

Recommendation Report for Planning Permission

REF NO: BE/27/19/PL

LOCATION: Site 6
Chichester Road
North Bersted

PROPOSAL: Erection of 15 dwellings (6 x 2 bed, 9 x 3 bed) with associated parking and landscaping.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	It is proposed to replace 9 x 4 bedroom homes originally approved under reserved matters application BE/8/09 with 6 x 2 bedroom and 9 x 3 bedroom homes on land denoted as "Phase 4c". This would result in an overall net gain of 6 homes above those already approved. Nine of the houses will have the benefit of either a garage or a car barn (plot 636 only) plus a parking space (cars to be parked in tandem). The remaining houses will have one or two spaces each either in tandem or side by side. The floorplans for the garages show storage for cycles within the garage but there is no cycle storage provision shown for the car barn or those houses without garages. A landscape scheme details the planting of trees and shrubs.
SITE AREA	0.27 hectares
RESIDENTIAL DEVELOPMENT DENSITY (NET)	56 dwellings per hectare (previously 33)
TOPOGRAPHY	Predominantly flat but there is an approximate 0.5m drop in levels from the eastern edge of the site down to the level of the road.
TREES	None affected by the proposed development.
BOUNDARY TREATMENT	Various existing timber fencing, walls and construction site hoarding of 1.8 or 2m.
SITE CHARACTERISTICS	Existing prepared development site within a new high density residential estate at Bersted Park, in North Bersted. The site is currently partly used as parking for contractors and partly as a storage compound/construction site welfare centre.
CHARACTER OF LOCALITY	The application site is located on the northern edge of North Bersted. The Site 6 development, now known as Bersted Park, forms an integrated extension to the urban area of North Bersted, accessed off Chichester Road. Phase 4c on Site 6 has existing residential development to the south and west; and Phase 5 has the North Bersted Conservation Area to the south.

RELEVANT SITE HISTORY

PAA/9/19/	Replace 9No. 4 bed dwellings with 15No. 2 and 3 bed dwellings.
-----------	--

BE/8/09/	Application for approval of reserved matters following outline approval BE/45/04 - Phase 4 & 5 of the Berkeley Homes Sector for 153 dwellings & open space areas, including sports pitches (This application affects a Public Right of Way)	ApproveConditionally 28-04-09
----------	---	----------------------------------

The original outline planning permission (BE/45/04/) was granted by the Secretary of State in November 2006 was for the construction of the western arm of the Bognor Regis Northern Relief Road, together with the erection of 650 dwellings, formal and informal public open space, including sports pitches, community facilities and associated works.

A pre-application enquiry was considered prior to the determination of this planning application. The letter sent to the applicants stated that:

"Based on the above comments I conclude that, were an application for planning permission to be submitted for a revision to the layout of part of the residential development on Phase 4c on Site 6, that it would be likely to be approved subject to conditions regarding noise and dust mitigation, and the provision of drainage, together with the provision of additional trees and planting to soften the parking areas in front of the 15 houses."

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Bersted Parish Council

"NO OBJECTION but would comment that more visitor parking and two bed houses on this application should be included in the design"

5 letters of objection raising the following concerns:

- (1) Insufficient parking in the estate and this will exacerbate the existing problems; and
- (2) Site should be left as a visitors car park;

COMMENTS ON REPRESENTATIONS RECEIVED:

Parking will be considered within the conclusions. However, it should be noted that the existing parking on the site does not reflect the approved layout and has been put in temporarily for the parking of contractors/construction workers. If this application were to be refused and the developers revert back to the existing approval, then although there would be 6 less dwellings, there would be no additional visitor parking.

CONSULTATIONS

WSCC Strategic Planning
 Engineering Services Manager
 Engineers (Drainage)
 Parks and Landscapes
 Planning and Housing Strategy
 Sussex Police-Community Safety
 NHS Coastal West Sussex CCG
 Environmental Health

CONSULTATION RESPONSES RECEIVED:

SUSSEX POLICE - No objection - recommend measures to improve security of the development.

WEST SUSSEX HIGHWAYS - State that having reviewed in detail the documentation supplied with the application including parking, access and street layout the highway authority has no objection to the application. No conditions recommended.

ADC DRAINAGE ENGINEERS - No objection. Advise that it has been demonstrated that the proposals will only increase impermeable area by 10m² (<1% for this parcel). Therefore, the surface water drainage scheme which has been approved previously should be adequate and there is no need for any new conditions.

ADC HOUSING STRATEGY & ENABLING MANAGER - Object as no affordable housing proposed. States that:

"The Council aims to ensure that 30% affordable housing is achieved on all new residential developments in the district where more than 11 units are proposed such as on this site. The applicants are proposing to provide 0 dwellings for affordable housing which does not meet this specific policy requirement. To meet the requirements of the council's Affordable Housing policy the applicants will need to either provide;

- a) 30% (4 dwelling units plus £40,000 (0.5 dwelling unit)) of affordable housing on-site as part of the development with the tenure as 75% rented and 25% intermediate housing;
- b) Provide 4 dwelling units plus £40,000 (0.5 dwelling unit) for affordable housing elsewhere in the district as part of a bespoke application;
- c) Agree a Planning Obligation set out in the S106 Agreement to pay a commuted sum of £360,000 (4.5 dwellings x £80,000) on commencement of the development in lieu of providing on-site affordable housing."

ADC LANDSCAPE OFFICER - No response received. However, they responded to the pre-application enquiry to state that the scope for any change to landscaping will be nominal as increased car parking spaces may be required therefore potentially reducing green frontage availability. They recommended that a landscape plan is submitted to detail where and what the revised landscaping would be to this revised area and to ensure that this is in keeping with the surrounding approved landscape scheme.

ADC ENVIRONMENTAL HEALTH - No response received. However, they responded to the pre-application enquiry to state that a standard demolition and construction phase management report will be

required for the control of noise and dust on the site.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. It is not considered appropriate to apply the Councils affordable housing policy as the net gain in dwellings is only 6 and therefore, less than the 15 trigger point. In respect of the landscape comments, the applicants have provided a landscaping scheme.

POLICY CONTEXT

Designations applicable to site:

Within the Built Up Area Boundary;
Area of Special Control of Adverts
Pagham Harbour Zone B; and
TPO BE/1/07.

DEVELOPMENT PLAN POLICES

[Arun Local Plan 2011 - 2031:](#)

AHSP2	AH SP2 Affordable Housing
DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DSP1	D SP1 Design
ECCSP1	ECC SP1 Adapting to Climate Change
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM4	ENV DM4 Protection of trees
ENVDM5	ENV DM5 Development and biodiversity
GISP1	GI SP1 Green Infrastructure and Development
HDM1	H DM1 Housing mix
HSP1	HSP1 Housing allocation the housing requirement
HWBSP1	HWB SP1 Health and Wellbeing
INFSP1	INF SP1 Infrastructure provision and implementation
OSRDM1	Protection of open space,outdoor sport,comm& rec facilities
QEDM1	QE DM1 Noise Pollution
QEDM2	QE DM2 Light pollution
QESP1	QE SP1 Quality of the Environment
SDSP1	SD SP1 Sustainable Development
SDSP2	SD SP2 Built-up Area Boundary
SDSP1A	SD SP1a Strategic Approach
TSP1	T SP1 Transport and Development
TDM1	T DM1 Sustainable Travel and Public Rights of Way
WDM1	W DM1 Water supply and quality
WDM2	W DM2 Flood Risk
WDM3	W DM3 Sustainable Urban Drainage Systems

[Bersted Neighbourhood Plan 2014 Policy EE6](#)

Communications infrastructure

Bersted Neighbourhood Plan 2014 Policy ES1	Design of new development
Bersted Neighbourhood Plan 2014 Policy ES2	Surface water management
Bersted Neighbourhood Plan 2014 Policy ES5	Building design
Bersted Neighbourhood Plan 2014 Policy GA1	Pedestrian and Cycle Connections
Bersted Neighbourhood Plan 2014 Policy GA3	Traffic calming and shared space features
Bersted Neighbourhood Plan 2014 Policy HDQ2	Integration of new housing
Bersted Neighbourhood Plan 2014 Policy HDQ4	Housing mix
Bersted Neighbourhood Plan 2014 Policy HDQ5	Design of new housing development
Bersted Neighbourhood Plan 2014 Policy HDQ6	Outdoor space
Bersted Neighbourhood Plan 2014 Policy HDQ7	Attention to detail
Bersted Neighbourhood Plan 2014 Policy HDQ8	Car parking

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area.

The relevant policies of the Bersted Neighbourhood Development Plan are considered within this report.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality, the safety of local highways, the residential amenities of the existing nearby properties or upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

PRINCIPLE:

The site lies within the built up area boundary where development is acceptable in principle in accordance with policy SD SP2 of the Arun Local Plan (ALP) and provided it is in accordance with other policies of the Local Plan covering such issues as character/design, residential amenity, space standards and highway safety/parking.

Policy SD SP1 of the ALP states: "When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)."

NPPF para 118(d) states "Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing". Furthermore, para 123 states where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Higher densities will be encouraged for city/town centres and other locations that are well served by public transport.

It is considered that the proposal is acceptable in principle given its location within the built up area boundary and within reasonable walking and cycling distance of a range of services, including passenger transport facilities. Whilst the private car would inevitably be required for some trips, future residents would have a realistic choice of transport options. The proposal therefore accords with policies SD SP1 and SD SP2 of the Arun Local Plan and with the guidance in the NPPF on the efficient use of land.

HOUSING MIX:

ALP policy H DM1 states that the Council will seek a mix of dwelling types and sizes that adhere to the latest Homes and Communities Agency design guidance and the Council's most recent Strategic Housing Market Assessment (SHMA) recommendations. Tenure mix is to be negotiated on a case by case basis taking any necessary viability considerations into account.

The applicant states that due to the current housing market and the preference of buyers towards smaller dwellings, Berkeley Homes have reviewed the housing mix in the final stage of development on Site 6 (specifically on Phase 4c), which is currently weighted towards larger 4 bedroom properties. The applicant states that a mix of smaller properties is much more suited to the current market and would deliver more accessible local homes.

The Coastal West Sussex SHMA from 2012 outlined a typical mix for the District which shows a direction towards the provision of 2 and 3 bed units. Consequently, it is considered that the proposed housing mix in this application is SHMA compliant and the proposed housing mix is considered to be acceptable and in accordance with ALP policy H DM1.

CHARACTER AND DESIGN:

Policy D DM1 of the Arun Local Plan requires that the Council seek to make the best possible use of land by reflecting or improving upon the character of the site and the surrounding area. It requires the Council to consider scale, massing, aspect, siting, layout, density, building materials, landscaping, and design

features. It is necessary that development demonstrates a high standard of architectural principles, use of building materials and hard and soft landscaping to reflect the local area. In terms of density, D DM1 requires that housing makes efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. The policy requires the scale of development keep within the general confines of the overall character of a locality.

ALP policy D SP1 "Design" requires development to make an efficient use of land and also reflect local character. Bersted Neighbourhood Plan (BNDP) policies ES1, ES5, HDQ2, HDQ5 and HDQ7 are all relevant. Policy ES1 states that: "New development which would have an effect on the appearance or character of the surrounding area should be of a high quality design and should contribute to local character by creating a sense of place appropriate to it's location". Policy ES5 requires that building design contribute positively to the historic character of Bersted.

Policy HDQ2 states that "Proposals for new housing must ensure that the new homes are well connected to the surrounding area and visually integrated with their surroundings." Furthermore, HDQ5 requires that new housing is of a high quality and is designed to reflect the local character. Policy HDQ7 requires that certain 'add-on' features are integrated into the design at an early stage.

The proposed design of the houses is considered to be consistent with and respectful of the character of the existing built development. The proposed mix of two storey semi- and detached houses and three storey townhouses is also consistent with the existing design and scale. As there are only an additional 6 units proposed, it is considered that the proposed new scheme would integrate well with the approved development on Bersted Park.

It is therefore considered that the scheme is acceptable in terms of layout, design & density and therefore in accordance with ALP policies D DM1 & D SP1 as well as policies ES1, HDQ2, HDQ5 and HDQ7 of the BNDP.

PARKING PROVISION:

Policy T SP1 seeks to ensure development: provides safe access on to the highway network; contributes to highway improvements & promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. In respect of parking, it states: "The Council will support transport and development which: incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking". In addition, policy T DM1 requires that new development be located within easy access of established non-car transport modes/routes and also seek to contribute to the improvement of such routes & facilities.

BNDP policy HDQ8 requires a minimum of two spaces per dwelling. It states developments which removes off road parking spaces will not be supported unless alternative provision is made which increases or maintains the number of parking spaces.

Paragraph 108 of the NPPF states: "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: (b) safe and suitable access to the site can be achieved for all users". Regard should be had to para 109 which states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The first thing to note is that the Highway Authority raise no objections to the scheme or in principle to the intensification of this part of Bersted Park. Therefore, it would not be possible to sustain a refusal on

the grounds of highway safety.

In terms of parking, the scheme proposes the same rate of parking as consented previously. Total car parking spaces provided within the red edge is 26 spaces, including two visitor spaces. However, plot 636a's parking (two spaces) are outside of the red edge. Therefore, in practice, there is actually 28 spaces. 11 of the dwellings have 2 spaces each. It is only plots 620, 621, 621a & 621b that have only 1 space each and it adjacent to these where the 2 visitor spaces are shown. The consented average of spaces per dwelling within the Site 6 development is 1.7 whereas the proposed average is 1.87. Therefore, this rate is higher than the consented average and is in accordance with Policy T SP1(d) of the Local Plan. There is conflict in respect of policy HDQ8 of the BNDP in that four of the dwellings have less than the 2 space minimum per dwelling.

However, this is an existing situation across the estate and it is not considered that 6 new houses, particularly noting the smaller size of dwellings, will have a material impact on the availability of parking within the estate. It should also be noted that the existing parking on the site does not reflect the approved layout and has been put in temporarily for the parking of contractors/construction workers. If this application were to be refused and the developers revert back to the existing approval, then although there would be 6 less dwellings, there would be no additional visitor parking for existing residents.

The site is also considered to be sustainable with good access by foot, cycle or bus to nearby community facilities, schools, shops and other services. As such, it is not necessary to own a car to be able to access basic facilities and services. It is considered the proposal accords with policy T SP1 of the ALP and with policy HDQ8 of the BNDP.

RESIDENTIAL AMENITY:

Policy D DM1 requires the Council have regard to certain aspects when considering development including having minimal impact to users and occupiers of nearby property and land. Policy D DM4 requires that extensions/alterations: sympathetically do not have an adverse overshadowing, overlooking or overbearing effect on neighbouring properties. Regard should be had to para 127 of the NPPF which states that developments should provide a high standard of residential amenity for existing and future users.

Policy QE SP1 states: "The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity". There are no policies within the BNDP which refer to residential amenity issues.

The proposed dwellings are sited fronting existing roads and therefore in a similar layout to those already approved on the site. Although the dwellings are now closer to each other, this does not result in any amenity impacts to existing or future residents. A condition will be imposed to ensure that all proposed flank facing windows will be obscure glazed.

The proposal is therefore considered to be in accordance with ALP policies D DM1 and QE SP1.

INTERNAL & EXTERNAL SPACE STANDARDS:

Policy D DM2 states: "The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance". It is therefore necessary to assess the proposal against internal space standards set out in the Governments Technical Housing Standards (Nationally Described Space Standard) to determine if the building is suitable for residential use.

The applicant has provided a schedule of floor sizes which suggests that only 40% comply with the space standards guidance. However, regard is had to the fact that the house types are the same as those already approved within the wider development and it is not considered that a refusal on space standards alone could be sustained given the precedent established by existing nearby houses. It is also noted that policy D DM2 is clear that the national space standards are for guidance only.

Policy D DM1 refers to the need for compliance with the Arun Design Guide. This is to part replace D DM3 "External Space Standards" which was deleted at the request of the Local Plan Inspector. Until this Design Guide is published, there is no policy within the ALP regarding private gardens sizes. However, regard should be had to paragraph 127 of the NPPF which requires that new development has a high standard of amenity for existing and future users. In addition, policy HDQ6 of the BNDP states that "A private outdoor garden amenity space, or a shared amenity area must be provided for all new dwellings.

The submitted layout plan includes rear garden space for all 15 of the proposed dwellings. However garden depths vary across the proposal and some are less than 10 m in depth. This is acceptable on the grounds that the Council does not currently have any external space standards. However, it is necessary to impose a condition removing permitted development rights for rear extensions and outbuildings in order to safeguard the amount of private amenity space.

The proposal therefore complies with BNDP policy HDQ6, ALP policies D DM1 & D DM2 and with the guidance within the NPPF (para. 127).

PAGHAM HARBOUR:

ALP Policy ENV DM2 requires new residential developments within a 400m to 5km distance ('Zone B') of Pagham Harbour make a financial contribution towards the provision of accessible natural open green spaces to serve the area. A contribution of £1,275 per new residential unit was agreed by the Councils Cabinet on 20 July 2015. The Councils Cabinet subsequently approved a reduction in the tariff from £1,275 to £871 as of the 10th April 2017.

The site lies in designated Zone B and it was necessary to apply this requirement. On the basis of a net gain of 6 dwellings, the contribution will be £5226 and this is secured by the agreed Section 106 agreement. Therefore, there is no conflict with policy ENV DM2.

SUMMARY:

It is considered that this application is acceptable having regard to the policies of the Arun Local Plan, the Bersted Neighbourhood Development Plan and the guidance within the National Planning Policy Framework. It is also highly material that development has already been approved on the site and that the site is wholly within a large modern housing estate. The proposal represents an efficient use of urban land and does so without compromising the visual amenity of the area, the amenities of existing neighbouring residential occupiers or the safety of the public highway. Therefore, it is considered that this application should be approved subject to the conditions set out below and the agreed S.106 legal agreement covering a financial contribution towards the cost of delivering measures to avoid, or mitigate to an acceptable level, the harm caused to Pagham Harbour.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

SECTION 106 DETAILS

A contribution of £5226 towards the cost of delivering measures to avoid, or mitigate to an acceptable level, the harm caused to Pagham Harbour. To be paid upon the granting of the planning permission.

RECOMMENDATION

APPROVE CONDITIONALLY

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

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

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:

S814/Ph4c/SLP Rev A Phase 4 "Site Location Plan";
 S814/Ph4c/01 Rev C "Site Layout Phase 4c";
 S814/Ph4/P615-618/01 "Plots 615-618 Ground Floor Plans";
 S814/Ph4/P615-618/02 "Plots 615-618 First Floor Plans";
 S814/Ph4/P615-618/03 "Plots 615-618 Second Floor Plans";
 S814/Ph4/P615-618/04 "Plots 615-618 Elevations Sheet 1";
 S814/Ph4/P615-618/05 "Plots 615-618 Elevations Sheet 2";
 S814/Ph4/P615-618/06 "Plots 615-618 Elevations Sheet 3";
 S814/Ph4/P615-618/07 "Plots 615-618 Elevations Sheet 4";
 S814/Ph4/P619-621c/01 "Plots 619-621c Ground Floor Plans";
 S814/Ph4/P619-621c/02 "Plots 619-621c First Floor Plans";
 S814/Ph4/P619-621c/03 "Plots 619-621c Elevations Sheet 1";
 S814/Ph4/P619-621c/04 "Plots 619-621c Elevations Sheet 2";
 S814/Ph4/P625-625a/01 "Plots 625-625a Floor Plans";
 S814/Ph4/P625-625a/02 "Plots 625-625a Elevations";

S814/Ph4/P635-636a/01 "Plots 635-636a Floor Plans";
 S814/Ph4/P635-636a/02 "Plots 635-636a Elevations";
 S814/Ph4/P635-636a/03 "Plots 635-636a Elevations Sheet 2";
 S814/Ph4/P635/BC "Plot 635 Car Barn - Floor Plans & Elevations"; and
 L90-200 "Coloured Landscape Strategy".

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policies D DM1, D SP1, T SP1, QE DM1 of the Arun Local Plan.

- 3 No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:-

- a. An indicative programme for carrying out of the works
- b. Details of the arrangements for public engagement / consultation both prior to and continued liaison during the construction works
- c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- e. the parking of vehicles of site operatives and visitors
- f. loading and unloading of plant and materials, including permitted times for deliveries
- g. storage of plant and materials used in constructing the development
- h. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- i. the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulations Orders)
- j. measures to control the emission of dust and dirt during construction
- k. a scheme for recycling / disposing of waste resulting from demolition and construction works
- i.e. no burning permitted

Reason: To protect the amenity of local residents in accordance with Policy QE SP1 of the Arun Local Plan 2011 - 2031. This has been requested by the Council's Environmental Health department and is required to be a pre-commencement condition because it is necessary to have the site set-up agreed prior to access by construction staff.

- 4 No development above damp proof course (DPC) level shall take place unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed buildings have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the buildings.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity and character of the existing Site 6 development in accordance with policies D DM1 and D SP1 of the Arun Local Plan.

- 5 Before the buildings hereby permitted are occupied a dustbin enclosure or dustbin storage space shall be provided as part of the development in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the siting and design thereof. The approved bin storage enclosure or space shall thereafter be permanently retained.

Reason: To ensure that there is space within the site for the storage of waste in accordance with policy WM DM1 of the Arun Local Plan.

- 6 Dwellings 620, 621, 621a, 621b, 621c, 625a & 636 shall not be first occupied unless and until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority. These approved cycle storage spaces alongside those already shown as being provided within the garages to plots 615, 616, 617, 618, 619, 625, 635 & 636a shall thereafter be permanently retained in good working condition.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and policy T SP1 of the Arun Local Plan.

- 7 Prior to occupation of any of the new dwellings, a scheme for the provision of facilities to enable the charging of electric vehicles to serve the approved dwellings shall be submitted to the local planning authority for approval and thereafter implemented in accordance with the approved details and the charge points shall thereafter be permanently retained and maintained in good working condition.

Reason: New petrol and diesel cars/vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with policy QE DM3 (c) of the Arun Local Plan, the Arun District Council Electric Vehicle Infrastructure Study (November 2017) and the National Planning Policy Framework

- 8 The new dwellings shall not be occupied unless and until the applicant has submitted a scheme for approval by the Local Planning Authority to demonstrate that the new houses will incorporate decentralised, renewable and low carbon energy supply systems. The approved scheme shall thereafter be implemented prior to occupation of the dwellings and any approved renewable energy supply systems shall be permanently retained & maintained in good working order thereafter.

Reason: To ensure that the development is energy efficient and in accordance with policy ECC SP2 of the Arun Local Plan.

- 9 The following windows shall at all times be glazed with obscured glass:

First Floor bathroom to plot 616;
 First Floor bathroom to plot 617;
 First Floor bathroom to plot 618;
 First Floor stairway to plot 619;
 First Floor bathroom to plot 621c;
 First Floor bathroom to plot 625;
 First Floor bathroom to plot 625a;
 First Floor bathroom to plot 635;
 First Floor bathroom to plot 636a;

Reason: To protect the amenities and privacy of future occupiers in accordance with policy D DM1 of the Arun Local Plan.

- 10 Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking or re-enacting this Order) no rear extensions to the dwelling houses shall be constructed or buildings shall be erected within the curtilage unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: To safeguard the amount of private amenity space in accordance with policy D DM1 of the Arun Local Plan.

- 11 The garages associated with the dwellings shall be used as private domestic garages only and for no other purpose.

Reason: To ensure the provision of adequate off-street parking space in accordance with policies D DM1 and T SP1 of the Arun Local Plan.

- 12 No demolition or construction activities shall take place, other than between 08.00 to 18.00 hours (Monday to Friday) and 08.00 to 13.00 hours (Saturday) with no noisy working activities on Sunday or Bank Holidays.

Reason: To protect the amenity of local residents in accordance with Policy QE SP1 of the Arun Local Plan.

- 13 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 14 INFORMATIVE: In the interests of crime prevention and deterrence, the development should incorporate security measures in accordance with the consultation advice of Sussex Police as available on the Councils website.

- 15 INFORMATIVE: This decision has been granted in conjunction with a Section 106 legal agreement relating to a contribution of £5,226 towards the cost of delivering measures to avoid, or mitigate to an acceptable level, the harm caused to Pagham Harbour. To be paid upon the granting of the planning permission.