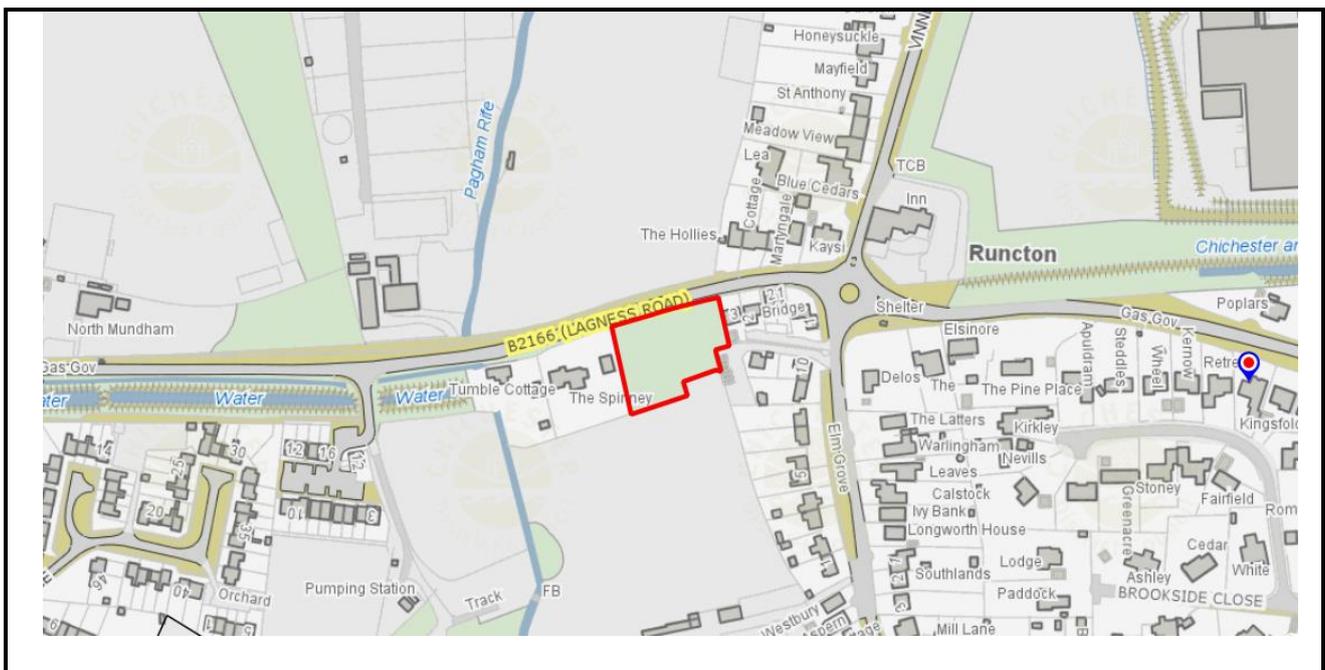


Parish: North Mundham	Ward: North Mundham And Tangmere
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**NM/20/01465/FUL**

<b>Proposal</b>	Erection of 9 no. dwellings with access, landscaping and associated works		
<b>Site</b>	Land Adjacent To The Spinney Lagness Road Runcton West Sussex PO20 1LD		
<b>Map Ref</b>	(E) 487944 (N) 102432		
<b>Applicant</b>	Junnell Homes Ltd	<b>Agent</b>	Mrs Kerry Simmons

**RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT**



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

1.1 Parish Objection – Officer recommends Permit

## **2.0 The Site and Surroundings**

- 2.1 The application site measures 0.249ha, and the majority of the site, including all of the proposed built form, is located within the Rural Area as defined by policy 2 of the Chichester Local Plan (CLP), immediately adjacent to the Settlement Boundary of Runcton. A section of the north eastern part of the site is within the Settlement Boundary of Runcton.
- 2.2 The application site is a greenfield site. To the west is a detached dwelling known as The Spinney, and to the east is a detached dwelling known as 3 Mill Lane. There is a complex of garages and hardstanding to the south east, fields to the south, and the site features hedging to the north which fronts the B2166 Lagness Road, fencing to the eastern boundary, and hedging to the southern and western boundaries.

## **3.0 The Proposal**

- 3.1 The application seeks planning permission for nine dwellings, the formation of a vehicular access onto Lagness Road, and landscaping and works to include the introduction of a crossing point to Lagness Road and a pedestrian link to Mill Lane.
- 3.2 The proposed access would be centrally located within the site, with the access road running north-south within the site, and an area of visitor parking and turning shown to the south east of the site. The site plan indicates a pedestrian link to Mill Lane to be formed in the south eastern corner of the site via a shared private drive. Off-site highway works including the introduction of footpath from the development along the southern side of Lagness Road to link in with the existing footpath on the northern side of Lagness Road, via a new crossing point demarked with dropped curbs and tactile paving, are also proposed.
- 3.3 The proposed dwellings include two pairs of semi-detached dwellings to the eastern side of the central access road, with plots 2, 4 and 8 fronting the main access road, and plot 8 fronting the turning and parking area to the south. To the west of the access road five dwellings are proposed, consisting of a pair of semi-detached dwellings and three detached dwellings. All of these dwellings front east on to the access road. Parking for all dwellings is provided adjacent to the access road, with the dwellings set behind them.
- 3.4 The housing mix proposed is:
- 3 x 2 bedroom dwellings (plots 3, 4 and 6)
  - 4 x 3 bedroom dwellings (plots 1, 2, 5 and 8)
  - 2 x 4 bedroom dwellings (plots 7 and 9)

## 4.0 History

00/02816/FUL	REF	Single new dwelling.
84/00008/NM	REF	Proposed dwelling with garage.
77/00046/NM	REF	Outline 3 dwellings.
87/00042/NM	REF	Outline single house and garage.
18/00381/FUL	PER106	Construction of 1 no. 2 bed two storey dwelling, access, landscaping, and associated parking in the form of a car port.
18/01759/FUL	PER	Construction of 1 no. 2 bed two storey dwelling, access, landscaping, and associated parking - Variation of Condition 5 of planning permission NM/18/00381/FUL - rewording of condition to "until covered and secure cycle parking spaces (2 no. spaces) have been provided in the form of a timber rear garden shed".

## 5.0 Constraints

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

## 6.0 Representations and Consultations

### 6.1 Parish Council

*Additional comments (received 10/11/2020)*

North Mundham Parish Council notes the proposal to amend the layout of the site to facilitate a revised treatment of the northern boundary of the site adjacent to the B2166, which is more in keeping with the rural aspect of the area. However, there is nothing in this revised proposal to mitigate our concerns about the application and persuade us to withdraw our objection.

The Council remains concerned about the provision of appropriate sight lines at the entrance to the site, which has particularly poor visibility of traffic approaching from the east exiting from the Walnut Tree roundabout. It will be very important to maintain the visibility splays a designed, and this will require ongoing maintenance of the hedgerows and road verges. Given the layout of the site, it is not immediately clear who will have

ownership of this part of the site and on whom this responsibility will fall. We are advised that the developer intends that the ongoing maintenance of the site will be the responsibility of a management company. If, notwithstanding our objection, this application is permitted we would ask that there is an explicit condition requiring the upkeep of the visibility splays and making it clear whose responsibility this will be.

*Additional comments (received 18/08/2020)*

At its meeting on 18th August 2020, North Mundham Parish Council Planning Committee reviewed the Design & Access Statement it was the view of the meeting that this document did not change the Parish Councils previous comments.

*Original Comments (received 13/07/2020)*

North Mundham Parish Council has considered this application and has a number of reservations which, taken together, have determined us to object.

We note that the applicant has argued in their Planning Statement that the proposal meets all twelve of the tests in CDCs Draft Interim Policy Statement for Housing Development. This provides a framework within which to consider this claim, and we submit that not all the tests have been met.

The Third Test The impact of development on the edge of settlements, or in areas identified individually or cumulatively as potential landscape gaps, does not result in the actual or perceived coalescence of settlements as demonstrated through the submission of a Landscape and Visual Impact Assessment.

The applicant has argued that the site is located between existing residential development at Runcton. As an infill site it will not extend the edge of the settlement or lead to any actual or perceived coalescence with adjoining settlements.

The Parish is made up of a number of distinct settlements, principally North Mundham and Runcton, which are defined as separate Settlement Areas in the Local Plan 2014 2019, and in the Local Plan Review 2016 2035. The Parish Council is anxious to maintain the separate identity of the settlements in the parish, and wishes to guard against any risk of coalescence. There is a clear threat of coalescence if the settlement boundaries move towards each other, even if they do not actually meet. The applications Planning Statement argues that the proposal meets the test in that the site lies between the existing Runcton settlement area and the buildings known as The Spinney and Tumble Cottage. However, both these last-named properties are currently isolated properties standing on generously proportioned sites of a rural nature. As the applicants planning statement accepts, the site is located, for the most part, in defined countryside (Design Statement para 2.1), and the proposal cannot be characterised as a form of in-filling existing residential development. On the contrary, it will form a clear extension of the settlement area towards North Mundham, contributing to filling the gap between settlements and bringing a clear threat of coalescence. We do not consider the test has been met.

The Ninth Test Development proposals shall be of high-quality design that respects and enhances the existing character of settlements and contributes to creating places of high architectural and built quality. Proposals should conserve and enhance the special interest and settings of designated and non-designated heritage assets, as demonstrated through the submission of a Design and Access Statement.

The application claims that: the proposal is of high-quality design that respects and enhances the existing character of settlements and contributes to creating places of high architectural and build quality. However, it is disappointing to see that there is no provision for garaging associated with any of the properties. Any visual impact of the development will be characterised by parked cars, lending a suburban style out of sympathy with the rural surroundings, which is unlikely to present an appearance and a street scene reflecting high quality design. We do not consider the test has been met.

The Tenth Test Development should be sustainably located in accessibility terms, and include vehicular, pedestrian and cycle links to the adjoining settlement and networks and, where appropriate, provide opportunities for new and upgraded linkages. The applicant claims that the site is well-served by public transport and road network links, and safe walking connections to the local facilities.

The site can only be regarded as a sustainable development if it has adequate transport links. Although the parish may be designated a service village, that designation is not supported by any village shop within easy pedestrian or safe cycle reach of either of the two settlement areas. It is therefore important to look critically at access for cars, cyclists and pedestrians. The proposed access onto the B2166 has received approval from WSCC Highways Authority though it is not clear whether this is based on a desktop assessment or local observation on the ground. Those who are familiar with the local topography will assert that the assessment takes insufficient account of very limited visibility of traffic coming from the east where, notwithstanding the provision of appropriate visibility splays, the sightline towards the roundabout at The Walnut Tree is obscured by a high hedge. A safe pedestrian crossing at this point could only be engineered with some form of controlled crossing which would sit uneasily with the rural aspect of the site. A further concern is the ever-growing volume of traffic passing along the B2166. Although this particular development may make only a marginal contribution to traffic flow, the existing traffic flow is already demanding, and destined to be considerably increased by proposed developments at Paghams. We do not believe the site is sustainably located in accessibility terms, and we do not consider the test has been met.

One of the proposed benefits of the development is the potential for a link through the site to Mill Lane, offering a pedestrian and cycle route which avoids the Walnut Tree roundabout. However, the link to Mill Lane passes over land which is not in the developers' ownership, and such a link would only be a realistic proposition if a right of access can be assured in perpetuity. The link would also rely on a safe crossing of the B2166 at the entrance to the site, discussed above. It has been observed that without substantial improvements cyclists might well feel safer taking their chance using the existing route via the roundabout rather than at an access with limited visibility. We do not believe the site provides appropriate links and safe walking connections to the local facilities, and we do not consider the test has been met.

Outside the specific tests of the Draft Interim Policy Statement for Housing Development, the Ecological Impact Assessment is disappointing. The initial ecological survey was not conducted until after the site had been aggressively cleared of vegetation, leaving very little of any ecological value at all. Any ecological benefit of a potential habitat resulting from the site lying undisturbed has been lost. The application has thus set a very low baseline against which to measure any ecological improvement.

In summary, North Mundham Parish Council does not consider the requirements of the Draft Interim Policy Statement for Housing Development have been met, and we consider the application should be refused.

## 6.2 WSSC Highways

*Additional comments (received 12/12/2020)*

This is a re-consultation of planning application NM-1465-20, with amendments received. WSSC previous comments from Matthew Bartle should be read in conjunction with these comments.

The following amendments are:-

1. Revision to the site layout plan. To include off site dropped kerb and tactile paving to provide a crossing point over Lagness Road.
2. Removal of 1.8m masonry wall, to a fence.

The inclusion of off-site highway works (new access and dropped kerb and tactile paving should be included in a s106 agreement, to be implemented as part of the s278 works by the developer. These works are required to make the application acceptable in planning terms.

*Original Comments (received 23/06/2020)*

The highway authority has no objection to the proposed use.

The applicant's consultant has estimated vehicle trips for the nine homes as follows:

Morning peak (08:00-09:00) 2 arrivals, 4 departures

Evening peak (17:00-18:00) 2 arrivals, 1 departure

Total daily vehicle trips: 48.

We do not consider that these figures will have a significant impact on the local road network. The consultant asserts that they are not likely to be noticeable among daily variation in traffic nearby and the authority agrees.

Twenty-one car parking spaces are proposed, in line with the County Council's calculator. Bicycle parking is proposed in sheds. We assume that, should consent be granted, this will be conditional on the development being built in accordance with approved plans. A condition governing parking and turning is not therefore required. The consultant has demonstrated that adequate and safe turning space is available within the site. It is not clear whether the applicant will wish the internal road to be adopted as highway.

A site junction with Lagness Road is proposed in line with recommendations in Manual for Streets. Suitable visibility is available, although the side of the road on which the junction will lay is heavily overgrown and some cutting back may be necessary. It is not clear whether this would involve removal of a hedgerow or trees. A condition is proposed to ensure adequate visibility.

There are no recorded road accidents nearby which would raise questions about the location of the access or the traffic impact of the development.

The applicant will be required to enter into a Section 278 highway agreement in order to construct the junction.

The site has adequate access on foot and dropped kerbs and tactile paving are proposed which would improve this. The kerbs and paving must be provided on both sides of Lagness Road. Access is available nearby to at least one regular-interval bus service.

Condition:

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Lagness Road. Once provided the splays shall be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level.

Reason: In the interests of road safety.

### 6.3 WSSC Fire and Rescue Service

This proposal has been considered by means of desktop study, using the information and plans submitted with this application, in conjunction with other available WSSC mapping and Fire and Rescue Service information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments:

1) Prior to the commencement of the development details showing the proposed location of [1] one fire hydrant or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services. These approvals shall not be unreasonably withheld or delayed.

2) Prior to the first occupation of any dwelling/unit forming part of the proposed development that they will at their own expense 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.

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

If a requirement for additional water supply is identified by the Fire and Rescue Service and is subsequently not supplied, there is an increased risk for the Service to control a potential fire. It is therefore recommended that the hydrant condition is implemented.

Reason: In the interests of amenity and in accordance with Chichester Local Plan (2014 – 2029) Key Policies 8 and 9 and in accordance with The F&RS Act 2004

#### 6.4 CDC Housing Enabling Officer

*Additional comments (received 11/11/2020)*

Following my previous consultation response dated 14 August 2020, the applicant has submitted a revised site layout plan and an elevation plan for Plot 9. On review of the layout plans and as confirmed within the applicant's correspondence, the units have been set back from Lagness Road to retain the existing landscaping. This has not resulted in a change to the gross internal floor areas of the 9 proposed dwellings. In line with my previous comments and Policy 34 of the Chichester Local Plan, we will require an affordable housing commuted sum of £333,025 to be delivered and secured within a section 106 agreement.

To conclude, the Housing Delivery Team raises no objections to this application.

*Original Comments (received 14/08/2020)*

This application seeks to deliver 9 residential dwellings. Policy 34 of the Chichester Local Plan states that an affordable housing financial contribution will be sought on schemes delivering a net increase of between 6 and 10 dwellings in rural designated parishes under S157(1) of the Housing Act 1985. North Mundham is designated as rural for this purpose and therefore an affordable housing financial contribution of £333,025 would be sought. This has been calculated in accordance with the Planning Obligations and Affordable Housing SPD at 951.5 m<sup>2</sup> (GIA of net additional dwellings) x £350.

The applicant is seeking to deliver the following mix of market units:

3 x 2 bedroom houses  
4 x 3 bedroom houses  
2 x 4 bedroom houses

The above mix is broadly in line with the SHMA requirements of (35% 1 / 2 bedroom, 50% 3 bedroom and 15% 4 bedroom and is therefore acceptable.

To conclude, the Housing Delivery Team raises no objections to this proposal.

#### 6.5 CDC Archaeology

It is unlikely that anything of interest will have survived the construction and abandonment of the old canal that used to cross this site. In the circumstances there is no archaeological reason to recommend refusal or any other mitigation of impact.

#### 6.6 CDC Environmental Strategy Officer

*Additional comments (received 09/11/2020)*

The comments received 09/11/2020 repeated the previously received comments

*Original Comments (received 22/06/2020)*

#### Bats

Due to the potential for bats within tree T02 this tree must be retained and protected and during construction fencing should be used to ensure this area is undisturbed. Tree T01 as detailed within the EIA (April 2020) needs to be removed, this needs to be done under an ecological watching brief with an ecologist present during its removal.

Due to the removal of the tree T01 and the defunct hedgerow within the northern boundary, we require that these are replaced with native tree and hedge species of a good size to create an instant hedgerow/ treeline and to improve connectivity across the site. Conditions should be used to ensure this.

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 bat bricks are integrated into the buildings onsite facing south/south westerly positioned 3-5m above ground.

#### Reptiles

To ensure the site remains unsuitable for reptiles, continued management of the site must take place to ensure reptile habitat does not develop onsite. If this is not possible then a precautionary approach should be taken within the site with regards to reptiles

## Nesting birds

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 (within 24 hours of any work).

We would like bird boxes to be installed on the buildings and trees within the gardens of the properties.

## Enhancements

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

Any trees removed should be replace at a ratio of 2:1

Wildflower meadow planting used

Filling any gaps in tree lines or hedgerows with native species (as detailed above)

Bat and bird boxes installed on the site (as detailed above)

Grassland areas managed to benefit reptiles.

Log piles onsite

We require that gaps are included at the bottom of the fences to allow movement of small mammals across the site

Two hedgehog nesting boxes included on the site

## Recreational Disturbance

For this application we are satisfied that the only HRA issue is recreational disturbance and as long as the applicant is willing to provide a contribution to the Bird Aware scheme, the standard HRA Screening Matrix and Appropriate Assessment Statement template can be used.

## Policy 40

Following submission of the Sustainability Statement (May 2020) and Sustainable Construction Supplementary Planning Statement (May 2020) we are satisfied that the criteria detailed within policy 40 will be meet. We are pleased to see the commitment by the applicant to implement measures to achieve a reduction in CO2 emissions of 19% through a fabric first approach and air source heat pumps on all properties along with the inclusion of an electric car charge point on each property. Further details relating to the installation of the air source heat pumps should be provided by condition.

## 6.7 CDC Contract Services (Waste)

All in all no major issues from a waste collection point of view, please see my comments below:

### Provision of Bins:

Individual properties would require one waste and one recycling bin. These come in two different sizes 140 litre or 240 litre, the general rule is for up to two persons in a household we would recommend 140 litre bins for up to four persons 240 litre bins.

### Site Layout:

Firstly please refer to our refuse freighter dimensions detailed in the waste storage and collection service guide, Appendix A, page 14.

Our refuse freighters are 3 metres wide rather than the 2.5 metres wide on the swept path analysis. That said the layout appears to be fine, the only request would be to move the proposed tree outside plot 8, which may become an obstruction when turning.

I would also add 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 at the side of the road. Failure to address this issue at this stage may result in our refuse crew not being able to carry out their collections.

## 6.8 CDC Drainage Engineer

### *Additional comments (received 11/11/2020)*

The revised application has little or no effect to the surface water drainage of this site therefore our comments of the 1st July 2020 remain valid.

### *Original Comments (received 01/07/2020)*

**Flood Risk:** The site is wholly within flood zone 1 (low risk) and we have no additional knowledge of the site being at increased flood risk. Therefore subject to satisfactory surface water drainage we have no objection the proposed use, scale or location based on flood risk grounds. **Surface Water Drainage:** We have reviewed the "drainage strategy" for the site. The proposal is for shallow infiltration to ground through the sub-base of the road/parking/pathways. This approach is supported by winter groundwater monitoring, is based on conservative percolation rates and designed to accommodate the 1 in 100yr event + CC. Shallow percolation tests will need to be undertaken at the depth and location of the proposed infiltration blanket to inform the detailed design, but the approach is acceptable in principle.

If you are minded to approve the application we recommend the following condition to ensure the development is adequately drained:

"Development shall not commence until the full details of the proposed surface water drainage scheme have been submitted to, and approved in writing by, the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems, as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA. Winter groundwater monitoring, to establish the highest annual ground water levels, and winter percolation testing, to BRE 365 or a similar approved method, will be required to support the design of any infiltration drainage. No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed scheme."

#### 6.9 Third party objection comments

Four third party representations of objection have been received concerning the following matters:

- a) There would be an increase in pressure to the surrounding area and infrastructure
- b) There would be an increase in traffic in the area
- c) The proposal would be an overdevelopment on this plot
- d) The proposal would erode the tranquillity of the area
- e) The proposal would introduce suburban features such as a wall along Lagness Road
- f) The proposal would remove native trees and bushes
- g) Pedestrian safety using the proposed crossing
- h) Hard surfacing would potentially increase flooding problems in Runcton
- i) The habitat between North Mundham and Runcton has been destroyed and a wildlife corridor between the villages should be maintained
- j) There are other sites which can be developed in Runcton and this proposal bears no link to Neighbourhood plans put forward

#### 6.10 Third party support comments

One third party representation of support has been received concerning the following matters:

- a) The proposal uses the land well without being overcrowded
- b) The proposed footpath linking Mill Lane to Lagness Road will be of benefit to residents, especially parents with children attending North Mundham school

#### 6.11 Third party comments neither objecting to nor supporting the Planning Application

Two third party representations which neither objects nor supports the application have been received concerning the following matters:

- a) The site should allow owners to be able to travel safely by other methods of transport than car

- b) The old Ford to Chichester canal is protected and it looks as if the developer is adhering to this. Further benefit would be gained if the sites history could be reflected along this length of the canal, which could entail history boards, some restoration of the route, wildlife area or a planted walkway/cycleway.
- c) The Chichester and District Cycle Forum and the local branch of Sustrans comment that as noted in the applicants Transport Statement, in para 2.9, the site is close to NCN2, [and NCN88 which is not mentioned]. Lagness Road [B2166] is not a safe road to cycle along, especially from the Hunston Dairy Corner as far as this site. At the western end of this stretch of road it forms part of the two NCN routes and needs to considerably improved. Therefore I ask that if this application is to be approved then a Section 106 contribution is made to provide a safe and segregated cycle path in the vicinity, either to the NCN routes on the B2166, or to the northern side of the road opposite the application site. This would make cycling and walking, especially with prams, to the neighbouring primary school considerably safer. The proposed pedestrian crossing adjoining the site is supported.

#### 6.12 Agent's Further Supporting Information

The applicant has worked with Paul Basham Associates to liaise with WSCC on the proposals to provide a footpath link from within the site layout across the B2166 Lagness Road and the substitute plans show the detailed design of the pedestrian crossing to be formed of a dropped kerb and tactile paving.

The principle of adoption of the road and footpath is accepted. Paul Basham Associates have designed the road and footpath to meet the required standards for adoption so that following a grant of planning permission, Junnell Homes would then engage in pursuing the adoption and would be required to submit the following applications:

S278 Application – this would concern works purely within the publicly maintained highway, the part of the bell mouth entrance (around 20-30%) that is currently within the verge, and the footpath works which include the dropped kerb and tactile paving on either side of the B2166 Lagness Road.

S38 Application – on approval this would provide the legal agreement for the entire shared roadway, proposed new public footpath and remainder of the bell mouth (the 70-80% part that is on private land) to be adopted by WSCC and form part of the publicly maintainable highway network. The cost for entering the agreement is 10% of the cost of work relating to the area to be adopted, therefore 10% of the construction cost of the road and footpath. The cost would be borne by the developer. On completion of works, the new development would have delivered valuable connectivity through the site from the B2166 Lagness Road to the housing association owned private drive onto Mill Lane, by way of a new public footpath in perpetuity.

## **7.0 Planning Policy**

### The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and all made neighbourhood plans. There is no made neighbourhood plan for North Mundham at this time.
- 7.2 The principal planning policies relevant to the consideration of this application are as follows:

### Chichester Local Plan: Key Policies 2014-2029

Policy 1: Presumption in Favour of Sustainable Development  
Policy 2: Development Strategy and Settlement Hierarchy  
Policy 4: Housing Provision  
Policy 5: Parish Housing Sites 2012- 2029  
Policy 8: Transport and Accessibility  
Policy 9: Development and Infrastructure Provision  
Policy 33: New Residential Development  
Policy 34: Affordable Housing  
Policy 39: Transport, Accessibility and Parking  
Policy 40: Sustainable Design and Construction  
Policy 42: Flood Risk and Water Management  
Policy 45: Development in the Countryside  
Policy 47: Heritage and Design  
Policy 48: Natural Environment  
Policy 49: Biodiversity  
Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours  
Special Protection Areas  
Policy 51: Development and Disturbance of Birds in Pagham Harbour Special Protection Area

### Chichester Local Plan Review Preferred Approach 2016 - 2035 (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. Following consideration of all responses to the consultation period, the Council anticipates that the Submission Local Plan 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. It is currently anticipated that after following all necessary procedures the new Local Plan will be adopted during 2022.

7.4 Relevant policies from the published Local Plan Review 2035 Preferred Approach are:

**Part 1 - Strategic Policies**

S1 Presumption in Favour of Sustainable Development  
S2 Settlement Hierarchy  
S3 Development Hierarchy  
S4 Meeting Housing Needs  
S5 Parish Housing Requirements  
S6 Affordable Housing  
S12 Infrastructure Provision  
S20 Design  
S23 Transport and Accessibility  
S24 Countryside  
S26 Natural Environment  
S27 Flood Risk Management  
S31 Wastewater Management and Water Quality

**Part 2 - Development Management Policies**

DM2 Housing Mix  
DM3 Housing Density  
DM8 Transport, Accessibility and Parking  
DM16 Sustainable Design and Construction  
DM18 Flood Risk and Water Management  
DM22 Development in the Countryside  
DM28 Natural Environment  
DM29 Biodiversity  
DM30 Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours Special Protection Areas  
DM31 Trees, Hedgerows and Woodlands

National Policy and Guidance

- 7.5 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019 and related policy guidance in the NPPG.
- 7.6 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.*

7.7 The following sections of the revised NPPF are relevant to this application: 2, 5, 8, 9, 11, 12, 14, 15, 16 and Annex 1. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

#### Other Local Policy and Guidance

7.8 Other documents that are material to the consideration of the application include:

- Interim Position Statement for Housing Development
- Surface Water and Foul Drainage SPD
- Planning Obligations and Affordable Housing SPD
- CDC Waste Storage and Collection Guidance
- Chichester Landscape Capacity Study

#### Interim Position Statement for Housing Development

7.9 In accordance with national planning policy, the Council is required to regularly prepare an assessment of its supply of housing land. The Council's most recent assessment of its housing supply has identified that as of 15 July 2020 there is a potential housing supply of 2,831 net dwellings over the period 2020-2025. This compares with an identified housing requirement of 3,297 net dwellings (equivalent to a requirement for 659 homes per year). This results in a deficit of 466 net dwellings which is equivalent to 4.3 years of housing supply. The inability to demonstrate a 5 year supply of housing contrary to the requirements of government policy triggers the presumption in favour of permitting sustainable development, as set out in paragraph 11 of the National Planning Policy Framework.

7.10 To pro-actively manage this situation prior to the adoption of the Local Plan Review, the Council has brought forward an Interim Position Statement for Housing Development (IPS), which sets out measures to help increase the supply of housing by encouraging appropriate housing schemes. At its meeting on 3 June 2020, the Planning Committee resolved to approve the draft IPS for the assessment of relevant planning applications with immediate effect, and to publish the draft document for a period of consultation. The consultation closed on 10 July and the responses were processed. The IPS, with the proposed revisions, was reported back to the 4<sup>th</sup> November 2020 Planning Committee, where it was approved with immediate effect. New housing proposals considered under the IPS, such as this application, will therefore need to be assessed against the 12 criteria set out in the IPS document. The IPS is a development management tool to assist the Council in delivering appropriate new housing at a time when it cannot demonstrate a 5 year supply of housing land. It is not a document that is formally adopted and neither does it have the status of a supplementary planning document, but it is a material consideration. It is a document that the decision maker shall have regard to in the context of why it was introduced and in the context what the alternatives might be if it wasn't available for use. New housing proposals which score well against the IPS criteria where relevant are likely to be supported by officers.

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

- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Maintain the low levels of crime in the district in the light of reducing resources
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

## **8.0 Planning Comments**

8.1 The main issues arising from this application are considered to be:

- i. Principle of development and the policy position
- ii. Design, layout and impact on the character of the area
- iii. Residential amenity
- iv. Highway impact
- v. Impact on trees
- vi. Ecology
- vii. Sustainable design and construction
- viii. Surface water drainage and foul disposal
- ix. Habitat regulations assessment
- x. Other matters

i. Principle of development and the policy position

8.2 The primacy of the development plan and the plan-led approach to decision-taking is a central tenet of planning law and is enshrined in section 38(6) of the Planning and Compulsory Purchase Act 2004 which states that applications:

*'should be determined in accordance with the development plan unless material considerations indicate otherwise'*

8.3 For certainty and clarity a plan-led approach to decision making on planning applications relies on a development plan which is up-to-date, particularly with regard to its housing policies and the proposed delivery of that housing. When assessed against the policies of the adopted Local Plan, the current application is considered to be contrary to policies 2 and 45 in that it is proposing new housing outside the settlement boundary for North Mundham in the countryside or Rest of Plan Area and would not meet an “essential, small scale and local need” (policy 45). Additionally, the proposal would be in excess of the indicative housing numbers for the Parish of North Mundham, as set out in Policy 5 of the Local Plan (25 homes) and as set out in the Site Allocations DPD have in any event already been met for North Mundham Parish. Therefore, following a S38(6) development plan approach, this application is contrary to policy.

- 8.4 However, as from 15 July 2020 the Council's housing policies in the Local Plan are no longer up-to-date and so no longer have full weight. The Local Plan Inspector in 2015 agreed that for a period of 5 years from the date of the Plan being adopted, i.e. by 15 July 2020, the Council could rely on a suppressed housing delivery target of 435 dwellings per annum (dpa) because of acknowledged strategic constraints in relation to transport capacity issues on the A27 and foul drainage capacity issues. The agreed delivery target of 435 dpa was on condition that the Council committed to undertaking a Review of the Plan and the changed housing requirements of the Plan area within the 5 year period. That review is well underway but it is not complete. The Chichester Local Plan Review 2016-2035 Preferred Approach (LPR) has yet to reach the stage where it can be submitted to the Secretary of State for examination and the Council's timetable indicates that this is not now anticipated until the Spring of 2021. At this stage of plan preparation, only very limited weight can be given to the draft policies of the LPR. The housing numbers stated in the LPR indicate the proposed direction of travel, the 'preferred approach' but they are not confirmed. The provisional allocation for North Mundham is 50 new homes (policy S5). Consequently in terms of the decision-making process, the decision maker cannot rely or place any weight on these emerging policies. The Council is effectively therefore in a state of transition between an adopted Local Plan with out of date housing policies and allocations and a Review of that Plan which is not sufficiently advanced in the process towards adoption to be afforded any weight in decision making. Added to that the government requires councils to now calculate their housing need through the standard method which, on the basis of the Updated Position Statement on the Five Year Housing Land Supply at 15 July, shows a need of 628 dpa i.e. significantly in excess of the previous 435 dpa.
- 8.5 In acknowledging the current status of the Local Plan in terms of its out-of-date housing policies and the absence of a 5 year housing supply and to effectively bridge the gap up to the point where the Local Plan Review is adopted sometime in 2022, and to avoid where possible the submission of inappropriate ad hoc applications for housing development in the countryside, the Council has committed to using the Interim Position Statement for Housing Development (IPS). When considered against the 12 criteria in the IPS which define what the Council considers good quality development in the Local Plan area, the current application scores well and the Council has not identified any adverse impacts. It is relevant to consider each of the IPS criteria in turn:

**1) The site boundary in whole or in part is contiguous with an identified Settlement Boundary (i.e. at least one boundary must adjoin the settlement boundary or be immediately adjacent to it).**

The site is immediately adjacent to the western boundary of the existing settlement boundary for North Mundham. This criterion is therefore satisfied.

**2) The scale of development proposed is appropriate having regard to the settlement's location in the settlement hierarchy**

North Mundham is a sustainably located settlement defined as a Service Village in the Local Plan (Policy 2). In this context the proposed scale of development is considered appropriate and the criterion is therefore satisfied.

**3) The impact of development on the edge of settlements, or in areas identified as the locations for potential landscape gaps, individually or cumulatively does not result in the actual or perceived coalescence of settlements, as demonstrated through the submission of a Landscape and Visual Impact Assessment.**

It is considered that the development meets this point. There is no actual or perceived coalescence likely to arise from permitting this development.

**4) Development proposals make best and most efficient use of the land, whilst respecting the character and appearance of the settlement. The Council will encourage planned higher densities in sustainable locations where appropriate (for example, in Chichester City and the Settlement Hubs). Arbitrarily low density or piecemeal development such as the artificial sub-division of larger land parcels will not be encouraged.**

Based on the site area the proposals achieve a density of 36 dwellings per hectare. There is no artificial sub-division proposed and in the context of the site location and the pattern of existing housing this level of development is considered acceptable. The proposal meets this criterion.

**5) Proposals should demonstrate consideration of the impact of development on the surrounding townscape and landscape character, including the South Downs National Park and the Chichester Harbour AONB and their settings. Development should be designed to protect long-distance views and intervisibility between the South Downs National Park and the Chichester Harbour AONB.**

It is considered that the proposal would comply with the above criterion.

**6) Development proposals in or adjacent to areas identified as potential Strategic Wildlife Corridors as identified in the Strategic Wildlife Corridors Background Paper should demonstrate that they will not affect the potential or value of the wildlife corridor.**

Not applicable in this instance.

**7) Development proposals should set out how necessary infrastructure will be secured, including, for example: wastewater conveyance and treatment, affordable housing, open space, and highways improvements.**

It is considered the proposal would meet the above criterion. Wastewater disposal would be provided through the statutory undertaker, a financial contribution for the provision of affordable dwellings through a commuted sum, contribution towards open space provision through a CIL payment, and highways improvements would be secured through legal agreement.

**8) Development proposals shall not compromise on environmental quality and should demonstrate high standards of construction in accordance with the Council's declaration of a Climate Change Emergency. Applicants will be required to submit necessary detailed information within a Sustainability Statement or chapter within the Design and Access Statement to include, but not be limited to:**

- Achieving the higher building regulations water consumption standard of a maximum of 110 litres per person per day including external water use;**
- Minimising energy consumption to achieve at least a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) calculated according to Part L of the Building Regulations 2013. This should be achieved through improvements to the fabric of the dwelling;**
- Maximising energy supplied from renewable resources to ensure that at least 10% of the predicted residual energy requirements of the development, after the improvements to the fabric explained above, is met through the incorporation of renewable energy; and**
- Incorporates electric vehicle charging infrastructure in accordance with West Sussex County Council's Car Parking Standards Guidance.**

The development would meet this criterion through a combination of fabric first, air source heat pumps, low water use installations and energy efficient installations, to achieve at least a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) and to maximise the energy supplied by renewable resources. The submitted Sustainability Statement states that the amount of water used would be reduced to 105 litres per person per day through the use of low water use baths, WC's, taps and showers. Heating and hot water would be powered by an air source heat pump on each proposed for each property, and electric vehicle charging points would be installed outside of each unit, which is in excess of the requirements set out in the WSCC Guidance on Parking at New Developments (2019). In combination the proposed measures would result in a 37.4% improvement in the DER over the TER which exceeds the requirements of the IPS. Conditions are recommended to ensure that all measures are provided and retained in perpetuity.

**9) Development proposals shall be of high quality design that respects and enhances the existing character of settlements and contributes to creating places of high architectural and built quality. Proposals should conserve and enhance the special interest and settings of designated and non-designated heritage assets, as demonstrated through the submission of a Design and Access Statement.**

The development is of a high standard of design and layout (see assessment in section ii of this report). This criterion is satisfied.

**10) Development should be sustainably located in accessibility terms, and include vehicular, pedestrian and cycle links to the adjoining settlement and networks and, where appropriate, provide opportunities for new and upgraded linkages.**

The site is well connected to the existing settlement and linked to the city centre via cycle routes and bus services. The site has access to regular and frequent bus services from bus stops located some 100m to the east of the site. In addition, frequent peak and off-peak rail services are accessible from Chichester Railway Station some 2.8km to the north west of the site; the station can be accessed via the 600 bus service or by bicycle using the primarily off-road National Cycle Network Routes 2 and 88. North Mundham benefits from a primary school, public house and the Free School is a short journey northwest towards the city centre.

The proposed development would include improvements to provide a crossing and tactile paving both sides of the B2166 and a pedestrian link to Mill Lane, thereby providing opportunities to improve pedestrian linkages.

**11) Development must be located, designed and laid out to ensure that it is safe, that the risk from flooding is minimised whilst not increasing the risk of flooding elsewhere, and that residual risks are safely managed. This includes, where relevant, provision of the necessary information for the LPA to undertake a sequential test, and where necessary the exception test, incorporation of flood mitigation measures into the design (including evidence of independent verification of SUDs designs and ongoing maintenance) and evidence that development would not constrain the natural function of the flood plain, either by impeding flood flow or reducing storage capacity. All flood risk assessments should be informed by the most recent climate change allowances published by the Environment Agency.**

This criterion is considered to be satisfied (refer to the assessment in section viii below). The site is located within EA flood zone 1, as area with the lowest level of flood risk. The drainage system is to be designed through SuDS to satisfactorily manage the discharge of surface water from the development.

**12) Where appropriate, development proposals shall demonstrate how they achieve nitrate neutrality in accordance with Natural England's latest guidance on achieving nutrient neutrality for new housing development.**

Not applicable in this instance.

- 8.6 The proposed development is considered to meet all the relevant criteria in the IPS. In addition, the proposal would provide a suitable housing mix including 2, 3 and 4 bedroom dwellings which in compliance with the SHMA is considered acceptable in principle. In the absence of an up-to-date Local Plan the Council cannot rely on a plan-led approach to decision making on housing applications as it ordinarily would. The IPS provides an appropriate development management tool for assessing such applications and in this context and for the reasons outlined above and in the subsequent assessment the 'principle' of housing development on this site is considered acceptable.

ii. Design, layout and impact on the character of the area

- 8.7 The existing site has a soft and verdant appearance from Lagness Road, with hedging along the boundary. This is characteristic of the area; residential development within the settlement boundary further to the east along Lagness Road features natural boundary treatments. These boundary treatments do not hide the built form when viewed from the public realm; however they soften the appearance of development and contribute to the semi-rural character.
- 8.8 The scheme as originally submitted included a 1.8m brick and flint wall fronting Lagness Road, with low-level planting to the front. Officers considered that the boundary treatment originally proposed would appear overly urban within its context and in combination with the siting of the dwelling at plot 1 it would have minimised the opportunity for appropriate landscaping and appeared out of character with the area. The application proposals have been amended during the course of the application following negotiations with officers to minimise the impact of the proposals upon the character of the area.
- 8.9 Amendments made to the scheme during the course of the application include; setting back the development on the western side of the access road further to the south and omitting the previously proposed wall across the northern frontage of the site. The amended proposal would retain the existing hedging to the sides of the new access, reinforced and replanted where required, with a 1.8m close boarded fencing behind the hedgerow along the northern boundary. The resulting layout would better reflect the pattern of development in the locality whilst remaining in keeping with the semi-rural and verdant character of the area.
- 8.10 The proposed development would be serviced by a single road, which would pass through the centre of the site, with dwellings either side. The housing would be laid out in two blocks, with a mix of two storey semi-detached and detached dwellings which positively address the access road, and in the case of plot 8, front the pedestrian link, ensuring an active frontage is maintained along the proposed pedestrian link. The use of contrasting permeable paviers for the shared road surface and the parking areas would break up the appearance of hardstanding, and in combination with the soft landscaping proposed, with indicative details showing four trees to be included, thereby ensuring that the hard surfaces would not appear dominant or overly urban in this edge of settlement location.
- 8.11 The development comprises a mix of two-storey houses arranged as a mix of semi-detached and detached dwellings. The predominant appearance of the dwellings would be traditional with the design, appearance and materials reflective of development in the area. There is an eclectic mix of materials and design within close proximity of the site, and it is considered that the proposed materials palette which would include elevations of brick, flint and dark timber set under slate and plain clay tiled roofs would be an appropriate and sensitive mix of materials that would reflect the semi-rural character of the surrounding area and respond well to the context of the site.
- 8.12 In terms of density of development, the site achieves around 36 dwellings per hectare for the whole site area. When considered in the context of the edge of settlement location, the amount of development proposed is considered to be acceptable and an efficient use of land.

8.13 Overall the design, materials, detailing and appearance of the development would result in an attractive, high quality rural housing scheme that it would be appropriate to its rural context and surroundings, and would not adversely impact on the character of the area.

iii. Residential Amenity

8.14 The window positions between plots are such that there would not be an adverse impact in terms of overlooking between plots. The proposed dwellings have a rear gardens with a depth of approximately 10m as an average. The Council's design guidance note PGN3 dwellings stipulated that to ensure that sufficient garden area is retained for new properties, a minimum distance of 10m from the rear wall of the property and the rear boundary is required. The proposed dwellings either meet the stipulation of the guidance note, or for those that are slightly short of the 10m, the gardens are generous in width and therefore sufficient amenity space for future occupiers would be provided, in accordance with the intention of the guidance note.

8.15 The orientation of the proposed dwellings is such that they have their backs facing towards the neighbouring development, which is orientated with their front/rear in a north/south direction resulting in a back to side relationship. There is significant separation to The Spinney, to the west of the site which is set away from the eastern boundary of its plot, with a garage positioned along the boundary with the application site. The closest point of the dwelling at The Spinney is approximately 17m from the boundary of the application site, and approximately 26m from the rear of the closest proposed dwelling. As a result of this separation the proposal would not result in an unacceptable level of overlooking, loss of light or any overbearing impacts.

8.16 To the south east of the site is an area of hardstanding and block of garages, with Orchard Cottage, a detached dwelling beyond. Given the separation and position of the dwelling at Orchard Cottage, it is not considered that there would be a significant adverse impact in this regard. In assessing the impact to dwellings on Mill Lane to the east, it is important to have regard to the planning history, and in this instance there is an extant planning permission for a detached dwelling at land to the west of No.3 Bridge Court, which would be much closer to the neighbouring dwelling to the east of the application site than the dwellings proposed under the current application. Plot 2 would have bedroom windows at first floor facing towards the rear gardens of the dwellings to the east of the application site, however in light of the extant permission which featured a first floor bedroom window orientated to the north, and the increased separation, the proposed relationship is not considered to result in significant harm to neighbouring amenity.

iv. Highway Impact

8.17 A new vehicular access onto the B2166 Lagness Road is proposed to serve the development with a proposed footpath and tactile paving to the southern side of Lagness Road, and the introduction of a dropped kerb, and tactile paving to the northern side of Lagness Road, linking to the existing public footpath. The access would be positioned approximately 60m to the west of a roundabout on the B2166. 22 parking spaces (including two visitor parking areas) are shown to be provided and the layout submitted includes a pedestrian link to Mill Lane.

- 8.18 The access is located in an area with a 30mph speed limit and visibility splays of 43m are shown, in line with recommendations in Manual for Streets. It is the view of WSCC as Local Highway Authority (LHA) that suitable visibility is available, and a condition is recommended to ensure landscaping does not compromise adequate visibility.
- 8.19 In terms of traffic movements, the site is forecast to generate 6 peak hour vehicle movements and 48 daily movements. The LHA considers that this is not likely to be noticeable among daily variation in traffic, and that this would not have a significant impact on the local road network.
- 8.20 The LHA has confirmed that 22 proposed vehicle parking spaces and bicycle parking in sheds is acceptable, and that adequate parking and turning has been shown. CDCs Contract Services have commented on the application in respect of waste vehicles and no objection has been raised. The revised indicative landscaping details submitted has addressed the need for proposed planting to be mindful of turning for refuse vehicles, and an informative is recommended to highlight that the road surfaces should be constructed in a material suitably strong enough to take the weight of a 26 tonne vehicle.
- 8.22 The proposals are acceptable from a highway safety and capacity point of view and no objection is raised, subject to recommended conditions and the s106 planning obligation to secure off site highway works, to be implemented as part of the s278 works by the developer.

vi. Impact on trees

- 8.29 This application is supported by a Tree Constraints Plan and Report. The proposals as originally submitted would have resulted in the removal of the Category C hedging to the north of the site. There is the need for some removal to facilitate the access and visibility, however the intention is now to retain the existing hedging to the sides of the new access and reinforced and replanted where required. This can be controlled through condition.
- 8.30 A Class C Field Maple is shown to be removed and replaced with two trees. This tree is not considered to be of an amenity value to warrant retention, and the replacement with two trees as part of a landscaping scheme is considered acceptable. Works to crown-lift branches to a Class C Ash tree are considered acceptable as are the mitigation measures to retain it during construction.
- 8.31 Landscaping proposals incorporate considerable replacement tree planting. Furthermore a condition is recommended in relation to tree protection measures to protect the existing trees. It is considered that none of the proposed dwellings or gardens would likely be shaded by retained trees to the extent that this will interfere with their reasonable use or enjoyment by incoming occupiers, which might otherwise lead to pressure for a tree to be felling or severe pruning. For the reasons outlined above, the proposal is acceptable in terms of its impact on trees.

vi. Ecology

8.32 The application is accompanied by an Ecological Impact Assessment which demonstrates that the site is formed of common, widespread habitats of very low ecological value. Flora diversity in general was very low, with the bulk of the site dominated by bare ground. The hedgerow along the northern boundary is described as a defunct, species-poor hedgerow. Third party comments have been received during the course of the application regarding clearance that took place prior to an application being submitted, however this was not a breach of planning control and therefore is not material to the determination of the application.

8.33 The Council's Environment Officer has raised no objections to the proposals and commented that the replacement planting provides the opportunity for native tree and hedge species to create an instant hedgerow/treeline and to improve connectivity across the site. A number of enhancements would be secured by condition and indicative details provided show that these can be met. Subject to the recommended conditions the proposal would result in a net gain in biodiversity and therefore the proposal is considered acceptable in terms of ecology.

vii. Sustainable Design and Construction

8.34 The applicant's Sustainability Statement and Sustainable Construction Statement complies with the requirements of Policy 40 of the CLP and criterion 8 of the IPS. The statement demonstrates that the development would meet this through a combination of fabric first, air source heat pumps, low water use installations and energy efficient installations. The applicant is proposing a 37.4% improvement in the Dwelling Emission Rate (DER) of 35.48kg/m<sup>2</sup> over the Target Emission Rate (TER) of 15.94kg/m<sup>2</sup>.

8.35 Water consumption targets for the dwellings will exceed the higher building regulations standard of 105 litres/person/day, with the submitted Sustainability Statement stating that the measures would reduce the amount of water used to 110 litres per person per day. Electric vehicle charging points would be installed outside of each unit and this is well in excess of the requirement as set out in WSCC Parking Standards.

8.36 Conditions are recommended to secure the stated energy savings as set out in the Sustainability Statement and Sustainable Construction Statement, as well as further details of the Air Source Heat Pumps. It is considered that secured in this way the development meets the requirements of criterion 8 of the IPS and therein the objectives of Local Plan policy 40 and the proposed measures are endorsed by the Council's Environmental Strategy Officer.

viii. Surface Water Drainage and Foul Disposal

Surface Water

8.37 With regard to flood risk, the site is in Flood Zone1 and at the lowest risk of surface water flooding. The Council's Drainage Engineer has confirmed the team has no additional knowledge, or records of the site being at significant flood risk, therefore subject to satisfactory drainage no objection is raised to the proposed use, scale or location based on flood risk.

8.38 The application details for this development indicate that the proposed means of surface water drainage for shallow infiltration to ground through the sub-base of the road/parking/pathways. This approach is supported by winter groundwater monitoring, is based on conservative percolation rates and designed to accommodate the 1 in 100yr event and climate change. The Council's Drainage Engineer has commented that shallow percolation tests will need to be undertaken at the depth and location of the proposed infiltration blanket to inform the detailed design, and has confirmed that a surface water drainage strategy based upon these principles would be acceptable and has recommended conditions to secure details.

#### Foul Water

8.39 Foul Water is to be directed to the on-site public foul sewer by a gravity connection. Connection to the sewer would be made via a s.106 agreement with Southern Water. The applicant has a 'right to connect' their development to the public sewerage network under s.106 of the Water Act. Southern Water is committed under its statutory duty to provide a fit for purpose foul drainage system to service the proposed development and is regulated in this regard by the industry regulator OFWAT. Any failings on behalf of Southern Water to deliver required improvements to the offsite network to satisfactorily service the proposed development are failings under Part 4 of the Water Industry Act 1991 not under the Town and Country Planning Act and the recourse for such failure therefore falls to be addressed under that Act through OFWAT.

#### ix. Habitat Regulations Assessment

8.40 The site is located within the 5.6km buffer zone of the Chichester and Langstone Harbours Special Protection Area and within the 3.6km of the Pagham Harbour Special Protection Area.

8.41 The proposal would result in an increase in population living on the site, which could result in recreational pressure on the SPA and disturbance to protected bird populations. A financial contribution towards the Bird Aware Solent scheme/Pagham Harbour Scheme is required in order to mitigate recreational disturbance as a result of the proposal.

8.42 When a development proposal falls into an area where the Chichester and Langstone Harbours SPA zones of influence and the Pagham Harbour Special Protection Area zone of influence overlap, as in this case, Natural England advise that some reduction in the contribution is reasonable. This is on the basis that the occupiers of the new dwellings cannot be at both Harbours at the same time. However the Local Planning Authority still has to ensure that a robust package of mitigation can be implemented. In order to do this only one contribution per net new dwelling unit is payable. This contribution would be whichever is the higher of the two contributions at the time, for the proposed development this is the Pagham SPA tariff of £904 per dwelling. A completed S106 agreement is required to secure this contribution. When paid the contribution would be divided in two, half for each of the two SPA mitigation schemes.

8.43 Subject to the completion of the S106 Agreement, this proposal complies with Policies 49 and 50 of the CLP and the requirements of the Habitats Directive.

x. Other Matters

*Accessibility to the footpath*

8.44 The Parish Council raised concern with public accessibility to the footpath and the provision of a safe and appropriate crossing over Lagness Road. The applicant has provided further information on this matter in the Agent's supporting information section in paragraph 6.12.

*Affordable Housing*

8.45 No objection has been raised by the Council's Housing Officer and the proposals would require an affordable housing financial contribution of £333,025.00

*Deliverability*

8.46 The applicant's agent has confirmed that a condition to commence works within two years rather than the standard three year period would be acceptable to deliver the new homes.

Conclusion

8.47 The Council is unable to demonstrate that it had a 5 year supply of housing land and therefore the housing policies in the Local Plan are now out of date. In the absence of an up-to date Local Plan, the Council cannot rely on a plan-led approach to decision making on major applications as it ordinarily would. When there is less than a 5 year supply the NPPF engages what is known as the 'tilted balance', that is a presumption in favour of permitting new sustainable housing development. The IPS provides an appropriate development management tool for assessing such applications and is a material consideration. The proposed development is considered to meet all the relevant criteria in the IPS. In this context and for the reasons outlined above the 'principle' of housing development is considered acceptable.

8.48 The application would deliver much need housing including a financial contribution to affordable housing and will help to address the Council's housing supply shortfall. The application is therefore recommended for approval, subject to the applicant entering into a S106 agreement to secure the required affordable housing and other infrastructure.

Human Rights

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

## **RECOMMENDATION**

**DEFER FOR SECTION 106 THEN PERMIT** subject to the following conditions and informatives:-

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

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

2) The development hereby permitted shall not be carried out other than in accordance with the following approved plans:

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the development complies with the planning permission.

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 development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period unless any alternative is agreed in writing by the Local Planning Authority. The CEMP shall provide details of the following:

- (a) the phased programme of demolition and construction works;
- (b) the anticipated number, frequency and types of vehicles used during construction,
- (c) the location and specification for vehicular access during construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,

- (l) measures to control the emission of noise during construction,
- (m) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning and the disposal of litter,
- (q) provision of temporary domestic waste and recycling bin collection point(s) during construction.
- (r) hours of construction.

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

4) **No development shall commence** until plans of the site showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives, garages and parking areas and the proposed completed height of the development and any retaining walls have been submitted to, and approved in writing by, the Local Planning Authority. The details shall clearly identify the relationship of the proposed ground levels and proposed completed height with adjacent buildings. The development thereafter shall be carried out in accordance with the approved details.

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

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

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

6) **No development shall commence** unless and until details of the proposed means of foul water sewerage disposal have been submitted to and been approved in writing by the Local Planning Authority acting reasonably in consultation with Southern Water. Thereafter all development shall be undertaken in accordance with the approved details. No occupation of any dwelling shall take place until the approved works have been completed for that dwelling.

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

7) The development hereby permitted shall not be carried out other than in full accordance with mitigation measures and ecological enhancements in accordance with details and a timetable for implementation to be submitted to and agreed in writing by the Local Planning Authority **before work commences on site**. For the avoidance of doubt details of the mitigation measures and ecological enhancements shall include:

- Any trees removed should be replaced at a ratio of 2:1
- Wildflower meadow planting used
- Filling any gaps in tree lines or hedgerows with native species
- Bat and bird boxes installed on the site
- Grassland areas managed to benefit reptiles.
- Log piles onsite
- Gaps included at the bottom of the fences to allow movement of small mammals across the site
- A minimum of two hedgehog nesting boxes included on the site

Reason: In the interest of conserving and enhancing biodiversity.

8) Notwithstanding any details submitted to the contrary **no dwelling shall be constructed above slab level** until a full schedule of all materials and finishes and samples of such materials and finishes to be used for external walls, window/door surrounds and roofs of the building(s) have been submitted to and been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule of materials and finishes unless otherwise agreed in writing by the Local Planning Authority.

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

9) **No development shall commence on the Sustainable Urban Drainage System (SUDS)** until full details of the maintenance and management of the SUDS system, set out in a site-specific maintenance manual, has been submitted to and approved in writing by the Local Planning Authority. The manual shall include details of financial management and arrangements for the replacement of major components at the end of the manufacturers recommended design life. The manual shall also include the arrangements for the future access and maintenance details of any watercourse or culvert (piped watercourse) crossing or abutting the site. Upon completed construction of the SUDS system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual, including the approved access and maintenance details for any watercourse or culvert.

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

10) Notwithstanding the landscaping details submitted with the application **no construction of any dwelling above slab level** shall take place unless and 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.

11) Notwithstanding the landscaping details submitted with the application **no construction of any dwelling above slab level** shall take place unless and until a detailed scheme of hard landscaping for the whole site has been submitted to and been approved in writing by the Local Planning Authority. The scheme shall detail materials and finishes of hard surfaces. No dwelling shall be occupied until the works have been undertaken in accordance with the approved details.

Reason: In the interests of amenity.

12) **Before construction of any dwelling above slab level** the technical specification and location of each Electric Vehicle charging point facility shall be submitted to and approved in writing by the Local Planning Authority. **No dwelling shall be first occupied** unless and until the dwelling has been constructed in accordance with the terms of the submitted Sustainability Statement dated 29/05/2020, Sustainable Construction Supplementary Planning Statement dated May 2020 and the approved technical EV charging points details. No dwelling which is to be provided with an active charging facility shall be first occupied until the EV charging facility for that dwelling has been provided and is ready for use. Thereafter the EV charging facilities shall be maintained and kept operational in perpetuity.

Reason: To ensure the development delivers carbon reductions and a sustainable development in accordance with Policy 40 of the Chichester Local Plan: Key Policies 2014-2029 and the Council's Interim Position Statement for Housing Development (November 2020) and to accord with the terms of the application.

13) **Before construction of any dwelling above slab level** the technical specification and siting of the Air Source Heat Pumps shall be submitted to and approved in writing by the Local Planning Authority. **No dwelling shall be first occupied** unless and until the Air Source Heat Pump has been provided in accordance with the agreed details and is ready for use. Thereafter the Air Source Heat Pumps shall be maintained and kept operational in perpetuity.

Reason: To ensure the development delivers carbon reductions and a sustainable development in accordance with Policy 40 of the Chichester Local Plan: Key Policies 2014-2029 and the Council's Interim Position Statement for Housing Development (November 2020) and to accord with the terms of the application.

14) **No dwelling shall be first occupied** until such time as the vehicular access to the site and other related highways works serving the development have been constructed in accordance with the details shown on drawing number 20112-HNW-XX-XX-DR-A-2120 REV P3.

Reason: To accord with the terms of the application and in the interests of road safety.

15) **No dwelling shall be first occupied** unless and until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Lagness Road in accordance with drawing number 20112-HNW-XX-XX-DR-A-2120 REV P3. Once provided the visibility splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above the level of the adjoining carriageway or as otherwise may be agreed in writing by the Local Planning Authority following consultation with the Local Highway Authority in perpetuity.

Reason: In the interests of road safety.

16) **No dwelling shall be first occupied** unless and until the car parking provision for that dwelling and the road access to it - including where shown visitor/unallocated spaces, associated footways and turning heads – have been constructed in accordance with drawing number 20112-HNW-XX-XX-DR-A-2120 REV P3. Once provided these spaces shall thereafter be retained at all times for their designated purpose.

Reason: To ensure that the correct level of parking is provided in a timely manner for the development to accord with the terms of the application, adopted guidance and in the interests of road safety.

17) **No dwelling shall be first occupied** unless and until covered and secure cycle parking spaces have been provided for that dwelling in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be provided in accordance with the approved details and retained for that purpose thereafter.

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

18) **Before first occupation of any dwelling**, details showing the precise location, installation and ongoing maintenance of 1 no. fire hydrant to be supplied (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and be approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services. The approved fire hydrant shall be installed before first occupation of any dwelling and thereafter be maintained as in accordance with the approved details.

Reason: In the interests of amenity and in accordance with The Fire and Rescue Services Act 2004.

19) **Before first occupation of any dwelling** full details of how the site will be connected to all relevant utilities and services infrastructure networks (including fresh water, electricity, gas, telecommunications and broadband ducting) shall be submitted to and be approved in writing by the Local Planning Authority. These details shall demonstrate the provision of suitable infrastructure to facilitate these connections and the protection of existing infrastructure on the site during works. The development will thereafter only proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development benefits from appropriate infrastructure

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

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

21) **Before first occupation of any dwelling** hereby permitted details of any external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority. This 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.

Note: Any proposed external lighting system should comply with the Institute of Lighting Engineers (ILE) guidance notes for the Reduction of Light Pollution.

Reason: To protect the appearance of the area, the environment and foraging bats, and local residents from light pollution.

22) Prior to first occupation of the dwelling(s) hereby permitted the associated boundary treatments shall be provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include;

- (a) scaled plans showing the location of the boundary treatments and elevations, and
- (b) details of the materials and finishes and provision of gaps to allow for small mammals to cross the development.

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

Reason: In the interests of protecting the amenity of neighbours.

23) **No dwelling shall be first occupied** unless and until the pedestrian link to Mill Lane shown on drawings numbered 20112-HNW-XX-XX-DR-A-2120 REV P3 and 20112-HNW-XX-XX-DR-A-2310 REV P1 has been formed in accordance with the approved plans. Once provided this shall be retained as approved for its designated purpose and kept free of all obstructions. Notwithstanding the provisions of Part 2 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking ,re-enacting or modifying that Order) no fence, wall or other means of enclosure shall be erected to obstruct this pedestrian access point.

Reason: To accord with the terms of the application and to ensure that the pedestrian access proposed is maintained in the interests of road safety.

24) 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 and 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.

25) Notwithstanding any indication shown on the approved plans, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) hereby approved, the dwellings hereby permitted shall not be first occupied until each of the window(s) which are shown to be obscure glazed on drawing numbers 20112-HNW-XXX-XX-DR-A-2200, 20112-HNW-XXX-XX-DR-A-2201 or 20112-HNW-XXX-XX-DR-A-2202 have been permanently;

(i) glazed with obscure glass with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), and are

(ii) non-opening below 1.7 metres from the finished floor level of the room in which the window is installed.

The windows shall remain in accordance with the requirements above unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the privacy of the occupants of the adjoining residential property/ies.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) hereby approved, no extensions or alterations shall be constructed or made without a grant of planning permission.

Reason: In the interests of protecting the visual amenities or the area.

27) The existing hedge along the northern boundary and tree T02 shall be retained in accordance with the details shown on the approved plans, and should the tree or any part of the hedge be removed without consent or die or become seriously damaged or defective during a period of five years from the date of the completion of the development, shall be replaced as soon as is reasonably practicable or the next planting season, whichever is the earlier, with others of a similar species and size unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of preserving the visual amenities of the area.

28) Notwithstanding the provisions of Part 2 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking, re-enacting or modifying that Order) no fence, wall or other means of enclosure shall be erected, constructed or established on any of the Open Space or Amenity Areas shown on the approved plans.

Reason: To secure the long term retention of the open/amenity areas.

## 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) S106 - This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990.

3) The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

4) The developer is advised that all road surfaces should be constructed in a material suitably strong enough to take the weight of a 26 tonne waste freighter vehicle. The use of concrete block paving unless it is of a highway standard is discouraged, as these tend to move under the weight of the Council's waste vehicles.

5) A formal application for connection to the public sewerage system is required in order to service this development, Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link: [southernwater.co.uk/developing-building/connection-charging-arrangements](http://southernwater.co.uk/developing-building/connection-charging-arrangements)

6) 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).

7) 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.

## Decided Plans

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

Details	Reference	Version	Date Received	Status
PLAN - SUBSTITUTE PLAN 13/10/20 - STREET SCENES 1 OF 2	20112-HNW- XX-XX-DR-A- 2310	REV P1	27.10.2020	Approved
PLAN - SUBSTITUTE PLAN 13/10/20 - PROPOSED ELEVATION PLOT 9	20112-HNW- XX-XX-DR-A- 2305	REV P1	27.10.2020	Approved
PLAN - SUBSTITUTE PLAN 13/10/20 - PROPOSED SITE PLAN	20112-HNW- XX-XX-DR-A- 2120	REV P3	27.10.2020	Approved
PLAN - Existing Site Plan (A3)	20112-HNW- XXX-XX-DR- A-2110		18.06.2020	Approved
PLAN - Context Plan (A3)	20112-HNW- XXX-XX-DR- A-2115		18.06.2020	Approved
PLAN - Proposed Floor Plans - Plot 9 (A3)	20112-HNW- XX-XX-DR-A- 2202		18.06.2020	Approved
PLAN - Proposed Floor Plans - Plots 1, 2, 3, 4, 5 & 6 (A3)	20112-HNW- XXX-XX-DR- A-2200		18.06.2020	Approved
PLAN - Proposed Floor Plans - Plots 7 & 8 (A3)	20112-HNW- XXX-XX-DR- A-2201		18.06.2020	Approved
PLAN - Proposed Elevations Sheet 1 Plots 1 & 3 (A3)	20112-HNW- XX-XX-DR-A- 2300		18.06.2020	Approved
PLAN - Proposed	20112-HNW-		18.06.2020	Approved

Elevations Sheet 2 - Plots 2 & 4 (A3)	XX-XX-DR-A-2301			
PLAN - Proposed Elevations Sheet 3 - Plot 5 (A3)	20112-HNW-XX-XX-DR-A-2302		18.06.2020	Approved
PLAN - Proposed Elevations Sheet 4 Plots 6 & 8 (A3)	20112-HNW-XX-XX-DR-A-2303		18.06.2020	Approved
PLAN - Proposed Elevations Sheet 5 - Plot 7 (A3)	20112-HNW-XX-XX-DR-A-2304		18.06.2020	Approved
PLAN - Proposed Elevations Sheet 6 - Plot 9 (A3)	20112-HNW-XX-XX-DR-A-2304		18.06.2020	Approved
PLAN - Street Scenes - 2 of 2 (A3)	20112-HNW-XX-XX-DR-A-2311		18.06.2020	Approved
PLAN - Site Location Plan (A3)	20112-HNW-XX-XX-DR-A-2100		18.06.2020	Approved
PLAN - Tree Constraints Plan (A1)	LLD1975-ARB-DWG-001		18.06.2020	Approved
PLAN - Tree Retention and Protection Plan (A1)	LLD1975-ARB-DWG-002		18.06.2020	Approved
PLAN - Tree Retention and Protection Plan Notes (A1)	LLD1975-ARB-DWG-003		18.06.2020	Approved

For further information on this application please contact Martin Mew on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QBTJ5EERKBY00>