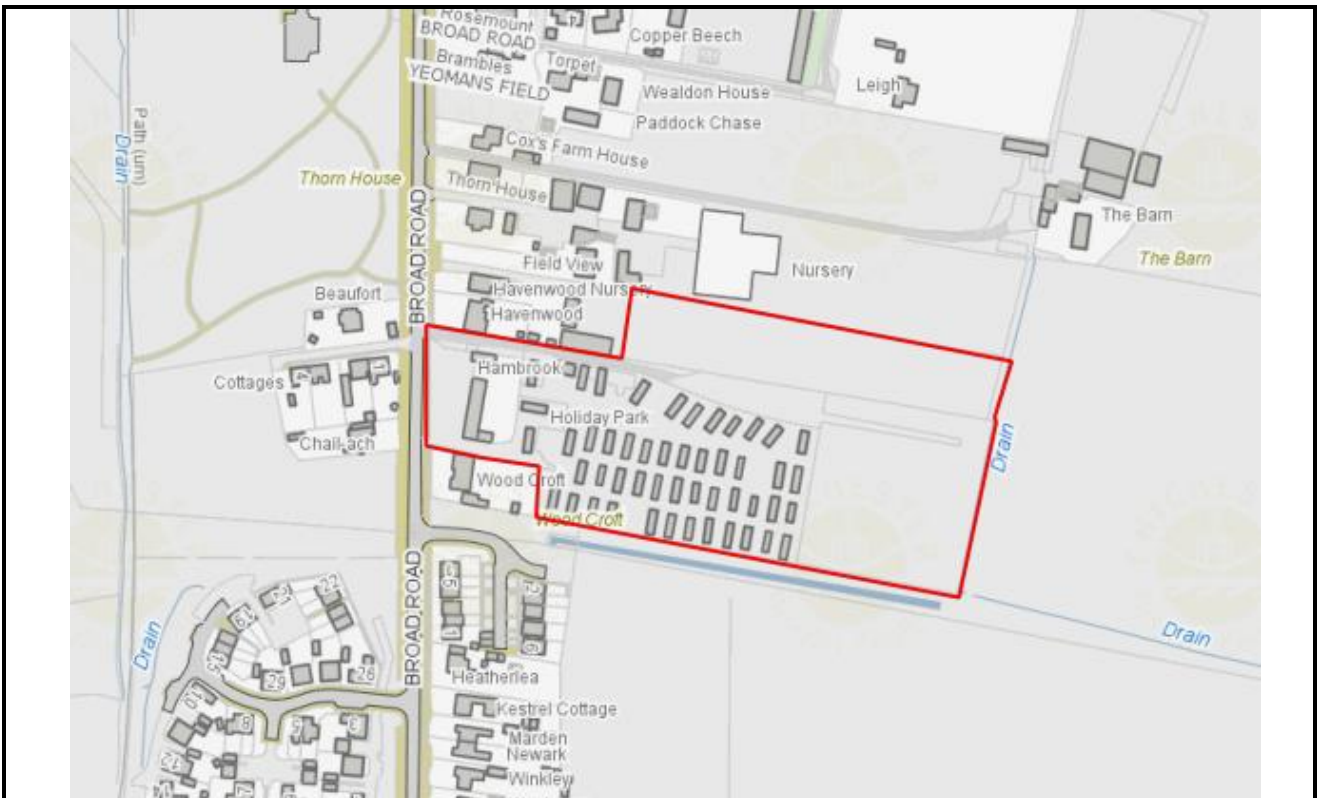



Parish: Chidham & Hambrook	Ward: Harbour Villages
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**CH/19/02758/FUL**

<b>Proposal</b>	Refurbishment, extension and rationalisation of existing layout of Hambrook Holiday Park including demolition of existing clubhouse and storage buildings. Construction of new access roads, laying out of redistributed existing/consented mobile home pitches, creation of green amenity spaces, landscaping together with parking and refuse storage.		
<b>Site</b>	Hambrook Holiday Park Broad Road Hambrook Chidham Chichester West Sussex PO18 8RF		
<b>Map Ref</b>	(E) 478785 (N) 106096		
<b>Applicant</b>	Mr Paul Calvesbert	<b>Agent</b>	Mr Matthew Pickup

**RECOMMENDATION DEFER FOR CONSULTATION WITH NATURAL ENGLAND REGARDING THE APPROPRIATE ASSESSMENT AND, SUBJECT TO NO OBJECTION FROM NATURAL ENGLAND, PERMIT WITH S106**



	<b>NOT TO SCALE</b>	Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803
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## **1.0 Reason for committee Referral**

Parish Objection - Officer recommends Permit

## **2.0 The Site and Surroundings**

- 2.1 Hambrook Holiday Park is situated on the eastern side of Broad Road in Hambrook. The holiday park is approximately 0.8ha and comprises:
- o a dilapidated single storey club house (300sqm) located along the site's frontage with Broad Road which, having previously been damaged by fire, has been allowed to fall into a state of disrepair;
  - o the holiday home park itself which can lawfully accommodate up to 79 caravans (currently comprising 52 static mobile homes for holiday accommodation, 1 warden's caravan and a former disused 26 pitch touring caravan field). The 26 pitch touring caravan field has an extant planning permission for 26 static pitches ref: 16/01862/FUL, and
  - o an area of overgrown land to the north measuring approximately 0.56ha that formerly was used as a horticultural nursery.
- 2.2 The application site excludes an area of land in the middle of the holiday home park that comprises 12 pitches outside the applicant's ownership, as well as 10 pitches within the applicant's ownership (Note the 10 pitches in the applicant's ownership are shown on existing plans, albeit there are less caravans on the site at present).
- 2.3 The holiday park has suffered from a prolonged lack of investment and as a consequence has a relatively run down feel.
- 2.4 The site is located in the countryside, outside but adjacent to the settlement boundary of Nutbourne East.
- 2.5 Hambrook Holiday Park is within 0.3km to the only local shop (post office) and is 0.2km from the train station. Access to the site is via Broad Road via the A259 to the south or Emsworth Common Road to the north. Broad Road is characterised by residential ribbon development which until recently had predominantly been located on the eastern side of the road. However, recent developments have extended residential development along the western frontage. To the east of the site there are open fields.

## **3.0 The Proposal**

- 3.1 The proposal comprises:
- o reconfiguration of the existing holiday caravan park, including provision of landscaped recreational open space at the front of the site following the removal of the existing car park and former clubhouse building
  - o change of use of the land to the east, from touring caravans to static caravans. This land already benefits from extant planning permission 16/01862/FUL for change of use to static caravans, which has not been fully implemented (albeit works have started on site). The proposal is for a different reconfiguration of the land to that granted under 16/01862/FUL.
  - o change of use of the land to the north, from plant nursery to static caravans.

3.2 There would be no increase in pitch numbers across the holiday park. As set out in the previous section the holiday home park can lawfully accommodate up to 79 caravans under planning applications 03/00350/FUL and 16/01862/FUL. The application seeks to provide 61 pitches within the application site area. In addition, outside the application site (within the area of blue land towards the centre the centre of the holiday park) there are 12 freeholder pitches (under separate ownerships) and 6 pitches under the ownership of the applicant that would be also be retained but do not form part of this application.

Specifically the layout plan shows:

- o 61 pitches (including 1 warden's pitch), with each pitch including a base for a caravan, a vehicle car parking space and an amenity space.
- o Demolition of existing site office / store building located adjacent to the site's northern boundary.
- o Provision of landscaped recreational open space at the front of the site.
- o 3 further smaller areas of recreational space scattered across the site.
- o Realignment of the internal site access roads with 15 visitor parking spaces scattered across the site and 12 parking spaces to the front of the site to be allocated to the existing freeholders.
- o Refuse and recyclables collection point at the front of the site.

3.3 The applicant has submitted a phasing plan. This shows that the front of the site would be redeveloped first, with the demolition of the clubhouse and creation of the recreational area and the creation of 11 pitches including the warden's pitch. Following this the main access road through the site would be constructed and pitches would be constructed at the far south-eastern corner of the site. The development would then be phased, moving counter clockwise. In total there would be 6 phases.

#### 4.0 History

There is an extensive planning history for the site, the most relevant applications are listed below:

79/00011/CH	PER	Change of use - site for touring caravans.
03/00350/FUL	PER	Use of permitted holiday caravans throughout year, subject to their occupation being limited to holiday use only.
04/03413/FUL	REF	Use of touring caravan site for the stationing of static holiday homes.
05/02864/COU	REF	Change of use of touring caravans to 14 static caravans for holiday use only and open space/play area and variation of Condition No.2 of CH/03/00350/FUL to allow 14 mobile homes to be left for residential purposes.
07/03770/COU	REF	Change of use of small part of eastern field for caravan storage.

08/00698/FUL	APPRET	Variation of condition of CH/03/350 to allow 14 no. mobile homes to be let for residential purposes.
08/01983/COU	APPRET	Temporary use (2 years) of 14 mobile holiday homes for residential use.
08/04516/FUL	REF	Temporary use of 14 no. mobile holiday homes for residential use for two years. Dismissed at appeal.
09/04215/FUL	PER	Replacement Utility Building (Re-submission of 08/00820/FUL)
10/03029/COU	REF	Demolition of clubhouse: and stationing of 9 mobile caravans for holiday accommodation.
10/05136/FUL	REF	Demolition of clubhouse and the stationing of eight additional mobile homes for holiday accommodation including erection of fence and landscaping along road frontage (Re-submission).
16/01862/FUL	PER106	Change of use of disused former touring caravan field to accommodate 26 no. static holiday homes.
20/00452/DOC	PER	Discharge of conditions 4 (foul water drainage) and 7 (surface water drainage) of Planning Permission reference 16/01862/FUL.
20/00526/DOC	PER	Discharge of condition 6 of permission CH/16/01862/FUL.
20/00596/DOC	PER	Discharge of Condition 5 of CH/16/01862/FUL.

## 5.0 **Constraints**

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Tree Preservation Order	YES
EA Flood Zone	Flood Zone 1
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

## **6.0 Representations and Consultations**

### **6.1 Chidham and Hambrook Parish Council**

*Comments received 17/07/20*

The Council objects to this planning application on the following grounds:

1. An increase in mobile homes sited would constitute an over-development of the site and result in an impact on recreational disturbance and water quality.
2. The issues identified by Natural England in regard to sewage and deterioration of the water to be addressed.
3. The licence to be retained as a holiday park conflicts with current permanent residential usage.

*Comments received 20/12/19*

The Planning Committee met on 19 December 2019 and had no objection to this planning application but would comment that lighting conditions should be reasonable and low level.

### **6.2 Natural England**

*Comments received 23/12/19*

As submitted, the application could have potential significant effects on Chichester and Langstone Harbours Special Protection Area (SPA), Solent Maritime Special Area of Conservation (SAC) and Chichester Harbour Site of Special Scientific Interest (SSSI).

Pathways for impact are water quality impacts from discharge of treated sewage effluent and recreational disturbance. Natural England advises that these impacts and the mitigation measures to address them, should be considered through an Appropriate Assessment. This should be carried out by your authority as the competent authority under the Habitats Regulations. Natural England is a statutory consultee in this process.

Natural England advises that it is for your authority to determine whether the current proposal represents a net increase in mobile homes, which have not already been subject to mitigation measures. The impacts of any net increase over and above the existing number of lawful caravans on the site should be assessed via Appropriate Assessment in terms of recreational disturbance and water quality impacts.

### **6.3 Highways England**

No objection - on the basis that the development will not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and DCLG NPPF particularly paragraph 109) in this location and its vicinity.

#### 6.4 Southern Water

Our initial investigations indicate that Southern Water can provide foul sewage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

Standing Advice.

#### 6.5 WSCC Lead Local Flood Authority

Current surface water flood risk based on 30year and 100year events: Low Risk

Modelled groundwater flood hazard classification: High Risk

Ordinary Watercourses nearby? Yes - Current Ordnance Survey mapping shows an ordinary watercourses running adjacent to the site.

Records of any historic flooding within the site? No

#### 6.6 WSCC Highways - summarised by officer

*Comments received 20/10/2020*

No objection to the refuse tracking plans, unable to identify any issue which would cause problems to the vehicles involved or other road users.

*Comments received 14/10/2020*

The proposed arrangements for pedestrians are adequate for a site of this nature.

The 3.7 metre internal road width is acceptable. I understand that this conforms with building regulations, although it is rather narrow for current private cars to pass one another.

*Comments received 30/07/20*

Revised site drawings and vehicle tracking drawings have now been received. While the authority does not object to the application, there are one or two issues which require review and possibly further action on the part of the applicant.

One would expect space near the entrance to be allocated to visitors and those booking in or out of the site. However, the highway authority does not wish to stray into the minutiae of site management and we expect that the site manager is capable of controlling the flow of visitors.

The provision of twelve freeholder spaces has, however, resulted in a reduction of visitor spaces from 26 to 15. We consider that on a busy seasonal site, more visitor spaces may be required, although this may not be possible within the operational constraints of the site. It is understood that no spaces are currently available on the freeholders' site, and we assume that the 12 parking spaces are required in the interests of the efficient functioning of the whole application/non-application area.

Some further rationalisation of parking and amenity space allocations round the site entrance and site office might yield a more user-friendly layout, making it clear to users who may park where and allowing free flow of traffic into and out of the site under peak conditions.

More up-front information on the numbers and location of bicycle and motorcycle parking spaces would be welcomed.

There is always a balance to be struck on cul-de-sac sites between turning space and the likelihood of that space being used for parking. We consider that the site operator is capable of controlling the use of turning space which we also consider essential in a constricted site, so that vehicles are not reversing into or out of any part of the site.

The three-metre access road width is probably the absolute minimum that a caravan site can put in place to be consistent with site licensing requirements. This leaves room for only one vehicle in one direction at a time. If there is any way that the applicant can provide, as a minimum, passing places on each link, this would be welcomed, although how parking in those spaces could be controlled is difficult to evaluate. The highway authority would find it difficult to resist the proposed development on a holiday site solely and specifically with regard to road widths.

We strongly advise the council to consult separately West Sussex Fire & Rescue Service.

The highway authority continues to accept the principle of the development, but would welcome a little further information on the issues outlined above.

Recommended planning conditions were included in a previous response.

*Comments received 28/01/2020*

Having examined the documents provided with the application, the highway authority has no objection to the proposal. However, it is not clear from the layout whether cars will be able to turn adequately within the development (even with the evidence of the vehicle tracking diagrams). Therefore we recommend a condition to ensure that parking and turning can be achieved, so that cars may enter and leave all parts of the site nose-first. Conditions are also recommended to ensure provision of a bound road surface at the entrance, that site drainage is not to the highway and the provision of a construction management plan.

The applicant proposes to use the existing crossover access to the north of the site.

Visibility of 2.4m X 58m to the north and 2.4m X 54.9m to the south is achievable on Broad Road, consistent with measured vehicle speeds. A fully adhering bound surface must be provided within the site adjacent to the site entrance to a distance of at least 20m. No road traffic collisions associated with the current accesses have been identified. A road safety audit is not required.

The proposed provision of 79 parking spaces for site occupiers and 26 spaces for visitors/overspill appears consistent with the use. Spaces for mobility-impaired users must be provided. Covered and secure bicycle parking will also be required. We note that four full-time and three part-time employees will attend the site. Suitable parking facilities should be provided for staff.

Sufficient and adequate access is proposed for servicing and emergency vehicles. There is a commitment within the transport statement to provide and update a travel leaflet with details of local alternatives to the car. The site is in an accessible location with regard to bus and train services.

#### 6.7 WSSC Fire and Rescue - summarised by officer

Conditions recommended to secure a fire hydrant or stored water supply.

#### 6.8 CDC Environmental Protection

Bins and bin stores are typically relatively close to dwellings, and this particular one is close to the neighbouring dwelling, Havenwood. The bin store area appears to be the main repository for household and recycling waste for the whole site which comprises 50+ units and therefore a significant quantity of waste is likely to be placed in the area. Given the much further distance from the holiday units, and the lack of ownership over waste management that a holidaymaker tends to have, this bin store will require proper management by the site operators in order to prevent issues arising from pests such as flies, maggots, and rats. A position further from residential accommodation would be preferable. However suitable management of the bin store including regular cleaning, ensuring bins are kept closed, drainage, and pest control should prevent nuisance issues arising.

#### 6.9 CDC Environmental Strategy Officer

The lighting scheme for the site will need to take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees, hedgerows and buildings by avoiding unnecessary artificial light spill through the use of directional light sources and shielding.

We require that a bat box is installed on the trees onsite facing south/south westerly positioned 3-5m above ground.

As detailed within the Preliminary Ecological Appraisal (Aug 2019) precautions should be put in place for hedgehogs and the site will need to be searched carefully before works begin. If any small mammals including hedgehogs are found they should be relocated away from the construction area into surrounding suitable habitats.

Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March - 1st October. If works are required within this time an ecologist will need to check the site before any works take place (with 24 hours of any work).

We would like a bird box to be installed a tree within the grounds of the site.



We require a number of enhancements are incorporated within the scheme and shown with the landscaping strategy. These include;

- o two hedgehog nesting boxes included on the site
- o Gaps are included at the bottom of the fences to allow movement of small mammals across the site
- o Bird and bat boxes are installed onsite as detailed above.
- o Native species planting used in landscaping
- o Wildlife flower meadow mixed used in grassland areas.

#### 6.10 CDC Drainage Engineer

*Comments received 18/02/2020*

We have reviewed the latest layout which addresses our concern with regards to access to the watercourses by providing the required 3m clear buffer.

Therefore we have no remaining objections to the application being approved.

However as per our comments on 7th Feb, we recommend a condition to ensure the development is adequately drained

*Comments received 22/07/2020*

We previously made comments on 7th February 2020, and these comments / concerns remain valid / unresolved.

We raised the need for a 3m buffer from all watercourses, and although this has been provided for the watercourse bisecting the site, this has not been addressed for the southern or eastern ditches, and there is now a new hedge proposed in, or very close to the ditch on the eastern boundary. This will prevent future access and any hedge should be set back leaving a minimum 3m clear level land from the top of the bank.

We recommend the application is refused unless the layout can be adjusted to ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion.

*Comments received 07/02/2020*

We have some significant concerns and would recommend the application is not approved until these are resolved.

1. There does not appear to be sufficient buffers for future maintenance of watercourses which pass to the south, east and through the site. A minimum of 3m should be provided from the top of bank(s).

2. Although we have not dealt with flooding on this site we are aware of localised flooding upstream of the where the scheme proposes to discharge, and note comments from residents which refer to existing flooding on-site. Infiltration has been ruled out without sufficient evidence, the scheme should follow the surface water hierarchy whereby the preference is to drain to ground.

The current proposal is a restricted discharge to the adjacent watercourse, with attenuation below the roads / parking. This approach will only be acceptable where infiltration has been ruled out. In order to do this winter groundwater monitoring and shallow percolation tests to BRE365 or similar will be required.

We envisage that percolation rates may be poor and so a high level overflow to the adjacent watercourse may still be required. All permeable paving should be un-lined (subject to groundwater monitoring).

#### 6.11 CDC Economic Development

The Economic Development Service supports this application.

According to research carried out by Destination Research in 2018 on behalf of Chichester District Council the total value of tourism for the district was £469,585,000, which includes visitor spend and indirect spend. This supports 6,472 jobs in the District.

There were 591,000 staying trips and 5,137,000 day trips. The total spend for staying trips equated to £141,930,000 compared to £182,720,000 for day trips. Spend per staying trip averages at £240.15 over an average of 4.83 days, which equates to £49.73 per night. This outweighs the spend for day trips at £35.57.

The Economic Development Service supports high quality, tourism facilities, especially on existing sites, which are in need of upgrading. The site has suffered from years of prolonged lack of investment, and consequently is now run down and does not provide a desirable holiday location.

The applicants intend to refurbish the entire site in phases and replace the existing static caravans which are now beyond their useful life. The first phase will include upgrades to the entrance, roads and pathways leading to the rear of the park where the first of the new mobile homes will be located. This location provides wide open views of the surrounding farmland/ countywide.

The proposed new layout of the accommodation will provide a more spacious feel, parking for visitors' cars next to their homes, CCTV and new recreation areas. This is the expectation in a modern holiday park.

The replacement lodges will provide a more luxury offer and significant amount of investment will be taking place on this site over the next few years. This will provide employment and retain the site in active commercial use.

## 6.12 CDC Licensing

*Comments received 15/10/2020*

Happy with the width of the roads being 3.7m. From a Licensing perspective we have no conditions, requirements or objections to the proposed markings placed on the roads.

*Comments received 08/10/2020*

There are currently 19 issued site licences for Hambrook Holiday Park.

Please see a breakdown of the number of pitches for each licence as follows:

17/01037/CVANMH = 26 pitches, 15/00932/CVANMH = 36 pitches, 15/00852/CVANSH = 1 pitch, 14/00133/CVANSH = 1 pitch, 14/00131/CVANSH = 1 pitch, 13/01553/CVANSH = 1 pitch, 13/00398/CVANSR = 1 pitch, 10/01500/CVANSH = 1 pitch, 05/02102/CVANSH = 1 pitch, 05/02105/CVANSH = 1 pitch, 05/02109/CVANSH = 1 pitch, 04/00552/CVANSH = 1 pitch, 03/00281/CVANSH = 1 pitch, 03/00283/CVANSH = 1 pitch, 03/00290/CVANSH = 1 pitch, 03/00291/CVANSH = 1 pitch, 98/00029/CVANSH = 1 pitch, 98/00030/CVANSH = 1 pitch, 93/00013/CVANSH = 1 pitch.

To clarify the Model Standards would apply to one licence on the above site 13/00398/CVANSR which is used for the on site manager.

Therefore to clarify for all the site licences that have been issued to this site must adhere to the following conditions set by the licensing department, Multi Holiday Site Conditions, Single Holiday Site Conditions and Single Residential Conditions.

Having reviewed the current plans, it would be highly unlikely a variation to the existing site licence(s) would be granted as the road widths measure only 3 metres, this would only be acceptable if this was a one way system. The Licensing Team would require the internal roads to be 3.7 metres to be satisfied the emergency services would have adequate spacing to travel around the proposed site.

*Comments received 10/02/2020*

The licensing team has no objections on the proposed plan and application for this site providing they adhere to the Model Standards 2008, however it must be documented that as indicated by the plans submitted there will still be separate plot owners that will be expecting to have full access to the site and use of access roads. Will suitable contingencies be put in to place to ensure disruption to these plots are kept to a minimum. Also will there be sufficient parking for these plot holders to store their vehicles whilst on site.

The licensing team recognises that this will be a phased and progressive development but will the single plot owners have a point of contact to liaise with should they have any questions or concerns throughout the construction, if the answer is `no` then this will have a massive impact on the Licensing Team if we receive a high volume of calls.

## 6.13 CDC Contracts Services

*Comments received 20/10/2020:*

Access from main road into development needs to be wider to prevent freighter having to go across the road into oncoming traffic when exiting left.

Inside the development the swept path clearly shows the freighter hitting bushes and swinging off of the road. I am not sure what it is swinging over but it would appear to be walls possibly.

*Comments received 20/07/2020:*

Holiday parks are treated as commercial sites, therefore we may not be the preferred contractor for waste collections. I am therefore only able to advise you as if we were the chosen contractor.

Holiday parks tend to opt for the use of large bulk waste and recycling bins, rather than individual bins. The number of bins required is really dependant on the frequency of collections.

Firstly please refer to our refuse freighter dimensions detailed in the waste storage and collection service guide, Appendix A, page 14. The proposed layout and swept path analysis differ slightly, with the layout not showing a turning head. However the swept path analysis shows a turning head to the south into the green at the front of the site. I presume this turning head would be incorporated into the site, in which case this would be ideal.

All road surfaces should be constructed in a material suitably strong enough to take the weight of a 26 tonne vehicle. I would discourage the use of concrete block paving unless it is of a highway standard, as these tend to move under the weight of our vehicles.

To prevent access issues please may I insist that either parking restrictions are put in place, or adequate visitor parking is provided to prevent visitors from parking within the turning head/entrance to the site. Failure to address this issue at this stage may result in our refuse crew not being able to carry out their collections.

All communal bin storage areas should be sufficient in size to enable our collection crews to manoeuvre the bins out for emptying without the need to move other bins first. Further guidance is available in our standard waste requirements.

## 6.14 Third Party Representations

15 letters of objection have been received concerning;

- a) Highways and parking provision
  - Each of the 79 caravans is likely to have 2 cars (eg. Two families staying in one van). This would increase the traffic within the site, and would require parking for up to 158 cars.
  - Access roads unsuitable
  - The deeds for the separately owned plots provide detailed drawing of the access road (marked brown) to which they are entitled to vehicular access at all times, access to parking by their van and a parking area along the edge of the access road
  - The road is currently not wide enough to meet licensing requirements. The access roads on the plans look even narrower.
  - The plan needs to be amended to include pedestrian access from Broad Road to the caravans
  - Would result in overflow parking onto road
  - The roads and new layouts will effectively cut off services, namely electric, water and sewage to freeholders.
  - Vehicle Charging points required
  - Increased traffic on Broad Road
  
- b) Existing site issues
  - Applicant has allowed the site to get run down
  - caravans have been let to migrant workers on a permanent basis
  - leasehold caravan owners have been forced out, and the site owner has tried to force out freehold caravan owners.
  - Currently emergency vehicles and existing freeholders are denied access by a locked gate
  - Pool has been filled in and loss of facilities
  - Law broken in terms of fire safety
  - Unsafe to stay overnight
  - The Police have been called to the site on numerous occasions due to problems with migrant workers
  - A caravan on the site is currently being advertised on Gumtree for rent of £750.00 per month not as a holiday let but residential.
  - Applicant has removed vans without permission of the freeholder
  
- c) Application procedure
  - No consideration or consultation has been made with the freeholders/residents in the park
  - would appear to be an application for permanent residents via the back door
  - Plot numbers reflect the postal addresses of existing freeholder plots
  - The area will be better as affordable housing or kept as a holiday park.

- d) Facilities
- Plans to demolish any centre or hub for activity (i.e the dilapidated clubhouse) without replacement of these are not in character with a 'holiday' site
  - Require a clubhouse, bar, snooker, darts, food provision. Cafe and swimming pool.
  - Rights and easements attached to freeholders need to be maintained
  - Require seating areas, tables, benches, play equipment
  - Will place a considerable burden on local schools, GP surgeries and other amenities
- e) Harm to neighbours
- Noise and disturbance
  - Very little definition in the application of the continuing services and facilities that will be provided to the remaining owner/occupier caravans.
- f) Extant planning permission
- The previous planning 16/01862/FUL would expire on 31 March 2020 if the conditions have not been met.
- g) Need
- Occupancy Report/ income holiday lettings only details 2015 - 2017, so is therefore not current. This is also incorporates figures for non-holiday occupation.
  - Exciting site should be improved
  - Query whether Is Hambrook Holiday Park even a member of Holiday Parks and Campsites UK
  - In reality it will be a residential site as is Southsea Leisure Park. Independent evidence of this can be viewed on TripAdvisor.
- h) Flooding
- Remember flooding events that made parts of the site unusable in the past.
  - No mention of drainage ditch in centre of the site
  - The touring field is subject to flooding in the autumn/winter/spring months and therefore unsuitable for static caravans
  - A comprehensive drainage plan is required
- i) Visual
- Should be upgrading the site not extending it
- j) Restrictions on use
- Permission for weekends only 1st Nov - 28th Feb was previously imposed to prevent residential use of the site

One letter of support has been received with the following comments:

- a) concerned about the positioning of the Bin Store which is likely to bring additional noise and fumes to Havenwood House
- b) Havenwood House not correctly shown on plans
- c) Access required to maintain the boundary and cut hedges

## **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. The Chidham and Hambrook Neighbourhood Plan was made on the 20th September 2016 and forms part of the Development Plan against which applications must be considered.
- 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 6 Neighbourhood Development Plans  
Policy 9 Development and Infrastructure Provision  
Policy 31 Caravan and Camping Sites  
Policy 39 Transport, Accessibility and Parking  
Policy 40 Sustainable Design and Construction  
Policy 42 Flood Risk and Water Management  
Policy 43 Chichester Harbour Area of Outstanding Natural Beauty (AONB)  
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 52 Green Infrastructure  
Policy 54 Open Space, Sport and Recreation

### Chidham and Hambrook Neighbourhood Plan

EM2: Protection of Chichester Harbour, nature conservation designated areas and related areas of special environmental value.  
EM3: Protection and enhancement of landscape, habitat and biodiversity.  
CDP1: S106 agreements and CIL

## Chichester Local Plan Review Preferred Approach 2016 - 2035 (December 2018)

- 7.3 Chichester District Council adopted the Chichester Local Plan: Key Policies 2014- 2029 on 14 July 2015. The Council is currently reviewing and updating its Local Plan as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012, to provide up to date planning policies which are consistent with the National Planning Policy Framework (NPPF) 2019. The Council consulted on the Local Plan Review 2016-2035 Preferred Approach (LPR) document between December 2018 and February 2019 under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Council anticipates that the LPR will be published for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in Spring 2021, and that following this the Plan will be submitted to the Secretary of State for Independent Examination.

### Part 1 - Strategic Policies

S1 Presumption in Favour of Sustainable Development

S2 Settlement Hierarchy

S3 Development Hierarchy

S20 Design

S23 Transport and Accessibility

S24 Countryside

S26 Natural Environment

S27 Flood Risk Management

S29 Green Infrastructure

S32 Design Strategies for Strategic and Major Development Sites

### Part 2 - Development Management Policies

DM8 Transport, Accessibility and Parking

DM16 Sustainable Design and Construction

DM18 Flood Risk and Water Management

DM22 Development in the Countryside

DM29 Biodiversity

DM30 Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours Special Protection Areas

DM32 Green Infrastructure

DM34 Open Space, Sport and Recreation including Indoor Sports Facilities and Playing Pitches

## 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, 4, 6, 9, 11, 12, 14, 15. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

#### Other Local Policy and Guidance

7.6 Consideration has also been given to:

- o Surface Water and Foul Drainage SPD
- o Planning Obligations and Affordable Housing SPD
- o CDC PGN3: Design Guidelines for Alterations to Dwellings and Extensions
- o CDC Waste Storage and Collection Guidance
- o Natural England Advice On Achieving Nutrient Neutrality For New Development In The Solent Region v5 June 2020
- o Chichester Tourism Statement 2006

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 low levels of unemployment in the district
- Support local businesses to grow and become engaged with local communities
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

## **8.0 Planning Comments**

8.1 The main issues arising from this proposal are:

- i. The Principle of Development
- ii. The demonstrable need for the development and the requirement for a rural location
- iii. Impact on local amenity
- iv. Impact on Visual Amenity and Landscape Character
- v. Highways safety and parking provision
- vi. Flood risk and drainage
- vii. Sustainability
- viii. Ecology
- ix. Habitat Regulations Assessment
- x. Other Matters

## i. Principle of Development

- 8.2 The main part of the application site already has an established lawful use as a holiday caravan site for which there is an extensive planning history. Planning permission 03/00350/FUL granted the use of permitted holiday caravans throughout year, subject to their occupation being limited to holiday use only. The associated plans for this planning permission showed 53 static caravan pitches, including one pitch for the warden. There is also an extant planning permission for the eastern part of the site under application 16/01862/FUL for the 'change of use of disused former touring caravan field to accommodate 26 no. static holiday homes'. Third parties have highlighted that the application was due to expire 31st March 2020, however officers are satisfied that the pre-commencement conditions were discharged and a technical start commenced on site before the permission expired on 31st March 2020. The principle of the change of use of the eastern part of the application site has therefore been established.
- 8.3 The current application seeks to maintain the same number of pitches across the site as that which are lawfully permitted (Main site plus eastern extension - total: 79), but enlarge the overall site area to incorporate land to the north of the existing caravan park. The proposed development would also seek reconfiguration of the existing holiday park with hardstanding for pitch bases, access roads and parking provision across the site, as well as new recreational areas following demolition of the existing club house and removal of existing parking to the front of the site.
- 8.4 Policy 31 of the current Local Plan states that proposals for intensification and alterations to existing sites will be granted where it can be demonstrated that all the following criteria are met:
1. They meet a demonstrable need and require a rural location;
  2. They are of an appropriate scale in relation to their setting and would not diminish local amenity;
  3. They are sensitively sited and designed to maintain the tranquillity and character of the area;
  4. They are sited to be visually unobtrusive and can be assimilated so as to conserve and enhance the surrounding landscape; and
  5. The road network and the site's access can safely accommodate any additional traffic generated.
- 8.5 These matters are considered in the relevant sections below.

## ii. The demonstrable need for the development and the requirement for a rural location

- 8.6 Paragraph 16.31 of the Local Plan states that for static caravan sites it must be demonstrated that there is a demand for the site. Proposals that would be likely to lead to a significant excess of supply over demand or adverse visual impact will not be supported. Paragraph 16.34 of the Local Plan states that applications for the intensification/alteration of existing caravan sites should provide evidence of high demand on existing sites and refers to Appendix E , which sets out evidence should have regard to quantitative and qualitative analysis of the range of tourist accommodation, including other local touring and permanent sites.

- 8.7 As previously discussed there would be no change in the number of pitches to that previously permitted on the site. Under application 16/01862/FUL it was demonstrated that there was a need for the number of units.
- 8.8 The current application, however, seeks a spread of the development to the north through the change of use of the land immediately to the north from a former nursery (not operating since 1987) to static caravans. To support the application the applicant has submitted a market assessment. This reviews relevant planning applications in the district, research on overnight stay tourist accommodation both nationally and locally and data on the growth in demand for the Hambrook Holiday Park between 2015-2017. It is however noted that no data was available for 2018 and 2019 as the mobile home holiday lets were reduced to allow for the redevelopment of the park in 2019-20 (under application 16/01862/FUL).
- 8.9 The market assessment also sets out that 'public expectation of holiday park accommodation is changing with people no longer willing to accept dated caravans constructed with often flimsy materials with poor heating. New static mobile homes are centrally heated, double glazed, thermally clad, with kitchens and en-suite bathrooms'. The existing caravans on the site are dilapidated. Vehicle access to the caravans is restricted and there is limited parking provision to the front of the site. The proposal seeks the rationalisation of the site and modernisation of the pitches with allocated parking provision adjacent to the pitches. As such, it is considered that there is a need for the expansion of the holiday park further into the countryside to enable the upgrade of the site to modern standards. This expansion of the site (in terms of site area) and upgrading of the units is supported by the Council's Economic Development team.
- 8.10 The proposal is therefore in accordance with criterion 1 of Policy 31 of the Local Plan and Policy 45 of the Local Plan.

iii. Impact on local amenity

- 8.11 The closest residential properties are located to the north and south of the holiday park and front Broad Road.
- 8.12 Havenwood is located to the north of the site and would be adjacent to the site entrance. The reconfigured access road and parking provision would likely result in more vehicle movements along the northern boundary of the site, above that of the existing situation. However, officers acknowledge that there is extant planning permission (ref. 16/01862/FUL) for the change of use of the land to the east and the conversion of the existing parking provision to a recreational area at the front of the site. Therefore, having regard to this extant permission there would be no material increase in harm to the occupiers of Havenwood, above that of the extant scheme in terms of vehicle movements. Furthermore, the reconfigured access road would be an improvement to that previously permitted under the extant planning permission as there would be an increase in the separation distance between the road and the northern boundary to allow for soft landscaping.

- 8.13 The proposed bin store would be located 3.5m from the northern site boundary. This would be in a similar proximity to the boundary as the existing bin store, however would be further set back into the site and therefore would be closer to the rear amenity space of Havenwood. The Council's Environmental Protection Officer has queried whether the proposed bin store could be provided further away from the neighbouring property. In response, the applicant has commented that this location was selected in order to prevent refuse lorries entering too deeply into a mobile home park and the existing bin storage facilities are closer to the adjacent residential property than is currently proposed (Officer note: this is in relation to the rear elevation of Havenwood, not the distance to the boundary). As proposed the bin stores would be oriented so that they are accessed from the south (the entrance to the old bin store currently faces towards Havenwood (to the north) and there would be a robust planting bed provided between the rear of the bin store and the adjacent dwelling. The applicant has agreed to keep a clear maintenance strip of some 0.5m wide directly adjacent to the flat roof extension attached to the site of Havenwood so that they would be able to maintain and paint their extension/fence. The applicant did look at alternative sitings for the store, however, to ensure the bin store remains close to the site's entrance/exit to facilitate collection, the only alternative locations would have compromised the proposed frontage recreational area. Having regard to this the location of the bin store is considered to be acceptable, subject to a condition to ensure appropriate management of the bin store.
- 8.14 Officers are satisfied that the proposed development would not result in material harm to the amenities of the occupiers of Wood Croft to the south of the site, having regard to the existing lawful use of the site as a holiday park. Whilst the proposal would result in a recreational area to the front of the site, this is not materially different to that permitted under application 16/01862/FUL.
- 8.15 There would be sufficient separation distances to all other properties to prevent material harm to neighbouring occupiers. The site can already lawfully accommodate 79 units, as such, the proposal would not result in an increase in activity to that already permitted on the site.
- 8.16 It is noted that a number of representations have been received from the owners of freeholder pitches, located towards the centre of the site and excluded from the application site area. The applicant has confirmed that the proposed development would not result in third parties having their existing facilities and utilities 'cut off' and that the provision of services to the new pitches will be carefully managed to ensure existing freeholders are not inconvenienced. A Construction Environmental Management Plan is recommended to be secured by condition. This would require provisions to be made to freeholder pitches including contact details for complaints, details of how access would be maintained to these pitches during construction works and provisions made to avoid disruption to utilities to these pitches.
- 8.17 In light of the above, the proposal would accord with criterion 2 of Policy 31 of the Local Plan.

#### iv. Impact on Visual Amenity and Landscape Character

- 8.18 The current site has suffered from years of lack of investment and the quality of the existing accommodation and facilities is not considered to be high quality. Similar to that permitted under application 16/01862/FUL, the current proposal would replace the frontage parking area and dilapidated clubhouse with a large open landscaped amenity space. It is considered, therefore, that the appearance of the site when viewed from Broad Road would improve significantly.
- 8.19 At present the former touring site to the east and the former nursery to the north of the site comprise unused land with overgrown grass and scattered litter. The site is adjacent to the settlement boundary of Nutbourne East and would be read in the context of the settlement and the existing intervening development between Nutbourne East and Hambrook. As such, the development of this land would not be materially harmful.
- 8.20 The application is supported by a Landscape and visual impact assessment dated July 2016. This document was considered in the assessment of application 16/01862/FUL and identified that there would be restricted to limited views from Drift Lane (public bridleway 260). Given that planning permission was subsequently granted for 26 static pitches in the eastern part of the site it is considered that views from Drift Lane would not be materially harmed above that of the applicant's fallback position.
- 8.21 Compared to the existing situation, the proposal would result in an increase in hard standing across the wider site to accommodate the access roads, pitches and parking provision. This could be mitigated through appropriate soft landscaping. Indicative landscaping details have been submitted with this application, which include hedgerow planting around the parking spaces, grassed private amenity spaces and recreational areas. These will help to soften the appearance of the site. A condition is recommended to secure a detailed landscaping scheme.
- 8.22 Whilst the planning regime does not require the submission of the details of the appearance of the individual static caravans for consideration under applications such as this, the modernisation of the site would inherently encourage the replacement of dilapidated units with newer units, which would help to improve the visual appearance of the site. The proposed improvements to the site as a whole would have a significant positive impact on the character of the area. The phasing plan would ensure upgrades to the western part of the site are completed first, improving the site frontage and views of the site achieved from Broad Road.
- 8.23 The application is supported by an arboricultural impact assessment date April 2020. This identifies 14 trees, groups of trees and hedges within the application site. These are along the site boundaries. Further to this there are two hedges that currently dissect the site. One of these separates the eastern part of the site (former touring field) from the established area of static caravans to the west and the second separates the northern site area (former horticultural nursery) from the existing holiday park to the south. Two trees are recommended for removal due to their poor condition, these are both ash trees on the northern boundary of the site and are in decline.

The conifer hedge measuring up to 4.5m in height running across the middle of the site from north to south (splitting the established area of static caravans from the former touring field), is also required to be removed to facilitate the development. Whilst this hedge is mature and currently serves to screen the existing static caravans from views from the east, it does not conceal the eastern part of the site subject to extant planning permission 16/01862/FUL and therefore its loss would not result in material harm to views from Drift Lane. Furthermore, a soft landscaping scheme would be secured by planning condition. The existing trees to be retained within the site are of poor quality (category C) however, they provide good screening and softening of the site. There is a band of trees that runs west to east through the site, currently separating the existing caravan site and the former nursery. The retention of this band of trees will help to provide a visual break from the built form within the site. At the front of the site there is a Cypress tree adjacent to the main entrance, which is protected by a Tree Preservation Order (no. 73/00356/TPO). This would be retained as part of the proposal. Whilst the proposed access would realign around this tree the ground in this area is currently used for parking and is already heavily compacted and therefore the realignment of the access is considered acceptable. A condition is recommended to secure an arboricultural method statement to safeguard the trees to be retained on the site during the construction period.

8.24 In light of the above, it is considered that the proposal would have an acceptable impact on the landscape character and visual amenities of the area and would therefore accord with criteria 2, 3 and 4 of Policy 31 of the Local Plan and Policy 48 of the Local Plan and Policy EM3 of the CHNP.

#### v. Highway safety and parking provision

8.25 The application is accompanied by a Transport Statement by Bright Plan dated November 2019. The Transport Statement concludes that the proposal would generate 197 vehicle movements per day, with 1 arrival and 4 departures during the AM peak hour (08:00-09:00) and 11 arrivals and 6 departures during the PM peak hour (17:00-18:00). The applicant proposes to use the existing crossover access to the north of the site. The Local Highway Authority has reviewed the proposal and has no objection to the proposal.

8.26 Officers have sought further clarification from the applicant on how visitor arrivals and departures would be managed. It is proposed that visitors to the site would be carefully managed to arrive at staggered check-in times based on the unit booked. There are 5 arrival packages: 1pm (platinum), 2pm (gold), 3pm (silver), 4pm (bronze), 5pm (standard). As with the applicant's other parks there would be a contactless check-in system where each booking is contacted by email prior to arrival and sent information including a plan of the park and directions to the mobile home they will occupy for their stay, along with the access code for the key safe located at their holiday home. Upon departure the holiday home is locked by the guest and the key returned to the key safe. As such, there should be no reason for visitors to stop at the site manager's office on arrival. Should they need to stop to discuss entry to the site they would park up in front of the refuse store for a couple of minutes. Officers consider this arrangement could work successfully and minimise the risk of vehicles parking on Broad Road or obstructing the internal access roads during check-in and check-out.

- 8.27 The proposed layout shows a series of cul-de-sacs with turning spaces at the ends of the road. The County Highway Authority is satisfied with this layout and considers that the site manager could control the use of turning spaces to avoid them being used for parking provision. In order to ensure this a condition is recommended to require the submission of a site management plan that sets out the measures to ensure there would be adequate parking provision available on site for the visitors and staff attending the site by vehicle and to encourage the use of public transport. This would also secure the check-in and check-out arrangements set out in the previous paragraph.
- 8.28 The proposed development would need a licence under the Caravan Site and Control of Development Act. In response to comments received from the Council's Licencing Team, the applicant has submitted amended plans that show the proposed road widths widened from 3m to 3.7m in width. This would allow for two way traffic through the site and would accord with the Council's Multi Holiday Site Conditions.
- 8.29 Representations have been received from the owners of existing freeholder pitches raising concerns about accessibility. At present the site has one spine road with parking provision to the front of the site. The submitted plans show the access road running parallel to the north of the parcel of land containing the freeholder pitches. Whilst there is no formalised access proposed from this access road to the existing freeholder pitches, the proposed situation would not be significantly different to the access afforded by the existing spine road. Furthermore, there would be 12 parking spaces to the west/front of the site allocated to the freeholder plots.
- 8.30 Refuse vehicles would be able to enter and exit the site in forward gear by turning in the 6m wide road adjacent to the proposed parking spaces allocated to existing freeholder pitches, this has been supported by swept path diagrams. The Council's Waste Contracts Officer has raised concerns with the width of the access from the main road. However, this would be as existing and therefore there would be no material harm above that of the existing situation. The Council's Waste Contracts Officer also has commented on refuse vehicles overhanging the internal roads when turning within the site. Whilst the vehicle tracking plans show some overhang into landscaped areas, the bushes shown on the submitted plans are indicative and a detailed landscaping scheme would be secured by condition and as such the final positioning of hedges would be agreed at a later stage. Furthermore the County Highway Authority raises no objection and is satisfied that the submitted vehicle tracking plans show no issues for refuse vehicles or other road users.
- 8.31 The applicant has confirmed that a security barrier or gate is not currently proposed. A condition is recommended to ensure no such structure is erected without prior written agreement from the Local Planning Authority, to ensure that adequate access to the site would be maintained for the owners of existing freeholder pitches, emergency services and waste contractors.

- 8.32 Pedestrians would enter the site at the vehicular crossover from Broad Road. A 0.9m wide green strip (with silhouettes of a person walking) will be painted along one side of the access from Broad Road into the site. These pedestrian markings would also be added to the 3.7m wide internal access roads and would, as such, be dual purpose and also allow two cars to pass each other (providing no pedestrian is walking on the green strip) should they be travelling in opposite directions. The County Highway Authority has commented that they are satisfied that these pedestrian arrangements are suitable for a site of this nature and the Council's Licensing have no objection to this. Detailed drawings would be secured by condition.
- 8.33 At presented there are no details on the number of bicycle spaces, however a large bike store is shown to the front of the site. A condition is recommended to secure further details and provision of covered and secure bicycle parking.
- 8.34 The parking spaces adjacent to the proposed pitches would measure 3.6m in width, as such, these would be accessible for mobility-impaired users.
- 8.35 In light of the above, the proposal would be acceptable in terms of its impact on contractors and emergency services. There would also be adequate parking provision subject to planning conditions. The proposal therefore complies with criterion 5 of policy 31 and policy 39 of the Local Plan. Furthermore, it has been satisfactorily demonstrated that the development would meet the requirements in order to obtain a licence.

#### vi Flood risk and drainage

- 8.36 The application site is entirely within Flood Zone 1, where there is a low probability of river or sea flooding.

#### **Surface water drainage**

- 8.37 During the course of the application, plans have been amended to show 3m buffer zones from the existing watercourses through the site and on the site boundaries. This is in response to the Council's Drainage Engineer concerns about easements around drainage ditches. The Council's Drainage Engineer is now satisfied with the proposal and a condition is recommended to secure a sustainable drainage system and protect the easements.
- 8.38 Third parties have raised concerns that the former touring field (to the east) is subject to flooding in the autumn/winter/spring months and therefore unsuitable for static caravans. The Council's Drainage Engineer has discussed this with officers and has stated that it may be possible that the flooding third parties refer to is shallow surface pooling of water, which would not be uncommon given the geology and in the absence of any positive drainage. The proposed surface water drainage for the site should remove any risk of water pooling on the surface, and the applicant has also committed to clearing all of the watercourses on their boundaries, which will help the local land drainage more generally.



## **Foul drainage**

- 8.39 Foul drainage will be through the statutory undertaker. Southern Water has raised no objection to the proposal. The site would connect to the Thornham WwTW, nutrient neutrality issues will be address later in this report.
- 8.40 In light of the above, the Local Planning Authority is satisfied that a suitable scheme for surface water drainage could be accommodated within the application site. Further to this there would be adequate foul drainage. The proposal would therefore accord Policy 42 of the CLP and Policy EM1 of the CHNP.

### vii. Sustainability

- 8.41 Policy 40 requires new developments to have a sustainable design and construction. The applicant's agent has confirmed that each pitch would be provided with an electrical vehicle recharging point and water meter to encourage occupiers to reduce their water usage. The applicant has also stated that the caravans will fitted with 'A' rated 'white goods' (I.e dishwashers, washing machines, fridges etc). As this application seeks change of use of the land and the operational development is restricted to hard standing only, it is considered only reasonable to secure electric vehicle charging points in accordance with the West Sussex County Council: Guidance on Parking at New Developments (September 2020).

### viii. Ecology

- 8.42 No objections to the proposed development have been raised on the grounds of the impact of the proposed development on the ecology found on the site. Conditions are recommended to secure a sensitive lighting scheme, mitigation to safeguard small mammals including hedgehogs, vegetation clearance outside bird breeding season and ecological enhancements including a bird box and a bat box to be installed on trees.
- 8.43 Subject to recommended conditions the proposed development would comply with policy 49 of the CLP and Policy EM3 of the CHNP.

### ix. Habitat Regulations Assessment

- 8.44 The site is located within 5.6km buffer zone of the Chichester and Langstone Harbours Special Protection Area.
- 8.45 The European Court of Justice (CECJ) ruling in April 2018 disbars planning and other competent authorities when screening a plan or project for Habitats Regulations Assessment (HRA) from taking account of any measures intended to avoid or reduce the harmful effects on such a site.
- 8.46 This means that projects which previously would not have been subject to a full HRA are now required to undertake an appropriate assessment. Under Article 6(3) of the Habitats Directive an appropriate assessment is required where a plan or project is likely to have a significant effect upon a European site.

8.47 Within the Chichester Local Plan Area, any net increase in dwellings within the zone of influence would require an appropriate assessment to be carried out by the Council and consultations carried out with Natural England as the appropriate nature conservation body.

### **Nitrates**

8.48 The proposal comprises new development with overnight accommodation, where the treated effluent from the development will discharge into a Solent European site, or any water body that subsequently discharges into such a site.

8.49 The planning history for the site shows that there is planning permission for a total of 79 pitches across the whole of Hambrook Holiday Park (Approved plan for 03/00350/FUL shows 52 static holiday pitches and 1 static pitch for the warden's accommodation and further to this 26 static holiday caravan pitches have been permitted under application 16/01862/FUL, these units are not on site however this permission remains extant as development has commenced on site).

8.50 Furthermore, the Council's Licencing Team has confirmed that there are currently licences for a total of 79 pitches (two licences for 26 and 36 holiday caravans respectively and 17 licences for individual caravans).

8.51 The current proposal seeks 61 units within the application site (including the manager's pitch).

8.52 The existing plan (No. 027F) shows within the area etched in blue (outside the application site) there are 22 whole pitches, 12 of which are outside the applicant's ownership. Whereas, the indicative proposed plan (No. 020F) suggest that there would only be 18 pitches retained outside the application (including the 12 pitches outside the applicant's ownership). Subject to only 18 pitches being retained outside the application site, there would be no increase in the number of pitches across the Holiday Park. A condition has been recommended to ensure at no time there shall be more than 61 caravans within the application site as shown etched in red on plan number 020F (including the warden's caravan) and cumulatively there shall be no more than 79 caravans on the entire holiday caravan site (currently known as Hambrook Holiday Park) including the land etched in blue on plan number 020F. Furthermore, the Council can control the number of units on the site through the site licence.

8.53 In light of this, there would be no increase in the number caravans above that currently lawfully allowed on the site and therefore there would be no nutrient impacts above that currently permitted.

### **Recreational Disturbance**

8.54 The extant planning permission (ref: 16/01862/FUL) that grants permission for 26 static caravans was subject to Unilateral Undertaking that secured £4576 towards Bird Aware Solent. As the fees for Bird Aware Solent have increased since the determination of 16/01862/FUL, there would be an impact on recreational disturbance only. Without further mitigation there would be an adverse impact on the integrity of the SPA. The applicant has agreed in principle to pay this uplift in fees, this is set out further in the Planning Obligations section of this report.

## **Sub conclusion**

- 8.55 The Local Planning Authority have completed an appropriate assessment that concludes that subject to the mitigation set out above the project will not have an Adverse Effect on the Integrity of the European protected site. Natural England have been consulted on this appropriate assessment, no comments have been received at the time of the drafting of this committee report.
- 8.56 Subject to Natural England having no objection to the appropriate assessment and a completed S106 agreement to secure the financial contribution to the Bird Aware Solent scheme the proposal would accord with Policies 49 and 50 of the CLP.

## Other matters

- 8.57 Third parties have raised concerns about the site being used as the main residence for migrant workers. A condition is recommended to ensure that the site is used for holiday purposes only. To assist in the enforcement of this a further condition is recommended requiring the applicant to maintain a record of the occupation of the site.

## Planning Obligations

- 8.58 The recommendation to permit is subject to completion of a unilateral undertaking (S106 agreement). This has not been completed at the time of the drafting of this committee report, however, the applicant has informally agreed to following.
- Financial contribution of £10,894 for recreational disturbance mitigation, in accordance with Planning Obligations and Affordable Housing SPD (as of 1st April 2020). (26 x £595 = £15,470 - £4,576 (paid under 16/01862/FUL) = £10,894)
  - S106 monitoring fee of £100

## Significant Conditions

- 8.59 Key conditions will include the limiting of the use of the proposed static holiday homes to holiday use only to prevent the accommodation being used as permanent residences. The other main condition will be to ensure compliance with the phasing scheme to ensure the redevelopment of the clubhouse into a recreational area and improvements to part of the front of the site prior to the expansion of the site to the north and east.
- 8.60 All pre-commencement conditions have been agreed by the applicant in accordance with Section 100ZA of the Town and Country Planning Act 1990 (as amended).

## Conclusion

8.61 The proposal seeks the modernisation and expansion of the existing holiday park. Whilst the proposal would result in the encroachment of the site further into the countryside, there would be no increase in pitches above that currently lawfully permitted on the site. There would be no material harm to local amenity or the tranquillity and character of the area. Subject to recommended conditions, the proposal would conserve the surrounding landscape. Officers are satisfied that there would be no material harm to the local highway network. Overall, the proposed development would provide economic and social benefits to the area as well as enhancing the existing facilities to the benefit of the character of the area. The proposal is considered to be in accordance with local and national development plans and is acceptable subject to conditions.

## Human Rights

8.62 The Human Rights of all affected parties have been taken into account and the recommendation is considered justified and proportionate.

## RECOMMENDATION

**DEFER FOR CONSULTATION WITH NATURAL ENGLAND REGARDING THE APPROPRIATE ASSESSMENT AND, SUBJECT TO NO OBJECTION FROM NATURAL ENGLAND, THEN PERMIT WITH S106 subject to the following conditions and informatives:-**

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

2) 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**, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period unless any alternative is agreed in writing by the Local Planning Authority. The CEMP shall provide details of the following:

- (a) the phased programme of demolition and construction works;
- (b) the anticipated number, frequency and types of vehicles used during construction,
- (c) the location and specification for vehicular access during construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties, including freeholder pitches (shown etched in blue on plan number 020F).
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,
- (l) measures to control the emission of noise during construction,
- (m) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning and the disposal of litter,
- (q) provision of temporary domestic waste and recycling bin collection point(s) during construction,
- (r) hours of construction.
- (s) Access arrangements for the freeholder pitches (shown etched in blue on plan number 020F) during construction works.
- (t) Provisions made to ensure that there would be no disruption to utilities to the existing freeholder pitches shown etched in blue on plan number 020F).

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 and the existing freeholders within the centre of the Holiday Park from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

4) **No development shall commence** until 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 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 development shall be carried out in accordance with the approved scheme and timetable.

No static home shall be occupied until the complete surface water drainage system serving the development has been implemented in accordance with the agreed details.

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of proper surface water disposal.

5) **No development shall commence** until a drainage strategy detailing the proposed means of both on and off-site foul disposal and an implementation timetable, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of the proper disposal of foul sewerage from the site.

6) **No development shall commence** until samples of appropriate surfacing materials for the access road, internal roads and pitches have been submitted to and approved by the Local Planning Authority. There after the development shall be carried out in accordance with the approved details and there shall be no occupation of any pitch hereby permitted (subject of this application and within the red line boundary) until the vehicular access has been upgraded with a fully bound and stable surface for the first 20 metres as measured back from the near channel edge of the adjacent carriageway.

Reason: These details are necessary pre-commencement to enable the Local Planning Authority to control the development in detail in the interests of visual amenity and highway safety.

7) **No development shall commence** until details of the surface water drainage of the site have been submitted to and approved in writing by the Local Planning Authority. The details shall be designed so as to prevent the discharge of water onto the public highway. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety. This is a pre-commencement condition as it goes to the heart of the permission.

8) **No development shall commence on site** until precautions are put in place for hedgehogs as set out within the Preliminary Ecological Appraisal (Aug 2019) and the site has been searched carefully before works begin. If any small mammals including hedgehogs are found they should be relocated away from the construction area into surrounding suitable habitats.

Reason: Having regard to the submitted Preliminary Ecological Appraisal (Aug 2019) and in the interest of ecology. This is a pre-commencement condition as it goes to the heart of the permission.

9) **No development shall commence on site** until, details showing the proposed location of one fire hydrant or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) has been submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. Prior to the first occupation of the development hereby permitted, the developer at their own expense shall install the fire hydrant in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting. The fire hydrant shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner / occupier if the installation is retained as a private network.

Reason: In the interests of fire safety and in accordance with Chichester Local Plan (2014 - 2029) Key Policies 8 and 9 and in accordance with The Fire & Rescue Service Act 2004. This is a pre-commencement condition as it goes to the heart of the permission.

10) **No development shall commence on site**, including demolition, until a Tree Protection Plan and Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. This should include details of fencing to be erected around all trees, shrubs and other natural features not scheduled for removal in the Arboricultural Report prepared by Shane Verrion dated 20th April 2020. It shall also include a method statement for the works within the root protection area of the Cypress tree subject to 73/00356/TPO at the entrance of the site. Thereafter the protective fencing shall be erected prior to the commencement of development and retained for the duration of the works and in accordance with the recommendations of BS5837:2012, unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved Arboricultural Method Statement. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area; soil levels within the root protection area of the trees/hedgerows to be retained shall not be raised or lowered, and there shall be no burning of materials where it could cause damage to any tree or tree group to be retained on the site or on land adjoining at any time.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

**11) The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until the owners/operators of the site currently known as Hambrook Holiday Park make provision for the following requirements as part of the overall management of the holiday park:

- The provision of a letter to accompany the annual pitch fee invoice sent out to caravan/lodge owners, which will stipulate the caravan/lodge is for holiday use only and cannot be used for residential purposes (i.e. as a persons only or main residence). The letter will require a caravan/lodge owner to produce satisfactory written proof of their main residence (e.g. current Council Tax return, current utility bill or driving licence). Furthermore, this letter shall require the owner to sign up annually confirming their understanding and acceptance of the holiday use restriction.
- Maintain an up-to-date register of the names of all owners/occupiers of individual cabins on the site, and of their main home addresses, and shall make this information available at all reasonable times for the Local Planning Authority.
- New purchasers, at the point of sale shall be made aware that they must sign a declaration that their use of the caravan/lodge will be for holiday purposes only and not as their only or main residence.

Such measures must be in force prior to the occupation of any pitch hereby permitted and shall remain in force in perpetuity.

Reason: The permanent use of the cabins would be contrary to the policies of the Local Planning Authority regarding residential development.

**12) The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied**, until a scheme for ecological enhancements, including timescales for implementation has been submitted to and approved in writing by the Local Planning Authority and thereafter shall be complied with in full. The scheme of ecological enhancements shall give consideration to the following:

- o two hedgehog nesting boxes included on the site
- o Gaps are included at the bottom of the fences to allow movement of small mammals across the site
- o Bird and bat boxes are installed on trees within the application site, the bat box shall be installed facing south/south westerly positioned 3-5m above ground.
- o Native species planting used in landscaping
- o Wildlife flower meadow mixed used in grassland areas.

Reason: In the interest of conserving and enhancing biodiversity.

**13) The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a road marking plan showing the pedestrian routes from the Broad Road entrance and on the access roads through the site has been submitted to and approved in writing by the Local Planning Authority. Thereafter the road markings relevant to each phase of the development, as shown on plan number 021F, shall be implemented prior to the first occupation of any pitch within the corresponding phase in the development.

Reason: In the interest of promoting walking.



**14) The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a scheme for Electric Vehicle charging facilities has been submitted to and approved in writing by the Local Planning Authority. Active EV charging facilities shall be provided in accordance with the table at Appendix B of the West Sussex County Council: Guidance on Parking at New Developments (September 2020 or any future amended document) and the details shall include a plan showing the location of the charging points and their management and maintenance. Furthermore, the development shall provide passive provision through ducting to allow EV charging facilities to be brought into use at a later date for the whole application site. No static holiday caravan which is to be provided with an active charging facility shall be first occupied until the EV charging facility for that static holiday caravan has been provided and is ready for use.

Reason: In the interest of sustainability

**15) Notwithstanding the indicative plans submitted with the application, the pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a detailed scheme of soft landscaping for the whole site has been submitted to and been 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 shall include a program/timetable 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 during 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 planting timetable and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. 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 amenity and of the environment of the development.

**16) The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until the car parking has been constructed in accordance with the approved site plan (drawing number 020F). These spaces shall thereafter be retained at all times for their designated purpose, this should include 12 spaces designated for the freeholder pitches in the centre of the holiday park and 2 spaces designated for employee parking.

Reason: To provide adequate visitor and staff car-parking space for the use hereby approved as well as to provide space for the existing freeholders.

17) **The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a site management plan has been submitted to and approved in writing by the Local Planning Authority. The site management plan shall include details of parking restrictions such as measures to ensure that turning spaces not used for parking, details of how freeholder spaces will be allocated and measures to prevent unauthorised parking in these spaces, details of the arrivals and departure arrangements, management of traffic during peak times and details of how the use of public transport will be encouraged. Thereafter the site shall be managed in accordance with the approved details.

Reason: To ensure adequate parking provision and in the interest of amenity.

18) **The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a waste management strategy has been submitted to and approved in writing by the Local Planning Authority. The waste management strategy shall include details of waste collection, cleaning schedule, details types of bins to be used and measures to ensure that they will be kept closed, recycling provision and how recycling would be encouraged, drainage of the bin store and pest control measures. Thereafter the waste shall be managed on the site in full accordance with the approved details.

Reason: In the interest of amenity and to prevent a nuisance to neighbouring properties.

19) Notwithstanding the lighting plan 022F, **the pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include the detailed design of the lighting, including the measures proposed to avoid light spillage. The details to be submitted shall also include the timing of the lighting (ie. whether timer controlled or motion activated). The information shall include a layout plan with beam orientation and schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details, unless the Local Planning Authority gives its written consent to any variation. The lighting scheme shall take into consideration the presence of bats in the local area and shall minimise potential impacts to any bats using trees and hedgerows by avoiding unnecessary artificial light spill through the use of directional lighting sources and shielding.

Reason: In the interests of protecting the amenities of neighbours and ecology.

20) **The pitches hereby permitted (subject of this application and within the red line boundary) shall not be 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.

21) **The pitches hereby permitted (subject of this application and within the red line boundary) shall not be occupied** until space has been laid out within the site in for vehicles to turn so that they may enter and leave the site in forward gear. The turning areas shall be used and retained exclusively for their designated purpose.

Reason: To provide adequate turning space for the development.

22) Any works to the trees or vegetation clearance on the site shall only be undertaken outside of the bird breeding season (which takes place between 1st March 1st October). If works are required within this time an ecologist must check the site before any works take place (within 24 hours of any work).

Reason: In the interest of ecology.

23) At no time shall there be more than 61 caravans within the application site as shown etched in red on plan number 020F (including the warden's caravan) and cumulatively there shall be no more than 79 caravans on the entire holiday caravan site (currently known as Hambrook Holiday Park) including the land etched in blue on plan number 020F, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure no net increase in sewage flows or recreational disturbance to a Solent European Site and in the interest of amenity.

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the proposed accommodation shall be used for holiday accommodation only and shall not be used for any individual's main or sole residential dwelling and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes)(Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: To ensure that the accommodation is only used as holiday / tourist accommodation, since the site lies within an area where additional residential properties would not normally be permitted and to prevent the creation, by conversion, of inappropriate units of accommodation, possibly leading to over intensive use of the site.

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) there shall be no erection of any gates or barriers across any of the proposed access roads unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of ensuring appropriate access for freeholders, emergency services and refuse contractors.

26) The 3m wide drainage easement buffers shown on plan number 020F shall be kept clear of development at all times.

Reason: In the interest of ensuring adequate surface water drainage.

## 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
PLANS - Plans PLAN -	020	F	27.10.2020	Approved
PLANS - Plans PLAN -	021	F	27.10.2020	Approved
PLANS - Plans PLAN -	023	F	27.10.2020	Approved
PLANS - Plans PLAN -	025	F	27.10.2020	Approved
PLANS - Plans PLAN -	026	F	27.10.2020	Approved
PLANS - Plans PLAN -	027	F	27.10.2020	Approved

## INFORMATIVES

1) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2) A Site Licence will need to be obtained or the existing Site Licence varied under the Caravan Site & Control of Development Act 1960. More details of the application process and the type of conditions that are attached to a Site Licence can be found via the following link -

<http://www.chichester.gov.uk/article/25477/Camping--caravan-site-licences#conditions>. Please contact the Licensing Team on 01243 534744 or email [licensing@chichester.gov.uk](mailto:licensing@chichester.gov.uk) to discuss the matter further.

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

4) When submitting lighting details for approval, it is requested that a report from a competent Lighting Professional is provided, confirming that the external lighting installation meets the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone (to be specified for the circumstances) as set out in the "Guidance Notes for the Reduction of Obtrusive Light GN01:2011" issued by the Institute of Lighting Professionals.

5) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, Sussex and Surrey Team, Phoenix House, 32-33 North Street, Lewes, East Sussex, BN7 2PH, 01273 476595, [sussex.surrey@english-nature.org.uk](mailto:sussex.surrey@english-nature.org.uk)) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

6) The applicant is reminded that the prior written consent of the Lead Local Flood Authority (WSCC) or its agent (CDC) will be required in order to comply with the Land Drainage Act 1991 and Flood and Water Management Act 2010 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. For further information please email [landdrainage@chichester.gov.uk](mailto:landdrainage@chichester.gov.uk).

7) As part of the Building Regulations 2004, adequate access for firefighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments. (BS5588 Part B 5) for further information please contact the Fire and Rescue Service.

8) The applicant is advised to enter into a Section 59 Agreement under the Highways Act 1980 to enable the recovery of the cost of any damage that may result to the highway as a direct consequence of construction traffic. The Applicant is advised to contact the Area Highway Manager to commence this process.

9) A formal application for connection to the public sewerage system is required in order to service this development. Please read Southern Water's New Connections Services Charging Arrangements documents which has now been published and is available to read on their website via the following link <https://beta.southernwater.co.uk/infrastructure-charges>

For further information on this application please contact Kayleigh Taylor on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q0I3R7ERJT000>