungalow.
04/01630/FUL	REF	Erection of detached dwelling for use with landscaping business.
05/00563/FUL	REF	4 no. mobile homes.
07/05059/TPA	PER	Reduce height by up to 7m and reduce by up to 3m (mainly sector overhanging the road) and deadwood on 14 no. Poplar trees within Group G7 subject to TPO/4/SI.
19/03112/FUL	PCO	Change of use of land to rear of dwelling for siting of residential caravans for 7 no. pitch Gypsy Traveller site with associated development (hard standing fencing and 3 no. utility buildings).
SI/00022/91	PER	Two caravans.

SI/00064/87	PER	Two caravans.
98/00066/ENF	MODIFY	Appeal against Change of use Enforcement Notice
99/00007/REF	APPWDN	One twin unit mobile home for residential use.
05/00085/REF	ALLOW	4 no. mobile homes.

5.0 **Constraints**

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

6.0 **Representations and Consultations**

6.1 **Parish Council**

Further comments received 20.02.2020

On 19th December 2019, Sidlesham Parish Council submitted its response to the above Planning Application. In the light of a further Application for 7 more pitches and the knowledge that there are already 4 pitches on the plot, it now wishes to withdraw that letter and submit the following response in opposition to the Application.

It would be an inappropriate development in a Horticultural Designated Area and would result in overdevelopment in this historic area of Land Settlement Association properties. Sidlesham has had several applications for gypsy traveller sites recently and it feels that it is developing a disproportionate concentration of such sites. It already has over 10% of gypsy traveller plots in Chichester District.

A site of this size (15 mobile homes, plus associated cars and touring caravans) would dominate the lane. Chalk Lane is a narrow, windy, private road (in places only 3.1m wide) and unsuitable for long, high sided vehicles. The lane and drive would create congestion and would not allow for turning or emergency vehicles to access the site. No space has been allowed for landscaping or communal recreation for children. The area already suffers from flooding and if the plot is to be laid to hard standing, this will exacerbate local drainage problems. The PC believes that a site of this size will harm the ecology of the area, given its proximity to Pagham Harbour Nature Reserve and Medmerry.

Original comments received 19.12.2019

Sidlesham Parish Council discussed the above Application at its Planning Committee Meeting on 18th December 2019. The Parish Council, despite the fact that it feels Sidlesham now has a large number of traveller pitches, reluctantly accepted that it has no grounds to object due to the known shortfall in traveller sites in Chichester District.

6.2 WSCC Highways Authority

Summary:

This proposal is for the change of use of land to traveller caravan site consisting of four pitches, each containing one mobile home. The site location is on Chalk Lane, a privately maintained road; consequently, these comments are for your advice only.

Access and Visibility:

Access to the maintained highway is at the junction with Keynor Lane, a C-classified road subject to a speed limit of 30 mph in this location. There are no apparent visibility issues at the junction with Keynor Lane. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the junction.

Therefore, there is no evidence to suggest the junction is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning:

The site plan demonstrates that each plot will have two car parking spaces and one mobile home. Whilst technically a withdrawn document, the Good Practice Guide on Designing Gypsy and Traveller Sites (2008) recommended a provision of two car parking spaces per pitch. Therefore, the LHA considers the proposed car parking provision sufficient to meet the anticipated needs of the site.

The parking bays measure approximately 3m x 6m each, therefore meeting the minimum specifications for parking bays as set out in Manual for Streets (MfS). There is also sufficient space for vehicles to turn and exit onto the maintained highway in a forward gear.

Conclusion:

The LHA does not consider that this proposal 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.

6.2 Coastal And Drainage Engineer

Surface Water Drainage:

The documents submitted in support of this application suggest that the proposed means of surface water drainage is through on-site infiltration via soak-away structures. This approach is acceptable in principle.

The potential for on-site infiltration should be investigated and backed up by winter groundwater monitoring and winter percolation testing. The results of such investigations will be needed to inform the design of any infiltration structures.

If following site investigations it is concluded that on-site infiltration is viable, infiltration should then be utilised to the maximum extent that is practical (where it is safe and acceptable to do so). Any soakage structures should not be constructed lower than the peak groundwater level. Wherever possible, roads, driveways, parking spaces, paths and patios should be of permeable construction.

We would also like to see dedicated discrete soak-away structures for each individual property. Given the nature of the development, to bring it in line with current guidance, the documentation supporting the drainage design should be able to demonstrate that the infiltration features can accommodate the water from a 1 in 100 year critical storm event, plus an additional 40% climate change allowance.

Should the application be approved we recommend the following conditions be applied to ensure the site is adequately drained:

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.

Flood Risk:

The site falls within flood zone 1 (low risk).

Surface Water Drainage Proposal Checklist

The Council has created a Surface Water Drainage Proposal Checklist document that can be found in the downloadable documents box on the following webpage:

<http://www.chichester.gov.uk/landdrainage>. This document is designed to clearly outline the council's expectations and requirements for Surface Water Drainage Proposals. If the applicant wishes to avoid pre-commencement conditions relating to surface water drainage, we ask that they submit detailed surface water drainage proposals in line with

the requirements of this checklist. Alternatively if pre-commencement surface water conditions are applied to their application this document should then be used for any subsequent Discharge of Conditions Applications.

6.6 Third party representations

Seven letters of objection have been received and can be summarised as follows:

- a) The application would be visually prominent within the landscape.
- b) The proposal would result in a significant increase in the amount of traffic, which would be harmful to the local highway network.
- c) The proposal would be an overdevelopment of the site and area.
- d) The proposal would over dominate the settled community.
- e) The proposal would have an impact to surface water off the site.
- f) The proposal would have a harmful impact to the Special Protection Area.
- g) The close proximity of the caravans could result in a fire risk.
- h) The proposal would have a harmful impact to neighbouring amenity from noise and disturbance.
- i) Development on the site would impact neighbouring properties in terms of surface water flooding.
- j) The proposal would impact biodiversity.
- k) The proposal would result in an increase demand for school places.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and all made neighbourhood plans. There is no made neighbourhood plan for Sidlesham 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 36: Planning for Gypsies, Travellers and Travelling Showpeople

Policy 39: Transport, Accessibility and Parking

Policy 45: Development in the Countryside

Policy 48: Natural Environment

Policy 49: Biodiversity

Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas

7.3 Work on the review of the adopted Local Plan to consider the development needs of the Chichester Plan Area 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 early in 2021. Following consultation, the Submission Local Plan will be submitted to the Secretary of State for independent examination. It is anticipated that the new Plan will be adopted by the Council in 2022. 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 2019 National Planning Policy Framework (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:

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 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), 4 (decision making) and 12 (achieving well-designed places). The Planning Policy for Travellers Sites (2015) is also relevant to the consideration of the application.

Other Local Policy and Guidance

7.6 The following documents are material to the determination of this planning application:

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

7.7 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:

- Maintain the low levels of crime in the district in the light of reducing resources
- Support communities to meet their own housing needs
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of development and current gypsy and traveller site provision
- ii. Impact upon the character and appearance of the locality
- iii. Highways Matters
- iv. Ecological Considerations
- v. Impact upon Chichester Harbour Special Protection Area (SPA)
- vi. Drainage
- vii. Impact on settled community
- viii. Planning Balance

i. Principle of development and current gypsy site provision

8.2 The Housing Act 2004 placed a duty on local authorities to produce assessments of accommodation need for Gypsies, Travellers and Travelling Showpeople (GTTS), and outlined how their needs would be met. This requirement was revoked by the Housing and Planning Act (2016) through the removal of Paragraphs 225 and 226 of the 2004 Act. The requirement is now in the PPTS Paragraph 4(a) and the Housing Act (1985) which requires an overall assessment of need for Caravan Dwellers, and the revised NPPF (2019) which requires an assessment of all Travellers.

8.3 Policy H of the Planning Policy for Traveller Sites (PPTS) 2015 relates to determining planning applications for traveller sites and requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. It also advises that applications should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies in the NPPF and planning policy H for traveller sites. Policy 36 of the Local Plan is the most relevant Development Plan Policy for assessing applications for Gypsy and Travellers pitches. The policy sets out the need for pitches and plots for the period up to 2027. It is a criterion based policy which sets out criterion to identify sites and to determine planning applications within the Plan area.

8.4 Since September 2012, which is the base date of the provision figure in the adopted Local Plan, 61 Gypsy and traveller pitches have been granted planning permission and occupied. The Council's figures currently demonstrate an identified 5 year supply of pitches, set at 15 years. Therefore the need as identified within CLP policy 36 has been met for the plan period until 2027.

8.5 Notwithstanding this, recent appeal decisions, notably appeals 3227455 Southbourne, 3209147 and 3209145, Land South of Keynor Lane, concluded that the Council does not have a 5 year supply of sites within the District. This is in the context of the publication of the Gypsy, Traveller and Travelling Showpeople Assessment (GTAA) 2019 (revised) which has identified the requirement for a further 66 pitches in five years from 2018. The Inspectors' decisions in relation to Keynor Lane also noted that a number of other Inspectors in recent years had concluded that CDC has an unmet need.

8.6 Whilst the GTAA 2019 (revised) forms part of the evidence base for the emerging local plan and has not yet been through examination, due to the requirement of the Council to update their figures on supply annually (PPTS policy B), reliance on the 2013 GTAA is no

longer appropriate, due to it being outdated. The supply evidence within the GTAA 2019 is therefore a significant material consideration which must carry weight in this decision.

8.7 The Council is in the process of a full assessment of the best locations for pitches in the District to be assessed through the Local Plan process. The urgent need for permanent pitches and accommodation must be given significant weight and officers consider the principle of the intensification of the site is entirely appropriate on this basis.

8.8 It is considered for the above reasons, the proposal can be considered to be acceptable, in principle, subject to the below considerations.

ii. Impact upon the character and appearance of the locality

8.9 Paragraph 25 of the PPTS advises that local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Policy 45 of the CLP seeks to ensure that proposals respect and enhance the landscape character of the surrounding area.

8.10 The application site is located to the west of Chalk Lane and is adjacent to an existing traveller site that has 4 no. pitches which gained permission in 2005. The application site forms part of a parcel of land which has mature hedge rows to all boundaries. It is located along the western boundary of a wider parcel of land, with adjacent existing pitches to the east and proposed pitches under a separate application to the south. The area beyond the application site is characterised by sporadic development which includes a number of commercial nurseries along Chalk Lane and dwellings fronting the road. It is considered that, given the surrounding character, the siting of the proposal, set back from the road, would be seen within the context of existing traveller site and the proposal would cause limited visual intrusion within the wider landscape.

8.11 The impact on the landscape character of the area must be weighed up against the lack of a 5 year supply of sites.

iii. Highways Matters

8.12 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Additionally, Policy 39 of the Chichester Local Plan asserts that development should not create problems of safety.

8.13 The application would utilise an existing access off Chalk Lane and West Sussex County Council (WSSCC) as the local highway authority has advised that access to the maintained highway is at the junction with Keynor Lane a C classified road, subject to a speed limit of 30 mph. An inspection of collision data provided to WSSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the junction. Therefore, there is no evidence to suggest the junction is operating unsafely or that the proposal would exacerbate an existing safety concern. Furthermore, WSSCC consider that there is sufficient parking provided and turning space within the site. A condition is recommended securing electric car charging points in accordance with WSSCC.

8.14 For the above reasons it is considered the proposal would not 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.

iv. Ecological considerations

8.15 Policy 49 of the Chichester Local Plan requires the biodiversity of the site to be safeguarded. The existing site is mainly hard standing with some shrubs within the site. As such there is the opportunity to improve biodiversity on the site that can be secured via condition. This could include bird boxes, gaps under fencing for small mammals, hedges and further soft landscaping. It is therefore considered the proposal would comply with policy 49 of the Chichester Local Plan.

8.16 Subject to compliance with conditions, officers are satisfied that the proposal would not have a detrimental impact upon the biodiversity value of the site.

v. Impact upon Chichester Harbour Special Protection Area (SPA)

8.17 Policy 50 of the Chichester Local Plan acknowledges the collective impact which all new dwellings (including caravans) within 5.6km of the Harbour have on the ecology of areas designated within the Solent area under European Species and Habitat Directives and the derived UK Regulations. It adopts the approach, recommended by Natural England, that a contribution is made on a per bedroom basis towards a mitigation project 'Solent Disturbance Mitigation Project'.

8.18 In April 2018 the scale of charging altered to following a sliding scale contribution based on the number of bedrooms, which is used to fund a package of wardens, education, green infrastructure improvements and monitoring. The contribution amount as of April 2020 averages £904 per net additional dwelling. The scale charges differ according to the number of people expected to live in the property which is calculated per bedroom. As mobile homes vary in the number of bedrooms, the charge is taken to be the average amount per mobile home, which for this application equates to £904

8.19 The LPA have undertaken an appropriate assessment and subject to the mitigation being secured and a planning obligation being provided to tie the mitigation to the permission, the requirements of policy 50 would be met.

vi. Drainage

8.20 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 discharge to mains sewer for foul sewage and to soakaway for surface water. The council's drainage officer has advised that the potential for on-site infiltration should be investigated and corroborated by winter groundwater monitoring and winter percolation testing. The results of such investigations will be needed to inform the design of any infiltration structures. As such the officer has advised a condition requiring full details of the proposed surface water drainage system prior to commencement of development. Foul water would be discharged to an existing mains sewage, which is considered

acceptable. Subject to the requirements of this condition, the application would therefore not result in a net increase in surface water and as such accords with policy 42 of the Chichester Local Plan.

vii. Impact on settled community

8.21 Policy 36 of the Chichester Local Plan states that in rural and semirural areas sites should not dominate the nearest settled or Gypsy, Traveller and Travelling Showpeople communities. This application proposes 4 pitches; another application has been submitted (19/03112/FUL) for 7 pitches within the wider site, not within the ownership of the applicant. If both were permitted this would result in a total of 15 pitches on the site, which includes the existing.

8.22 The application site is located on Chalk Lane which is accessed off Keynor Lane to the north. Chalk Lane continues south, west and to the north is Cow Lane, resulting in a 'U' shaped road to the south of Keynor Lane, 2km in length. The character of the development along this road is sporadic with dwellings at irregular distances between each. The application site forms part of a cluster of gypsy and travelling people plots and pitches. Given the size of the surrounding community it is not considered that a total of 15 pitches on this site would result in the dominance of the existing nearby settled or gypsy communities by reason of scale and would not significantly harm social cohesion.

viii. Planning Balance

8.23 The Council cannot demonstrate a 5 year land supply to meet an up-to-date locally assessed need (rather than the target in the Local Plan Policy 36). As such, this is a material consideration of significant weight.

8.24 The application relates to an existing site, the development of which in the manner proposed would not result in ecological or highways concerns. The site is not located within any statutory protected landscape, although it is recognised that there would be a limited impact on the rural character of the area. This impact, however, would not outweigh the identified level of unmet need within the Local Plan Area. Additionally, officers recommend a landscaping condition requiring planting to the north and west of the site which would further screen views of the site from the wider landscape. For the reasons above, it is concluded that there is a sound justification for the proposal to be supported.

Conclusion

8.25 For the reasons set out above it is considered that the identified unmet need of gypsy and traveller pitches identified in the GTAA 2019 would outweigh the low level of harm to the character of the area, and therefore on balance the proposed development would be acceptable subject to conditions and S106 planning obligation.

Human Rights

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

8.27 In reaching the above conclusion Officers have taken into account rights under Article 8 and Article 1 of the First Protocol of Human Rights and concluded there would be no breach if planning permission were to be granted.

RECOMMENDATION DEFER FOR S106 THEN PERMIT subject to the following conditions and informatives:-

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

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

- 2) The development hereby permitted shall 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) The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of Planning Policy for Traveller Sites dated August 2015 (or its equivalent in replacement national policy).

Reason: To accord with the terms of the application and in the interests of proper planning.

- 4) There shall be no more than 4 pitches on the site and on each of the 4 pitches hereby approved no more than 2 caravans shall be stationed at any one time, of which only 1 caravan shall be a static caravan. All caravans stationed on the site shall comply with the definition of caravans as set out in Section 29 of the Caravan Sites and Control of Development Act 1960 and Section 13 of the Caravan Sites Act, as amended.

Reason: To accord with the terms of the application and to ensure satisfactory planning of the area.

- 5) 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 the efficient maintenance and ongoing operation for the SUDS system and to ensure best practice in line with guidance set out in the SUDS Manual CIRIA publication ref: C687 Chapter 22. The details are required pre-commencement to ensure the SUDS are designed appropriately and properly maintained and managed as soon as they are installed.

- 6) Prior to the commencement of development hereby approved a scheme for ecological enhancements has been submitted to and approved in writing by the Local Planning Authority. The ecological enhancements shall include as a minimum the following measures:
- a) any trees removed should be replaced at a ratio of 2:1 (two trees for every 1 removed)
 - b) filling any gaps in tree lines or hedgerows with native species
 - c) bat and bird boxes installed on the site, and
 - d) provision of gaps at the bottom of the fences to allow movement of small mammals across the site.

Thereafter the approved scheme shall be fully implemented in accordance with the approved details within 12 months of the first occupation of the site.

Reason: To ensure the efficient maintenance and ongoing operation for the SUDS system and to ensure best practice in line with guidance set out in the SUDS Manual CIRIA publication ref: C687 Chapter 22.

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

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

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

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

- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting or amending that Order) no commercial activities whatsoever shall take place on the land including the storage of materials.

Reason: In the interests of protecting the rural character of the surrounding area.

- 10) The development hereby permitted shall not be occupied unless and until details of a scheme showing a minimum of 1 electric car charging point per pitch to be provided and a timeframe for the charging point to become operational shall be submitted to and approved in writing by the Local Planning Authority. The car charging points shall be provided in accordance with the approved scheme and thereafter shall remain maintained and 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.

- 11) No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site.

Reason: To enable the Local Planning Authority to maintain control in the interests of amenity.

- 12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting or amending that Order) no walls, fences, gates, or other means of enclosure (including bunding) shall be erected, or placed within/to the boundary of the plot anywhere on the application site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

- 13) 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 council has created a Surface Water Drainage Proposal Checklist document that can be found in the downloadable documents box on the following webpage: <http://www.chichester.gov.uk/landdrainage>. This document is designed to clearly outline the council's expectations and requirements for Surface Water Drainage Proposals.

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 - Existing Location Plan (A3)	01		06.12.2019	Approved
PLAN - Existing Block Plan (A3)	02		06.12.2019	Approved
PLAN - Proposed Block Plan (A3)	03		06.12.2019	Approved
PLAN - SUBSTITUTE PLAN 4/2/20 PROPOSED SITE PLAN (A3)	04	A	14.02.2020	Approved
PLAN - SUBSTITUTE PLAN 4/2/20 PROPOSED BLOCK PLAN (A3)	05	A	14.02.2020	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=Q17NNDER0PD00>