

REPORT UPDATE

Application No: BR/35/18/PL

Reason for the Update / Changes

Reason for Update/Changes:

PAGHAM HARBOUR CONTRIBUTION:

It has been agreed that the applicant can either (a) agree to a legal agreement or (b) transfer the agreed contribution (£1,742) directly to the planning department within 14 days of the resolution of the Development Control Committee. No decision will be issued until either the contribution has been received or the legal agreement completed.

WSCC HIGHWAYS CONSULTATION:

The Council has received a consultation response from County Highways which raises no objection subject to conditions to ensure car parking spaces and covered/secure cycle parking. In respect of the loss of the parking area, Highways state that:

"Consideration needs to be given to the loss of the area which seems to have provided off street parking. I am however mindful that this area is within private ownership and even with consent for parking of vehicles the landowner could potentially cease the use of the land for this purpose so I'm unable to give this significant weight.

Nevertheless the applicant has conducted a car parking demand survey which demonstrated that there is a significant level of available capacity with a reasonable walking distance of the site."

TREE OFFICER:

The Tree Officer has provided a final response which requests that 4 conditions be added to the decision. These being:

1. All construction works are to be carried out in strict accordance with:-

Drawing 17056-BT1 "Tree Protection Plan".

2. Prior to any construction works taking place or the introduction of any machinery and plant to the site, the following issue must be resolved to our satisfaction:-

A pre-commencement site meeting is to take place between the Arun DC Tree Officer and the Arboricultural Expert representing the site owners - at this meeting protective fencing will be inspected - this will be assessed to verify it is 'Fit for Purpose' as required under British Standard 5837 and have been erected and positioned exactly as shown on the Tree Protection Plan ref: yet to be prepared.

3. If there is deemed to be a need for any Utility Service Route connections to bisect retained tree Root Protection Areas/Zones then prior to their installation a Method Statement prepared by an Arboricultural Expert must be submitted that stipulates how this can be achieved without adverse impact on tree roots. Written approval and confirmation of acceptance of this Methodology must be issued before any works

are commenced out on site.

4. Tree pruning work must be carried out by an experienced and competent Arborist. Where branches are to be shortened back the final cuts are to be made at the correct angle shown in BS3998:2010 and adjacent to a live bud or lateral.

Officers Comment:

The conditions recommended by Highways are already included within the list of conditions. The first condition recommended by the Tree Officer is already included as part of condition 2. The other three tree conditions are shown included on the attached amended replacement recommendation sheet.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report.

Recommendation Report for Planning Permission

REF NO: BR/35/18/PL

LOCATION: Car Parking Site Adjacent to
112 Gravits Lane
Bognor Regis
PO21 5LW

PROPOSAL: 2 No. 2 bedroom semi-detached houses with associated parking, bin & cycle store.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The two dwellings will be positioned towards the front of the site with their front elevations 1m behind the front building line established by nos. 98 to 112 Gravits Lane. They will also be approximately 2m deeper than no. 112. The gap to 112 will be 1.75m and will include a right of way for no. 112 to access their rear garden gate. The gap on the other side to the boundary with the King George flats will be 1.45m. Three off-street parking spaces (2 designated & 1 visitor/spare space), landscaping and a bin collection point to the front. Rear gardens and cycle storage sheds to the rear. New boundary fencing to be 1.8m high close boarded fencing. The new dwellings will have a ridge height approximately 0.3m higher than that of 112.

It should be noted that although this is an ADC application, it is not to be assumed the dwellings will become 'Council Houses' and it may well be developed as market housing.

SITE AREA

0.0463 hectares.

RESIDENTIAL DEVELOPMENT DENSITY 43.2 dwellings per hectare.

TOPOGRAPHY	Predominantly flat but there is a raised planted area in the northern corner.
TREES	One large Holm Oak tree situated to the north east of the site within the confines of King George Court.
BOUNDARY TREATMENT	- 1.9m high close boarded fencing to the boundary with the rear garden of 112; - 1m high close boarded fencing plus 0.4m trellis to the boundary with the front garden of 112; - 1m high close boarded fencing to side boundary of 1 Hampshire Avenue; and - 1.9m high wall to the boundaries with King George Court and to the rear. The part to King George Court has additional mesh fencing at top taking the height of the boundary to 3m.
SITE CHARACTERISTICS	Existing vacant off-street parking area. The parking area has no white lining to indicate spaces. To the rear of site, there is an existing vehicular access gate into the rear of no. 112.
CHARACTER OF LOCALITY	High density residential characterised by two storey semi-detached and terraced houses to the north west and south west plus bungalows, some with rooms in the roof on the opposite side of Gravits Lane. Neighbouring properties as follows: - 112 Gravits Lane - two storey end terrace dwelling with no flank windows. Rear conservatory, detached timber outbuilding and car port structure; - King George Court - two storey ADC flatted building. One security screened first floor flank window overlooking the site; and - 1 Hampshire Avenue - two storey semi-detached dwelling with secondary ground & first floor flank windows which are partially obscured by the existing TPO'd tree.

RELEVANT SITE HISTORY

BR/961/82	Car Parking Area For 8 No Cars	ApproveConditionally 02-02-83
BR/334/16/OUT	Application under Regulation 3 of the Town & Country Planning General Regulations 1992 for an Outline application with some matters reserved - access & layout- for 2 No. dwellings with associated parking, bin & cycle store.	Withdrawn 20-03-17
BR/28/96	Application under Regulation 3 of the Town & Country Planning General Regulations 1992 for extension to car park	Deemed Perm Cnd 22-03-96

Noted.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Bognor Regis Town Council

"No objection"

Three letters from two local residents. Concerns as follows:

- (1) Loss of an existing vehicle turning facility;
- (2) No access to/blocking of 112's driveway - residents note that this access has certainly been in existence since July 2003 and was known to be in existence for at least a period of 12 years prior to 1996;
- (3) Loss of off-street parking;
- (4) The 2016 parking survey is out of date; and
- (5) The car park is well used.

COMMENTS ON REPRESENTATIONS RECEIVED:

The applicant has provided their own comments as follows:

- Loss of parking - the parking survey and observations indicate that the car park is little used and there is low parking stress in the area;
- Loss of turning head - the road between the site and the bollards to the north west is very wide and allows for the turning of vehicles; and
- Loss of access to parking at the rear of 112 - the site is owned by the council and there is no right of access to the car port structure at the rear of no. 112.

Issues relating to the loss of parking & tuning facilities will be considered within the Conclusions section of this report. It should also be noted that there is no objection from County Highways.

CONSULTATIONS

Engineers (Drainage)

Engineers (Drainage)

Southern Water Planning

Parks and Landscapes

Arboriculturist

Arboriculturist

WSCC Strategic Planning

Arboriculturist

CONSULTATION RESPONSES RECEIVED:

SOUTHERN WATER - No objections subject to an informative and a condition to ensure protection to

any unrecorded sewers.

WSSC HIGHWAYS - Comments from the previous application (BR/334/16/OUT) were that there were no objections to the access arrangements or the proposed parking provision. Highways stated in respect of the loss of the car park that:

"I am mindful that this area is within private ownership and even with consent for parking of vehicles the landowner could potentially cease the use of the land for this purpose so I'm unable to give this significant weight. Nevertheless the applicant has conducted a car parking demand survey which demonstrated that there is a significant level of available capacity with a reasonable walking distance of the site."

WSSC Highways did not consider that the proposal would have a 'severe' impact on the operation of the highway network and therefore is not contrary to the National Planning Policy Framework (paragraph 32). Conditions recommended in respect of car and cycle parking.

ADC LANDSCAPES - No objections subject to a Landscape condition and the retention/protection of existing periphery trees.

ADC TREE OFFICER - Following receipt of an on-site slit trench survey of the proposed line of the north eastern flank wall which revealed no live roots, the Tree officer has confirmed that the proposals will not adversely affect the TPO'd tree. The Tree officer has not yet advised of the need for any planning conditions and so these will form part of a report update.

ADC DRAINAGE - No objections subject to a surface water drainage condition.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. In respect of the Highways comments, it should be noted that cycle storage sheds are already shown on the drawings and therefore it is not necessary to impose a condition requiring approval of the same details at a later date.

POLICY CONTEXT

Designations applicable to site:

Within the Built Up Area Boundary;
Pagham Harbour Access Management Zone B; and
Affected by Tree Preservation Order ref TPO/BR/2/18.

DEVELOPMENT PLAN POLICES

[Arun District Local Plan \(2003\):](#)

GEN2	Built-up Area Boundary
GEN7	The Form of New Development
GEN9	Foul and Surface Water Drainage
GEN12	Parking in New Development

[Publication Version of the Local Plan \(October 2014\):](#)

D DM1	Aspects of Form and Design Quality
D DM2	Internal Space Standards
D SP1	Design

ECC SP2 Energy and climate change mitigation
 ENV DM4 Protection of Trees
 H DM1 Housing Mix
 T SP1 Transport and Development
 W DM3 Sustainable Urban Drainage Systems

PLANNING POLICY GUIDANCE:

NPPF National Planning Policy Framework
 NPPG National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

A new local plan is in preparation and is a material consideration when determining Planning Applications. At this stage the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015.

A number of Main Modifications to the Arun District Local Plan 2011-2031 (Publication Version) October 2014 were approved by the Council on 22nd March 2017 and then subject to public consultation. The hearing sessions into the examination of the Arun Local Plan ended on Thursday 28 September 2017 and the Inspector then wrote to the Council to set out his 'Interim Views following the Hearings'. The plan was then modified further in January 2018 (Modified - Arun Local Plan - January 2018 Consultation) and these were subject to public consultation between 12 January 2018 and 23 February 2018.

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. Whilst an NDP is under preparation it will afford little weight in the determination of planning applications. Its status will however gain more weight as a material consideration the closer it is towards it being made. Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Reg.14).

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton. The written Ministerial Statement of 13 December 2016 confirms that relevant policies for the supply of housing in Neighbourhood Plans should not be deemed to be out of date where all of the following circumstances arise;

- The NDP has been part of the development plan for 2 years or less or the ministerial statement is less than 2 years old
- The NDP allocates sites for housing
- The Council can demonstrate a three-year supply of deliverable housing sites

Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Reg.14).

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 relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact 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 is in an urban and predominantly residential area. It is defined within the adopted Arun Local Plan (ALP) as being part of the built up area boundary area and is therefore acceptable in principle subject to normal development control criteria such as residential amenity, highway safety and parking. It is noted that the National Planning Policy Framework (NPPF) supports the effective and efficient use of land for sites in the built up area but also advises that new housing should be well integrated with and should complement neighbouring buildings and the local area in terms of scale, density, layout and access.

The Council cannot currently demonstrate a 5 year housing land supply and the policies of the development plan relating to housing supply (i.e. ALP policy GEN2) are out of date. As a result, paragraph 14 of the National Planning Policy Framework (NPPF) is engaged and this states that planning permission should be granted unless (a) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole or (b) specific policies in the Framework indicate development should be restricted.

Paragraph 7 of the NPPF sets out the three dimensions to sustainable development - the economic, social and environmental roles. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

The application site lies within the settlement of Bognor Regis and there are various local amenities and services within walking distance of the site along street lit footways. Bognor Regis Train Station is a walk or cycle of around 1.3km and there are bus stops nearby on both Pevensy Road to the south west and Collyer Avenue to the north east. Aside from a nearby Co-op local (430m), the nearest large

supermarket is the Morrisons in Bognor Regis (1.6km). The site also sits within 200m of a large School site and 760m from a nearby doctors surgery. It is therefore considered that the proposal is environmentally sustainable as residents will not need to rely on the private car to access basic services & facilities. These environmental factors weigh in the scheme's favour.

It is considered the proposal will result in localised economic benefits through the need to employ people to carry out the building works. The proposal will also result in a net gain of 2 new dwellings and so an increase in Council tax receipts and new homes bonus payments. In addition, the new houses could bring new people into the area who could then spend money on local goods & services. These economic factors weigh in the scheme's favour. It is also considered that the proposal will have social benefits by providing new housing to meet local needs and potentially providing affordable housing. These also weigh in the scheme's favour.

It is considered the proposal is sustainable development and would benefit from the NPPF presumption in favour of sustainable development. This report now considers the proposal against the relevant policies of the development plan.

CHARACTER, DESIGN & RESIDENTIAL AMENITY:

Local Plan Policy GEN7 (ii) requires that new developments respond positively to the identified characteristics of a particular site to create developments which respect local characteristics. In addition, GEN7 (iv) also indicates that development will be permitted if it takes into account impact on adjoining occupiers, land, use or property.

It is also necessary to consider the guidance within the National Planning Policy Framework. Section 7 states that good design is a key aspect of sustainable development (paragraph 56), and that developments should respond to local character & history, reflect the identity of local surroundings & materials, establish a strong sense of place and be visually attractive as a result of good architecture (paragraph 58). Paragraph 60 advises that local planning authorities should promote or reinforce local distinctiveness. Paragraph 64 then confirms that planning permission should be refused for poor design that fails to improve the character or quality of an area. Furthermore, paragraph 17 states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

The immediate locality is considered to have a mixed character with two storey semi-detached dwellings at the junction of Hampshire Avenue with Gravits Lane, two storey terraced housing (Gravits Lane), bungalows (opposite side of Gravits Lane) and a flatted building (King George Court to the north east). As such, the introduction of a new modern semi-detached build is not considered to appear out of place.

The new dwellings will be set behind the front building line of 98-112 but only by a metre and this is not considered to be so significant as to harm the spatial character of the area. Furthermore, the height of the new dwellings would only be marginally higher than the ridge height of nos. 98-112 and it is not considered that this will be particularly noticeable in the streetscene.

The new dwellings have been designed to ensure that there will be no overlooking to neighbouring properties. Notwithstanding that no. 112 has no flank windows of its own, no first floor flank windows are proposed. Two flank windows at ground floor are proposed but these are to secondary windows and will not result in any loss of amenity. It is not considered that these windows should be obscure glazed as they provide natural surveillance of the side passage areas to both dwellings.

Although the two new dwellings will be approximately 2m deeper than no. 112, there is no impact on a 45 degree angle drawn from no. 112's rear windows. The new dwellings are also located to the north west

and will not therefore impact on any sunlight coming from the west, south or east. Due to the distances involved, boundary treatments and the presence of the TPO'd Holm Oak tree, it is not considered that there will be any harm either to the residents of King George Court or the occupiers of 1 Hampshire Avenue.

The proposal is therefore considered to accord with policy GEN7 of the Arun District Local Plan and the guidance on design and amenity within the NPPF.

HIGHWAYS & PARKING

Local residents are concerned as to the impact of the proposal on the availability of local off-street parking spaces and the loss of a turning space for large vehicles. Firstly, it should be noted that the site is privately owned and the applicant could at any time, block off the site and prevent parking or turning.

Policy GEN7 (vii) requires that new development allow for the safe movement of pedestrians and vehicles, giving priority to pedestrians. Regard should also be had to paragraph 32 of the National Planning Policy Framework which states that: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

Arun Local Plan policy GEN12 refers to the need to provide sufficient off-street parking. However, the standards within the appendices to the Local Plan which it refers to have been superseded by the West Sussex (Residential) Parking Demand Calculator. This indicates a total demand for the development of 2 spaces as based on 1 allocated space per dwelling. The proposal meets this demand and also provides a third unallocated spare parking space. The proposal also includes cycle storage sheds.

The applicant has submitted a Parking Demand and Capacity Report which states that within a 200m walking area from the site, there were found to be 403 unrestricted parking spaces of which 243 were occupied at the time of the survey (worst case) representing a 60% occupancy level. There was then 160 unrestricted parking spaces available. The surveys were carried out during weekday night time hours.

Further to the survey, the planning officer's own experience of visiting/observing the site suggests that it is little used:

- Council held aerial photography 2010 - no vehicles present;
- Council held aerial photography 2012 - no vehicles present;
- Google Streetview from Jun 2014 (day time) - no vehicles present;
- Google Streetview from May 2015 (day time) - 2 cars present;
- Site visit from 18th January 2017 (mid afternoon) - no vehicles present; and
- Site visit from 15th February 2018 (midday) - no vehicles present.

The application was previously assessed by WSCC Highways who raised no objection to either the loss of the car park or the access/parking arrangements. It is not therefore considered that there are any transport grounds to resist the proposal.

Unlike the previously withdrawn application, this scheme now retains pedestrian access to no. 112's rear garden (they have an existing pedestrian gate within their side boundary fencing). The neighbours acknowledge this but continue to object to the loss of access to the parking space they have created in their rear garden. Although this parking space may have been present for a number of years, there remains no legal right for the neighbour to access it. It is noted that 110 Gravits Lane (and others within the terrace) has created a parking space in their front garden. It is considered that 112 could do likewise and thus preserve their existing parking provision. This would not require planning permission as Gravits

Lane is an unclassified road.

It is therefore considered that the proposal is in accordance with the relevant development plan policies.

SPACE STANDARDS:

Policy D DM2 of the modified emerging Arun Local Plan states that: "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 the internal space standards set out in the Governments Technical Housing Standards (Nationally Described Space Standard) in order to determine whether the two houses are suitable for residential use.

Both houses have the same floor area and internal layout. They are both considered to be 2 storey, 2 bedroom, 4 person dwellings. As such, the requirement is 79m². The proposed floor area is 79.4m² and therefore, the dwellings are in accordance with the standards.

In respect of external garden standards, the current modified version of the emerging Arun Local Plan proposes to delete policy D DM3 in favour of inclusion within a future design guide. It is not therefore considered appropriate to now refer to this policy. However, it is noted that both dwellings include 15m deep rear gardens and therefore provide a good standard of useable amenity space.

IMPACT ON THE PAGHAM HARBOUR SPECIAL PROTECTION AREA:

Policy ENV DM2 of the Emerging Local Plan (Publication Version) requires that all 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. An original contribution of £1,275 per new residential unit was agreed by the Councils Cabinet on 20 July 2015 and subsequently reduced down to £871 per new residential unit as of the 10th April 2017. The 2015 report to Cabinet stated that:

"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"

Furthermore, this policy has a basis in the current development plan in that Local Plan policy AREA13 "Sites of International Importance for Nature Conservation" states that: "Where development is permitted, the use of conditions or planning obligations will be considered in order to avoid and minimise harm to the site, to enhance the site's nature conservation interest, and to secure any compensatory or mitigation measures and appropriate management that may be required."

This contribution is now required for all new residential developments within Zone B and this zone includes the application site. The application is accompanied by a draft legal agreement which is currently being checked over by the Councils legal department. It is hoped that this will be complete by the time of the Development Control Committee meeting. If not then it will be necessary to approve

subject to the signing of the legal agreement to secure this contribution.

SUMMARY:

This proposal is considered to represent an efficient use of urban brownfield land and does so without compromising the visual amenities/character of the area, highway safety, the availability of unreserved parking spaces or the amenities of existing nearby residential occupiers.

The proposal is considered to be sustainable development and notwithstanding that it complies with all development plan policies, it therefore benefits from the presumption in favour of development set out within the NPPF. The recommendation to approve is therefore made subject to the following conditions and the signing/completion of the Pagham Harbour legal agreement.

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

This decision will be accompanied by a legal agreement in the form of an unilateral undertaking relating to an Access Management Contribution of £1,742 towards the mitigation of the impacts of the development on the Pagham Harbour Special Protection Area.

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

Drawing 16/021 30 Rev B "Location Plan & Proposed Site Plan";
Drawing 16/021 31 Rev A "Proposed Plans & Elevations";
Drawing 16/021 32 Rev A "Site Section"; and
Drawing 17056-BT1 "Tree Protection Plan".

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 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 policies GEN7 and GEN9 of the Arun District Council Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

- 4 Prior to any construction works taking place or the introduction of any machinery and plant to the site, a pre-commencement site meeting must take place between the Arun DC Tree Officer and the Arboricultural Expert representing the site developers. At this meeting, the protective fencing will be inspected and assessed to verify that it is 'Fit for Purpose' as required under British Standard 5837 and has been erected and positioned exactly as shown on Drawing 17056-BT1 "Tree Protection Plan".

Reason: To comply with BS5837 and the National Planning Policy Framework to ensure that retained trees are afforded due respect and appropriate levels of protection such that their ongoing health and vitality are not compromised so they can continue to enhance the landscape and amenity of the area. This is required to be a pre-commencement condition because it is necessary to ensure that the trees are protected prior to commencing any building works.

- 5 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 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 character by endeavouring to achieve a building of visual quality in

accordance with policy GEN7 of the Arun District Local Plan.

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

Reason: To provide car-parking space for the use in accordance with Arun District Local Plan Policy GEN12 and the National Planning Policy Framework.

- 7 The secure cycle storage shall be implemented in accordance with the approved drawings and thereafter retained in perpetuity unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that adequate and satisfactory provision is made for the parking of bicycles in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 8 If there is deemed to be a need for any Utility Service Route connections to bisect retained tree Root Protection Areas/Zones then prior to their installation a Method Statement prepared by an Arboricultural Expert must be submitted that stipulates how this can be achieved without adverse impact on tree roots. Written approval and confirmation of acceptance of this Methodology must be issued before any works are commenced out on site.

Reason: To comply with BS5837 and to ensure that retained trees are afforded due respect and appropriate levels of protection such that their ongoing health and vitality are not compromised so they can continue to enhance the landscape and amenity of the area. In accordance with the National Planning Policy Framework.

- 9 All tree pruning work must be carried out by an experienced and competent Arborist. Where branches are to be shortened back the final cuts are to be made at the correct angle shown in BS3998:2010 and adjacent to a live bud or lateral.

Reason: In the interests of the trees continued health and vitality and to accord with current industry guidelines and sound arboricultural practice and the National Planning Policy Framework.

- 10 Should any sewer be found during construction works then all development activities within 5m of the external edge of the sewer shall cease and they shall not recommence until full details of the proposed measures to be undertaken to protect the existing public sewer have been submitted to and approved in writing by the local planning authority (in conjunction with Southern Water) and then implemented in accordance with the agreed details.

Reason: To ensure that the proposed development does not result in any damage to the existing foul sewer in accordance with policy GEN9 of the Arun District Council Local Plan.

- 11 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.

- 12 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.

- 13 **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.
- 14 **INFORMATIVE:** The application is subject to a direct payment (in lieu of a s106 Pagham Harbour contribution).