

Recommendation Report for Planning Permission

REF NO: BR/219/18/PL

LOCATION: 9 Westloats Lane
Bognor Regis
PO21 5JZ

PROPOSAL: Demolition of 1 No. existing building & erection of 2 No. 2 bedroom & 2 No. 1 bedroom dwellings.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	It is proposed to demolish the existing and construct a new two storey building to comprise of two 1 bedroom houses at the south western end and then two, 2 bedroom terraced (mid & end) dwellings. The streetscene and elevations drawings show that the building will be lower in height than nos. 10/11 Westloats Lane. There will be 4 parking spaces to the front positioned at right angles to the road (1 per dwelling). Rear gardens will include spaces for bin storage plus cycle sheds. The layout also shows that part of the rear of the site will be left vacant. The applicant has explained that this will be required in the future to assist with the future development of Council owned land to the rear. In the meantime, it will be looked after by one of the residents but with a right of access by all residents to access their rear gates.
SITE AREA	456 square metres.
RESIDENTIAL DEVELOPMENT DENSITY (NET)	66 dwellings per hectare (dph).
TOPOGRAPHY	Predominantly flat.
TREES	Tree in the rear corner and a further tree on land to the rear but neither will be affected by the proposed development.
BOUNDARY TREATMENT	- 1.8m high timber fence to no. 10; and - Part 1.7-1.8m high timber fence, part 1.7m high temporary heras fencing to the side access.
SITE CHARACTERISTICS	Existing 1.5 storey detached dwellinghouse with Dutch barn style roof. White rough rendered with dark clay tiles. Front and rear gardens. No off-street parking but on-street is available along the frontage.
CHARACTER OF LOCALITY	Residential area but with a community centre adjacent and a large public park opposite. Surrounding housing predominantly semi-detached and two storeys. The neighbouring dwelling, no 10 Westloats Lane, is one half of a semi. It has a ground floor door on the closest part of its rear

with no first floor window above. It has secondary windows on the affected flank. It also has a brick built outbuilding on its rear side boundary. Beyond the other boundary is an access way leading partly to a substation and partly to vacant land.

No records.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Bognor Regis Town Council

"No objection"

Three letters of objection including two from residents of Hatherleigh Gardens to the rear and one from a local ward councillor. Concerns as follows:

- (1) Overcrowding of plot;
- (2) Create additional parking problems as the local roads are very narrow;
- (3) Loss of privacy to Hatherleigh Close residents from first floor bedroom & lounge windows;
- (4) Need landscaping to protect privacy; and
- (5) The application should go before the Development Control Committee.

COMMENTS ON REPRESENTATIONS RECEIVED:

The following comments are offered in response to the objections:

- (1) The density of the development (66 dph) is in excess of the current density (22 dph), this does not in itself suggest overcrowding and it is necessary to consider compliance with guidance on internal space standards within the report's conclusions;
- (2) It is not considered that Westloats Lane is particularly narrow. It does narrow in places due to traffic calming measures but in the majority is two lanes wide. The scheme provides 1 space per flat and on-street parking is already in existence. WSCC Highways do not consider that any on-street overspill parking would be detrimental to highways;
- (3) Privacy will be considered within the reports conclusions however it should be noted that the Council would normally look for a back to back distance of at least 20m and in this case, the distance is at least 39m;
- (4) It is not considered due to the 39m distance that landscaping is necessary; and
- (5) Noted however the Councils scheme of delegation does not require this application to go to the Committee as the Town Council has not objected and there is only a low level of objection.

CONSULTATIONS

Engineering Services Manager

Engineers (Drainage)

WSCC Strategic Planning

Environmental Health

Arboriculturist

Parks and Landscapes

Southern Water Planning

CONSULTATION RESPONSES RECEIVED:

SOUTHERN WATER - no objection. request an informative regarding new connections to the foul sewer.

WSCC HIGHWAYS - no objection subject to conditions to secure the access, car parking and cycle storage. Comment that:

- The proposal involves a new access from Westloats Lane which will need agreement by condition to secure the necessary vehicle crossovers;
- Vehicular visibility onto Westloats Lane appears sufficient for the anticipated road speeds;
- Due to the presence of on-street parking and traffic calming features, vehicles are not anticipated to be exceeding the posted speed limit in this location;
- Furthermore, Westloats Lane has good forward visibility in this location;
- No recorded injury accidents within the vicinity of the site in the last 5 years. Therefore, no evidence to suggest that a net increase of 3 dwellings would exacerbate an existing safety concern;
- The proposed plans indicate that a total of four parking spaces will be provided for the development - one space for each dwelling;
- The WSCC car parking demand calculator expects that six parking spaces would be required for a development of this size and location;
- However, any overspill parking could be accommodated on-street;
- Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety;
- A turn on site would be preferred, but clearly there is insufficient space to achieve this;
- However other properties appear to have similar arrangements which operate without evidence of highway safety concern;
- The site is located within walking distance of local primary and secondary schools as well as local shops and bus stops providing access into Bognor Regis and Chichester; and
- The applicant proposes secure and covered cycle storage within the rear gardens of each property in order to further encourage sustainable transport options.

ADC DRAINAGE ENGINEERS - raise no objection subject to a standard pre-commencement drainage condition. State that soakaways must be investigated for surface water disposal.

ADC ENVIRONMENTAL HEALTH - raise no objection subject to a restriction on hours of working during the construction of the development.

ADC TREE OFFICER - no comments received.

ADC LANDSCAPE OFFICER - no comments received.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. The applicant has agreed to the pre-commencement drainage condition.

POLICY CONTEXT

Designations applicable to site:

Within the Built Up Area Boundary;

Within 5km of Pagham Harbour Special Protection Area; and

Within 2km of Bognor Reef SSSI.

DEVELOPMENT PLAN POLICES

DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DSP1	D SP1 Design
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM2	ENV DM2 Pagham Harbour
ENVDM5	ENV DM5 Development and biodiversity
HDM1	H DM1 Housing mix
QESP1	QE SP1 Quality of the Environment
QEDM1	QE DM1 Noise Pollution
SDSP1	SD SP1 Sustainable Development
SDSP2	SD SP2 Built-up Area Boundary
SDSP1A	SD SP1a Strategic Approach
TDM1	T DM1 Sustainable Travel and Public Rights of Way
TSP1	T SP1 Transport and Development
WDM1	W DM1 Water supply and quality
WDM3	W DM3 Sustainable Urban Drainage Systems
WSP1	W SP1 Water
WMDM1	WM DM1 Waste Management

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.

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.

There are no relevant Bognor Regis Neighbourhood Development Plan policies.

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 the Arun Local Plan in that it would not cause demonstrable harm to the character of the area or to the amenity of neighbouring residents and makes appropriate provision for the protection of Pagham Harbour.

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 residential amenity, design and highway safety/parking.

Regard should also be had to policy SD SP1 of the ALP which states that: "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." It is considered that the site is in a sustainable location within walking and cycling distance of a range of shops, facilities and services including bus stops, a large food store, schools and a railway station. It is also considered that the new residents will contribute to the local economy by using local shops, facilities & services and that the local community will be further diversified.

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".

The proposal is considered to accord with policies SD SP1 and SD SP2 of the Arun Local Plan.

CHARACTER & DESIGN:

Policy D DM1 of the Arun Local Plan requires that the Council have regard to certain aspects including:

(1) Character - "Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.";

(2) Appearance/attractiveness - "Demonstrate a high standard of architectural principles";

(13) Density - "The density of new housing will make 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."; and

(14) Scale - "The scale of development should keep within the general confines of the overall character of a locality.

Policy D SP1 "Design" requires development to make efficient use of land and reflect local character.

NPPF para 127 requires developments are visually attractive and are sympathetic to local character and history.

The site lies between a two storey low pitched community centre and a pair of two storey side gabled semi-detached houses. The streetscene shows the new building will be 1.1m lower than adjacent dwellings and 2.7m higher than the community centre. The proposal has a roof height that is set between that of the two adjacent properties. The new building will be constructed on a building line set slightly behind that of the adjacent dwellings and forward of the community centre. This is appropriate given the difference in building lines of the adjacent properties, given that the existing house is set slightly behind the line of the adjacent dwellings.

In respect of design, the building when viewed from the front appears as a two storey pair of semi detached dwellings albeit with an extension to one of them (due to the doors to the flats being on the side of that part of the building). The building has hipped roofs to the side and this is different to the side gables of the adjacent building. Hips are not out of character in the locality and regard is had to the Dutch barn roof of the existing dwelling and low pitches and low hips of the community centre. The choice of materials is also considered to be appropriate.

The proposal complies with policies D DM1 & D SP1 and with the guidance on design within the NPPF.

RESIDENTIAL AMENITY:

There have not been objections received from the adjacent dwelling, 10 Westloats Lane or the community centre. Neighbours to the rear have concerns about overlooking from the first floor windows.

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 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".

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.

There is a potential for harm in respect of the relationship to no. 9 due to the depth of the new building and its projection beyond the existing rear building line. However, no. 10 has no principal windows on the side of its rear closest to the proposed building. This reduces the potential for the development being overbearing to views out of the neighbours property. The proposed building will be to the north of the adjacent dwelling and therefore, there will be no light loss to the neighbours windows or garden. This situation is further helped due to the presence of a single storey storage building within no. 10's rear garden which obscures views from ground floor windows.

The Council would normally look for a distance of at least 20m between the backs of dwellings. In this case there is a distance of at least 39m between the rears of those houses at the end of Hatherleigh Close and the rear of the new building. This is more than sufficient to protect the amenity of existing residents and it is not considered that mitigation in the form of new tree planting is necessary.

The only proposed flank window is to the north east elevation which looks onto the community centre. This serves a bathroom and will be obscure glazed to protect the amenity of future occupiers of the house. It is necessary to remove permitted development rights for extensions in order to protect the amenity of future occupiers.

The proposal complies with policies D DM1 and QE SP1 as well as NPPF amenity guidance.

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 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 following is a breakdown of the proposals versus the space standards:

Dwelling - Storeys/Beds/Persons - Requirement - Proposed

- 1 - 1S/1B/1-2P - 37-50m² - 39m²
- 2 - 1S/1B/1-2P - 37-50m² - 39m²
- 3 - 2S/2B/3-4P - 70-79m² - 77.3m²
- 4 - 2S/2B/3-4P - 70-79m² - 77.3m²

The 2 1 bed dwellings are considered as two person dwellings with a requirement of 50m² but only because the bedroom is 12.3m² and exceeds the 11.5m² threshold. If the bedroom were 0.8m² smaller it would be a single and the requirement would be 37m². On this basis, it is acceptable (particularly as D DM2 states the standards provide guidance only) to allow a floor area of 39m².

The 2 two bed houses both require a floor area of 79m² due to the size of the bedrooms. The shortfall in both cases is 1.7m² and it is noted that if the 2nd bedroom were occupied only by one person (i.e. one child) the requirement would be 70m². Therefore, this is also considered to be acceptable.

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. Para 127 of the NPPF states that planning decisions should ensure that developments have a high standard of amenity for existing and future users. The scheme includes rear gardens for each dwelling and this provides a good standard of amenity for future occupiers. There is a public park opposite.

The proposal complies with policies D DM1 & D DM2 and with the guidance within the NPPF.

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"

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.

Para 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: "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."

WSCC Highways have assessed the application and raise no objection. In respect of parking, they acknowledge there is a shortfall in the proposal versus likely demand. However, they do not consider this will give rise to harm to highway safety. There are comprehensive parking restrictions prohibiting vehicles from parking in places that would be a detriment to highway safety.

Increased demand for on-street parking would also not be harmful to amenity of local residents or to the appearance of the streetscene. The proposal accords with T DM1 and T SP1 of the ALP and with the guidance on highway safety within the NPPF.

IMPACT ON THE PAGHAM HARBOUR SPECIAL PROTECTION AREA:

Policy ENV DM2 requires that 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 report to Cabinet stated:

"The access management measures identified are referred to as Strategic Access Management and Monitoring (SAMMs). As these do not include the allocation of specific land, they are not classified as physical infrastructure, and are not included under the definition of infrastructure within Section 216 of the Planning Act 2008, meaning the pooling restrictions as set out under Regulation 123 of the CIL Regulations (2010) as amended, do not apply. It is common practice by many other authorities (for example Elmbridge) that contributions towards SAMMs are gathered through S106 planning obligations. This approach has also been confirmed within Counsel advice sought by the Council. As a contribution is required to make the development acceptable in planning terms, it is therefore in compliance with the tests under Regulation 122 of the CIL Regulations (2010) as amended"

Cabinet subsequently approved a reduction in the tariff from £1,275 to £871 as of the 10th April 2017.

Para 014 (Reference ID 23b-014-20160519) of Planning Practice Guidance describes tariff style contributions. It states these consist of contributions to pooled funding 'pots' intended to fund provision of general infrastructure in the wider area. The Council accepts that the Pagham Harbour contribution is based on a tariff. However, the contribution is required to fund strategic access management and monitoring measures (SAMMs) which are necessary to meet the requirements of European law (transposed into English law through the Conservation of Habitats and Species Regulations 2010). Essentially this requires the Council to maintain, if not improve, the existing condition of the site.

As these SAMMs do not include the allocation of specific land, they are not classified as physical infrastructure, and are not included under the definition of infrastructure within Section 216 of the Planning Act 2008, meaning that the pooling restrictions as set out under Regulation 123 of the CIL Regulations (2010) as amended, do not apply.

It is considered that the Council is able to seek these contributions despite the guidance in PPG Paragraph 031 (Reference ID: 23b-031-20160519009) that tariff style planning obligations should not be sought from small scale developments. This has also been tested at appeal on several occasions. For example, APP/C3810/W/16/3146804 which concerned a single dwelling in nearby Aldwick.

The is in the designated Zone B and it was necessary to apply this requirement. The net increase in 3 dwellings results in a contribution of £2,613 and this is secured by the signed legal agreement.

SUMMARY:

This proposal is represents an efficient use of currently under-utilised urban brownfield land and does so without compromising the visual amenity of the area or the amenities of neighbouring residential occupiers. The recommendation to approve is therefore made subject to the conditions and the signed S.106 legal agreement covering a financial contribution in respect of 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

INFORMATIVE: This decision has been granted with a S106 legal agreement relating to a contribution of £2,613 towards the provision of accessible natural open green spaces to serve the Pagham area.

RECOMMENDATION

- 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

Drawing 1 Rev A "Proposed Site Plan";
 Drawing 2 "Proposed Plans and Elevations";
 Drawing 3 "Roof Plan and Streetscene";

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan.

- 3 No construction activities associated with the construction of the new building shall take place, other than between the hours of 8:00am - 18:00 Monday to Friday, 08:00 - 13:00 Saturday and no working activities at any time on Sundays, bank and public holidays.

Reason: To protect the amenities of nearby residents in accordance with Arun Local Plan policies QE SP1 and QE DM1.

- 4 Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, the recommendations of the SUDS Manual produced by CIRIA.

Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage.

No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policy W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because it would not be possible to implement a surface water drainage scheme once development had commenced.

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

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity and the character & appearance of the surroundings by endeavouring to achieve a building of visual quality in accordance with policy D DM1 of the Arun Local Plan.

- 6 Before the buildings hereby permitted are occupied, dustbin enclosures 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 spaces shall thereafter be permanently retained in good working order.

Reason: To protect the amenities of nearby residents in accordance with Arun Local Plan policy WM DM1.

- 7 Prior to occupation of any of the dwellings, a scheme for the provision of electric vehicle

charge points to serve the dwellings shall be submitted to the local planning authority for approval and thereafter implemented in accordance with the approved details and permanently retained/maintained in 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 and the National Planning Policy Framework.

- 8 None of the new dwellings shall be occupied unless and until the applicant has submitted a scheme for approval by the Local Planning Authority to demonstrate that the development will incorporate decentralised, renewable and low carbon energy supply systems. The approved scheme shall thereafter be implemented prior to occupation of any 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 No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety and in accordance with policy T SP1 of the Arun Local Plan.

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

Reason: To provide adequate on-site car parking space for the development in accordance with policy T SP1 of the Arun Local Plan.

- 11 No part of the development shall be first occupied until covered and secure cycle parking spaces for the new dwelling have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. The cycle spaces shall thereafter be permanently retained in good working condition.

Reason: To provide alternative travel options to the use of the car in accordance with policies T SP1 and T DM1 of the Arun Local Plan.

- 12 The first floor bathroom window on the north east elevation of the building shall at all times be glazed with obscured glass.

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

- 13 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 extensions (including porches or dormer windows) to the dwelling houses shall be constructed unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: To safeguard the privacy and amenity of future residential occupiers, maintain adequate amenity space and safeguard the cohesive appearance of the development in accordance with policy D DM1 of the Arun Local Plan.

- 14 The land to the rear of the plots shall be secured from unauthorised access (but with a right of

access for all residents) and shall be maintained in such a way as to ensure it does not become untidy or overgrown.

Reason: To protect the visual amenities of the locality in accordance with policy D DM1 of the Arun Local Plan.

- 15 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.
- 16 INFORMATIVE: This decision has been granted with a s106 legal agreement relating to a contribution of £2613 towards the provision of accessible natural open green spaces to serve the Pagham area.
- 17 INFORMATIVE: A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel 033 0303 0119) or www.southernwater.co.uk.
- 18 INFORMATIVE: Drainage Engineers advise that Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE 365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 30% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Supplementary guidance notes are also available on request.
- 19 INFORMATIVE: The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page: <https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>. Online applications can be made at the link below, alternatively please call 01243 642105. <https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>