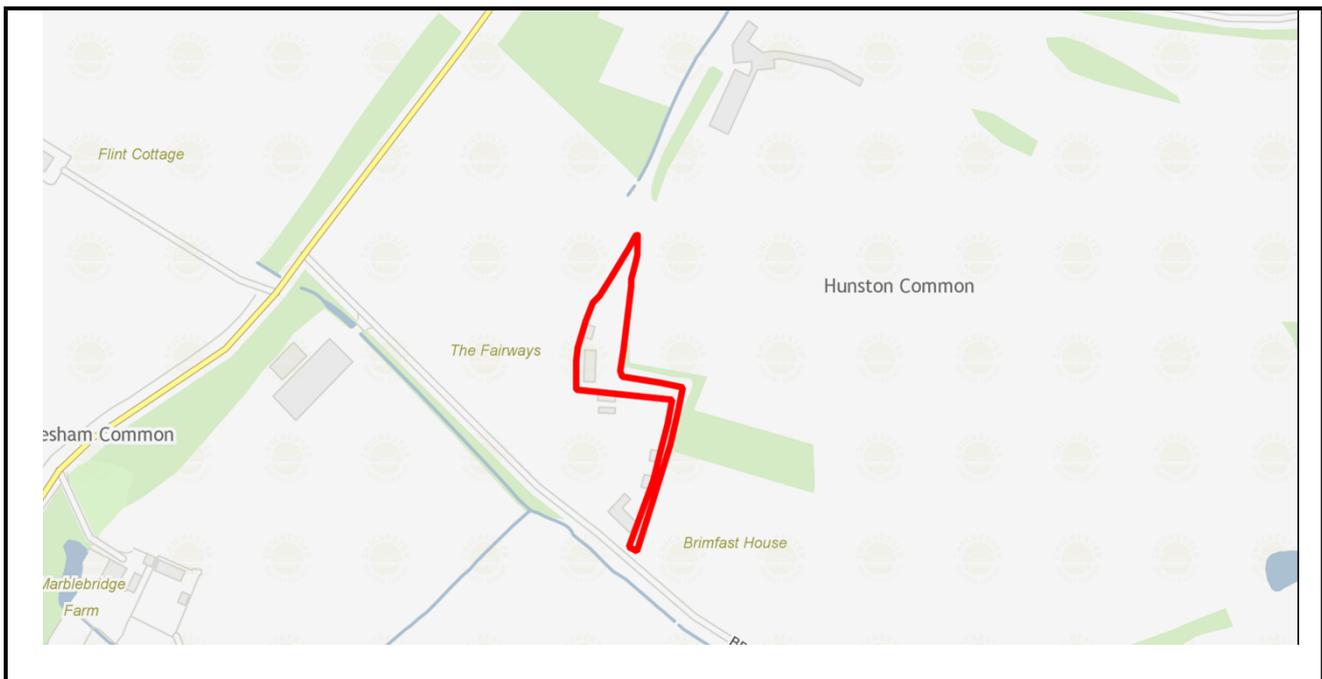


Parish: Sidlesham	Ward: Sidlesham With Selsey North
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SI/20/00434/FUL

Proposal	Removal of existing building granted prior approval for change of use to C3 dwelling houses under 19/00757/PA3P and existing stable / storage building, and erection of a single storey new build dwelling and detached car port.		
Site	The Fairways Brimfast Lane Sidlesham PO20 7PZ		
Map Ref	(E) 485496 (N) 100089		
Applicant	Mrs P Smith	Agent	Mr Ben Kirk

RECOMMENDATION TO DEFER FOR S106 THEN PERMIT



	<p>NOT TO SCALE</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>
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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 boundary to the north of Brimfast Lane, Sidlesham, set back from the road. An access track leads from Brimfast Lane to the south-east corner of the site and curves round to the west of the site. There are static caravans to the south-east of the site and to the east of the caravans a detached dwelling is being constructed. On the western boundary of the site is the existing building to be demolished. To the north of the site is a golf club, there is a residential dwelling to the south, and agricultural land to the east and west.

2.2 A hedge runs along the northern side of Brimfast Lane and a number of field boundaries within the agricultural land surrounding the site provide a reasonable amount of natural screening from Selsey Road, some distance to the West and along Brimfast Lane, to the south. Due to the deciduous nature of the field boundaries, there would be glimpsed views of the site from Brimfast Lane, however the site is read in the context of other residential dwellings located close to Brimfast Lane, which are highly visible within the landscape.

3.0 The Proposal

3.1 This application seeks planning permission for the demolition of an existing building and the erection of a detached dwelling. The building to be demolished has an extant permission for prior approval (19/00757/PA3P) for its change of use to dwelling. The application also proposes a detached car port. The proposed dwelling would be single storey with 4 no. bedrooms, with a garden area to the north and parking to the south. The application has been amended since its submission, reducing the proposed ridge to 3.8 metres, from 5.3 metres and the addition of solar panels to the southern elevation.

4.0 History

10/01835/REM	PER	Replacement of existing dwelling with 1 no. 4 bedroomed cottage.
10/05395/FUL	PER	Retention of two mobile homes for a temporary period of two years during construction of 4 bedroomed cottage permitted under SI/10/01835/REM.
10/05637/REM	APPRET	Schedule of materials and finishes. Car parking. Landscaping and tree planting. Fences and hedges. Refuse bin storage Cycle storage

11/00050/FUL	PER	S73 application to vary condition 1 of SI/10/01835/REM - Change in aspect of proposed dwelling.
12/04378/FUL	PER	Retention of two mobile homes for a temporary period of 18 (eighteen) months during construction of 4 bedroomed dwelling permitted under SI/10/01835/REM (re-submission of SI/10/05395/FUL)
14/02656/FUL	PER	Retention of two mobile homes for a temporary period of 12 months during construction of 1 no. 4 bedroom dwelling permitted under SI/10/01835/REM (re-submission of SI/10/05395/FUL).
14/04131/DOM	WDN	Proposed double garage and annexed accommodation to the main dwelling.
15/00435/DOM	PER	Proposed double garage and annexed accommodation to the main dwelling.
18/01124/DOC	DOCDEC	Discharge of condition 3 from planning permission SI/15/00435/DOM.
18/03429/ELD	PER	Existing lawful development certificate for use as commercial storage (B8).
19/00757/PA3P	YESPAP	Notification for Prior Approval for a Change Of Use from Storage or Distribution Buildings (Class B8) and any land within its curtilage to dwellinghouses (Class C3).
19/01574/FUL	WDN	Removal of existing storage building and erection of 2 no. dwellings and 1 no. car ports.

5.0 Constraints

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

6.0 Representations and Consultations

6.1 Parish Council

The PC objects to the application. The proposed building is not on the footprint of an existing building and therefore constitutes a new build. Sidlesham has a policy which does not allow new building in the parish, only replacement buildings on the footprint of existing buildings or small scale social housing are permitted. The PC noted 2 caravans on the drawings. Permission for these caravans was granted in 2010 for a limited period while a 4 bedroom house was built. An extension of that time was given in 2014 for the caravans to remain for a further year. The house has still not been completed and if the caravans are to remain, an additional application should be submitted to CDC or they should be removed.

6.2 WSCC Local Highway Authority

Summary:

This proposal is for the removal of an existing storage building and stable building and erection of a single storey dwelling. The site is located on Brimfast Lane, an unclassified road subject to national speed limit.

WSCC in its role as Local Highway Authority (LHA) previously received a highways consultation request for this site under application 19/00757/PA3P. The LHA raised no objections to this proposal. The planning authority permitted the application.

Access and Visibility:

The existing access on Brimfast Lane will be utilised for this development and no alterations are proposed. There are no apparent visibility issues at this access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The LHA does not anticipate that movements to or from the site will exceed those of the existing B8 Storage & Distribution use.

Parking and Turning:

The WSCC Car Parking Demand Calculator has indicated that a dwelling of this size in this location would require three parking spaces. The applicant proposes a double carport for this development. The carport has approximate dimensions of 5.6m x 4.8m. Therefore, it exceeds the minimum specifications for double car bays of 4.8mx 4.8m as set out in Manual for Streets (MfS) and can be considered for parking provision. There appears to be space on the driveway for a third car parking space if required. As such, the LHA considers the proposed parking provision to be sufficient.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with the above WSCC guidance and Chichester Local Plan policy.

On-site turning appears achievable, but it may require a multi-point manoeuvre. The LHA advises the applicant that the layout of the driveway may benefit from the addition of a turning head. Notwithstanding this, the LHA is satisfied that vehicles can exit the site in a forward gear.

The applicant has not demonstrated cycle parking provision. For this proposal, the LHA would expect a cycle parking provision for at least two cycles, in accordance with WSCC parking standards. The inclusion of secure and covered cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability:

The site is situated in a rural location that lacks access to immediate amenities. The nearest shop is situated in Hunston, approximately 2.2km away. The nearest schools can be found either in Sidlesham or in North Mundham, both approximately 4.2km from the site. Bus stops along the B2145 do offer regular bus services to Chichester and Selsey. However taking this all into consideration, the LHA anticipates that future residents may have a reliance on the private car.

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.

6.3 CDC Archaeology

It is unlikely that this proposal would affect deposits associated with the nearby line of the Roman road to the extent that measures to mitigate impact would be justified.

6.4 Third party objection comments

No third party representations have been received.

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:

Chichester Local Plan: Key Policies 2014-2029

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 33: New Residential Development
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 42: Flood Risk and Water Management
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
Policy 51: Development and Disturbance of Birds in Pagham Harbour Special Protection Area

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 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 revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019. 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.*

7.5 Consideration should also be given to the following paragraph and sections: Sections 2 (Achieving sustainable development), 5 (Delivering a sufficient supply of homes), 9 (Promoting sustainable transport) and 12 (Achieving well designed places). The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

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

Other Local Policy and Guidance

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

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

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

- Support communities to meet their own housing needs
- Encourage partner organisation to work together to deliver rural projects and ensure that our communities are not isolated
- Promote and increase sustainable, environmentally friendly initiatives in the district

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of development
- ii. Design and impact upon character of the surrounding area
- iii. Impact upon amenity of neighbouring properties
- iv. Impact upon highway safety and parking
- v. Sustainability
- vi. Ecological considerations
- vii. Drainage
- viii. Other matters

Assessment

i. Principle of 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. However, the permitted prior approval application (19/01601/PA3Q) provides a fall-back position for residential use of the site, and this is a material consideration. It is considered that the prior approval application can be considered as a fall-back position that carries significant weight because it appears the prior approval scheme is capable of being implemented. Given this, the principle of residential development has been established and, providing the replacement dwelling is comparable to the scale of the existing building, its replacement with a new build dwelling is acceptable in principle; subject to assessment of other criteria and material considerations such as design, amenity and countryside impact.

8.3 The proposed dwelling would not fully reflect the appearance and scale of the existing building in terms of its maximum ridge height, however it is considered that due to the location of the site, which is not highly visible within the landscape and does not form part of an established streetscene (rather it is located to the rear of existing residential dwellings), that the proposal would not cause demonstrable harm to the character of the surrounding area. , In addition, the orientation of the replacement building would benefit from solar gain as it would be south facing and it has presented the opportunity to provide an array of solar panels on the south face roof slope which is considered to be a benefit of the proposed new dwelling, compared to the fall-back position to convert the existing building to residential use.

Given the context of the site, and the betterments in terms of the sustainable construction of the development and fall-back position that would permit a residential use on the site, the principle of the development would be acceptable. The changes to the orientation of the building and the increased ridge height are matters to be considered in respect of the impact of the proposals on the character of the area.

ii. Design and impact upon character of the surrounding area

- 8.3 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.
- 8.4 The application site is located within the countryside, set back from Brimfast Lane, where the site would not be easily visible from. The larger parcel of land that the application site forms part of includes mature hedgerow and trees along the boundary. The existing building is used for storage, constructed in blockwork for the walls, and a felt roof. The features of the existing building reflect its current lawful use, as a storage building. In comparison the design of the proposal would reflect the proposed residential use of the building. During the course of the application the design has been amended to provide horizontal timber weatherboarding above a brick plinth to the elevations ensuring that the design of the proposal is in keeping with the rural vernacular of the surrounding area. While the design of the proposal does not try to exactly emulate the character of the existing building, it is considered that it would sufficiently respond to the countryside location of the proposal.
- 8.5 The existing permitted prior approval building has a footprint of 220 sq. meters, with a width of 10.7 metres, a length of 20.5 metres and a ridge height of 2.6 metres. The width of the proposed building would be 11.4 metres with a length of 21 metres and a footprint of 239 sq. metres. It would therefore be slightly larger than the existing building. The proposed dwelling would be located in broadly in the same position as the existing building, albeit turned 90 degrees, with the front of the dwelling facing south. The garden area for the proposed dwelling would remain similar to what was permitted under the prior approval and it is therefore considered that the garden area would not have a harmful impact on the open and rural nature of the countryside. The application has been amended since its submission reducing the ridge of the proposed dwelling to 3.8 metres from 5.3 metres, with an eaves height of 2.4 metres.
- 8.6 Where planning permission is sought for a dwelling as an alternative to a successful prior approval application officers will normally expect such a proposal to reflect the existing building which has permission to be converted, normally in order to protect the rural or industrial character of an area. However, where there is particular justification for such a change, a betterment in terms of its relationship with neighbouring properties, heritage assets or the changes would not result in any harm to the character of an area, there may be little justification to resist alternative design proposals.

8.7 In this instance, the increase in the ridge height of 1.3 metres, is not considered to be harmful to the character of the open countryside due to the location of the site, set back from the highway, screened by mature vegetation and within the envelope of surrounding development. In addition, the increased ridge height allows for a conventional roof construction with profiled tiles and solar panels on the south facing roofslope. The re-orientation of the building in comparison to existing would also have benefits in terms of neighbouring relationship and improved solar gain. It is therefore considered that the relatively small changes to the scale and appearance of the building would not result in a level of harm that would warrant refusal and the benefits in terms of the increased sustainability of the finished building should be welcomed.

8.8 On balance, whilst it is recognised that the proposal does not fully reflect the scale and appearance of the existing building, when taking into account the location and context of the site, the neighbouring residential development domestic in character and appearance, and the benefits of the scheme when compared with converting the existing it is considered the proposal would 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 upon amenity of neighbouring properties

8.9 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 Chichester Local Plan include requirements to protect the amenities of neighbouring properties.

8.10 The nearest dwelling most impacted by the proposal is to the south of the application site, which is currently under construction. The side elevation of the prior approval dwelling would be 3 metres from the boundary of the neighbouring property, whilst the proposed dwelling would be located 11 metres from the boundary with the dwelling to the south, and therefore the distance to the neighbouring properties would be increased from that which currently exists. The position of the proposed dwelling would represent an improvement in the relationship between the two dwellings in comparison to the prior approval scheme. Given the distance between the proposal and the existing dwelling, it is not considered the proposal would have a significant impact to neighbour amenity. The application therefore accords with policy 33 of the Chichester Local Plan and would be acceptable in this respect.

iv. Impact upon highway safety and parking

8.11 The application proposes to utilise the existing access to the site and would provide internal parking provision for at least two cars in addition to adequate turning arrangements; allowing cars to both enter and leave the site in a forward gear. The provision of electric car charging can also be secured by condition. The Local Highway Authority has been consulted and raised no objections subject to conditions. The proposal therefore accords with Local Plan Policy 39 and is acceptable in terms of highway safety and parking provision.

v. Sustainability and ecological considerations

8.12 Policy 40 of the Chichester Local Plan states that proposal should minimise the impact of the development upon climate change. The applicant has advised that the proposal would meet the requirements of this policy for a 20% improvement over and above standards set out within building regulations. This would, in part be achieved by the solar panels to the southern elevation, the applicant has also agreed to the installation of an electric car charging point. The change in orientation of the building in comparison to the existing building would also lead to improvements in solar gain, with the panels facing due south. In addition the applicant has also agreed to a condition restricting water consumption to 110l. A condition requiring submission of full details of the sustainable design and construction is recommended. These measures are all betterments when compared with the requirements of any scheme that would be provided under the prior approval to convert the existing building.

8.13 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. The unilateral undertaking and contribution has not yet been received and therefore the recommendation is to defer for a S106 and then permit.

vii. Drainage

8.14 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 package treatment plant for foul sewage and to a soakaway for surface water. A condition is recommended to secure these details. The application would therefore not result in a net increase in surface water run-off and as such accords with policy 42 of the Chichester Local Plan.

Conclusion

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

Human Rights

8.16 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account and it is concluded 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) 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 and shall result in a minimum of a 20% betterment over and above the current building regulations requirements. 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.

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) Notwithstanding any details submitted, **no development shall commence** until details of a system of foul drainage of the site have been submitted to, and approved in writing by the Local Planning Authority. Any variance in the approved details must be agreed in writing with the Local Planning Authority prior to the commencement of any development in relation to the foul drainage of the site. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the development shall take place until the approved works have been completed. The foul drainage system shall be retained as approved thereafter.

Reason: To ensure adequate provision for drainage. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

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

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

7) 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 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule of materials and finishes unless otherwise agreed in writing by the Local Planning Authority.

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

8) 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.

9) 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.

10) 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.

11) The dwellings hereby permitted shall not be occupied unless and until a minimum of 1 car charging point has 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.

12) The development hereby permitted shall not be first brought into use until a fully detailed landscape and planting scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities, and for large scale developments shall include a program for the provision of the landscaping. In addition all existing trees and hedgerows on the land shall be indicated including details of any to be retained, together with measures for their protection in the course of development. The scheme shall make particular provision for the conservation and enhancement of biodiversity on the application site. The works 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 scheme shall be carried out in the first planting season after practical completion or first occupation of the development, 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: In the interests of the visual amenities of the locality and to enable proper consideration to be given to the impact of the proposed development on existing trees.

13) 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.

14) No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

15) 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 Class AA, A, B, 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 neighbours and the surrounding area.

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 - AMENDED PLAN 26/2/20 - LOCATION PLAN (A3)	000	2	17.04.2020	Approved
PLAN - SITE BLOCK PLAN (A3) AMENDED PLAN 26/2/20	001	2	17.04.2020	Approved
PLAN - AMENDED PLAN 26/2/20 - EXISTING ELEVATIONS (A3)	100	2	17.04.2020	Approved

PLAN - AMENDED PLAN 26/2/20 - EXISTING ELEVATIONS AND FLOORPLANS (A3)	101	2	17.04.2020	Approved
PLAN - AMENDED PLAN 26/2/20 - PROPOSED FLOOR PLAN (A3)	200	2	17.04.2020	Approved
PLAN - AMENDED PLAN 26/2/20 - PROPOSED ELEVATIONS (A3)	201	2	17.04.2020	Approved
PLAN - AMENDED PLAN 26/2/20 - PROPOSED ELEVATIONS (A3)	203	2	17.04.2020	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=Q5OMCIERT800>