

Construction Management Plan

2 Residential Dwellings on land Adjacent to Toddlington Lane,
Littlehampton, Arun District, West Sussex



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Schedule of Appendices

- A Proposed Development Layout Plan
- B Pre-Application Advice from Arun District Council
- C Adjacent Development Decision Notice.

Issue	Issue date	Compiled	Checked	Authorised
1st	2020-06-02	ART	LS	LS
2 nd	2020-07-20	ART	RW	RW
3 rd	2021-02-25	ART	RW	LNS

1 Introduction

- 1.1 This Construction Management Plan (CMP) has been prepared by GTA Civils & Transport Ltd for Helg Properties Ltd conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport has been commission to prepare a Construction Management plan in relation to the approved development of 2 private dwellings on land adjacent to Toddington Lane adjacent to the approved development of 10 private dwellings (LU/162/17/PL). The proposed development layout is shown in Appendix A.
- 1.3 A CMP was requested by Arun District Council in pre-application advice received. Please find the pre-application advice contained in Appendix B, please refer to paragraph 2 on page 8.
- 1.4 The approved adjacent development has also been conditioned to provide a construction management plan as part of condition 10 of the decision notice. Please see the decision notice for the adjacent development (LU/162/17/PL) in Appendix C. As the adjacent site will face similar challenges this Construction Management Plan has been created in accordance with the criteria specified in condition 10. The criteria specified is as follows:
 - ⌞ An indicative programme for carrying out the works
 - ⌞ The arrangements for public consultation and liaison during the construction works.
 - ⌞ Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method should foundation piling occur, the careful selection of plant and machinery and use of noise mitigation barriers.
 - ⌞ Detail of any flood lighting, including location, height, type and direction
 - ⌞ The parking of site operatives and visitors
 - ⌞ Loading and unloading of plant and materials
 - ⌞ Storage of plant and materials used in construction and development
 - ⌞ Wheel washing facilities
 - ⌞ The erection and maintenance of security hoarding
 - ⌞ The method of access and routing of vehicles during construction
 - ⌞ Measures to control the emission of dust and dirt during construction
- 1.5 A contractor has not been engaged and therefore this report provides an estimate only of the extent of traffic and the construction period, approximated at 8 months. The site working hours will be between 8:00am - 18:00pm Monday-Friday and 8:00am - 1:00pm on Saturdays, unless separately agreed. No work on to take place on Sundays or Bank Holidays.

2 Policy and Guidance

- 2.1 This plan has also been written in accordance with national and local policy and guidance including:
- ⌘ National Planning Policy Framework (2019);
 - ⌘ National Planning Practice Guidance;
 - ⌘ Traffic Management Act (2004);
 - ⌘ Strategic Planning & Place, Building Contract Directive (August 2016)
 - ⌘ BREEAM New Construction 2018 (UK)
- 2.2 The National Planning Policy Framework (NPPF) is a long-term strategy for sustainable development and promotes the use of sustainable transport, safe road design and efficient and sustainable delivery of goods and supplies.

BREEAM New Construction 2018 (UK)

- 2.3 BREEAM is the world's first and leading sustainability assessment and certification scheme for the built environment. It is an international standard that is locally adapted, operated and applied through a network of scheme operators, assessors and industry professionals.
- 2.4 Through its application, BREEAM recognises and reflects the value in higher performing assets and aims to inspire and empower change by rewarding and motivating sustainability across the life cycle of master-planning projects, infrastructure and buildings.

Objectives of BREEAM for new UK construction:

- ⌘ To provide market recognition of buildings with a low environmental impact;
- ⌘ To ensure best environmental practice is incorporated in the planning, design, construction and operation of buildings and the wider built environment;
- ⌘ To challenge the market to provide innovative, cost effective solutions that minimise the environmental impact of buildings;
- ⌘ To allow organisations to demonstrate progress towards corporate environmental objectives.

3 Site Context & Description of Proposal

- 3.1 The existing site is currently light industrial usage and will be redeveloped to contain 2 private dwellings with associated landscaping and parking.
- 3.2 The site is adjacent to Toddington Lane in Littlehampton, West Sussex south of the approved development of 10 private residential units (LU/162/17/PL).

Figure 3.1 Aerial Site View



Site Access

- 3.3 The existing priority junction onto Toddington Lane is to be maintained for site access and widened to 4.8m to allow for 2 cars to pass each other. Access to the adjacent Toddington Cottages is to be maintained as part of the development. All construction related traffic will access the site via the existing access road.

Local Challenges

- 3.4 The site is adjacent to 3 existing properties (Toddington Cottage), access to these properties must be kept clear and unobstructed for the entire duration of the construction works. This also represents a challenge in terms of air quality management and noise management. Measures should be put in place to minimise impact to the residents of the existing properties for the duration of the construction process.
- 3.5 The development is in a residential area which has suburban housing along the roads to the site. To minimise impact to local residents it is recommended that all deliveries to the site come from the west from the A284. It is acceptable vehicles may arrive from the east or west using the A259 but all drivers should be briefed to turn north on to the A284 before turning east onto Mill Lane to deliver to the site.
- 3.6 A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community, in relation to the construction project. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. Any difficulties encountered during construction will be reported/recorded in a full log and resolved as appropriate.

4 Construction Programme & Methodology

4.1 At this stage, a detailed construction programme is not known, and a construction contractor has not yet been appointed at the time of writing. It is estimated that the construction period is likely to take around 8 months.

4.2 The construction methodology is described using the six phases of constructions:

- ↳ Site setup and demolition;
- ↳ Basement excavation and piling;
- ↳ Sub-structure;
- ↳ Super-structure;
- ↳ Cladding;
- ↳ Fit-out, testing and commissioning.

Site Setup and Demolition

4.3 During this phase, all materials, existing buildings and existing vegetation / undergrowth will be removed.

4.4 The existing access road will be used for all material to be removed from site.

Excavation and Piling

4.5 No basement is to be constructed on this site.

4.6 During this phase works will include:

- ↳ Excavating small footings for ring beam;
- ↳ Pile using screw-type piles in footing excavation;
- ↳ Spoil loaded to grab lorry

Sub-Structure

4.7 Works during this phase will include the delivery of steel/rebar for cage work in footings. Concrete foundations will be filled by use of a pump off-road.

Super-Structure

4.8 No plant is required at this stage. Deliveries of blocks, bricks and sand purchased prior to works will be unloaded to the front of the site.

Cladding

4.9 No cladding will be used on this project.

Outline Fit-Out

- 4.10 Deliveries will be made off road by hand to the site. All works will be carried out by hand with the use of a tile lift and hand tools.

5 Vehicle Routeing, Access and Storage

- 5.1 Enabling works for this site will include putting up signage to warn the public of the proposed works, when they will start and how long they are proposed to last. This will also include clearing the site. During the set-up phase, small scaffold is to be erected. All materials will be removed and reclaimed by hand. Bricks to be re-used will be stacked at the rear of the site.
- 5.2 All deliveries should be briefed to arrive at the site from the west of Toddington Lane via the A284 in order to minimise traffic through residential areas. Signage should also be provided on the A284 to indicate the appropriate route to access the site. It may be the case that some deliveries will require to come from the east or west via the A259, this is acceptable but all drivers should be briefed to turn north on the A284 and then east onto Mill Lane to deliver to the site. This will minimise the impact to local residential areas.
- 5.3 The majority of the deliveries to the site will be by a 3.5 tonne lorry or smaller truck or a 7.5 tonne lorry. All materials will be stored on site, no materials will be stored on any highways land for the entire duration of the construction period.
- 5.4 Once a contractor has been appointed a site compound plan should be created indicating:
 - ⌘ Intended location for storage of materials
 - ⌘ Intended location for workers to park
 - ⌘ Intended location for deliveries and demonstration of sufficient room for delivery vehicles to turn around
 - ⌘ Intended location of skip and demonstration that a skip lorry can collect it.
- 5.5 The proposed development should not require any traffic management. All deliveries should be scheduled to arrive at times that do not conflict with other deliveries and all deliveries should be made outside of peak hours (0700-1000 & 1600-1800).
- 5.6 Vehicles leaving the site should also be instructed to exit to the west via Toddington Lane/Mill Lane.
- 5.7 A wheel-washing station should be placed at the point of exit for all vehicles and used as appropriate to prevent any material being transported onto the local highway network. Site operatives should visually assess all vehicles exiting to determine if wheel washing is required.

6 Strategies to Reduce Impact

- 6.1 The following Planned Measures have been identified to help the contractor achieve the goals of the CMP and better manage the local challenges identified in Section 2.

Table 6.1 CMP Management Strategies to Reduce Impact

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing construction vehicles and deliveries			
Safety and environmental standards and programmes		X	
Adherence to designated routes		X	
Delivery scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of logistics and consolidation centres		X	
Material procurement measures			
DfMA and off-site manufacture		X	
Re-use of material on site where practical		X	
Smart procurement		X	
Other Measures			
Collaboration with adjacent development site		X	
Implement a staff travel plan		X	

Safety and Environmental Standards and Programmes

- 6.2 The applicant is committed to ensuring all contractor and sub-contractor vehicles, arriving at site, comply with sufficient safety measures and requirements relating to Work Related Road Risk.
- 6.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant authority.
- 6.4 Banksman are required to supervise and ensure the safe movement of plant and vehicles. They will also oversee the safety of pedestrians and cyclists and visually assess the requirement for vehicle wheel washing.

Adherence to Designated Routes

- 6.5 Details of routes to be used for journeys to and from site for road operations are proposed in Section 5. These should be adhered to by all deliveries.

Delivery Scheduling

- 6.6 A web-based delivery management system will be considered to control the volume of deliveries to site, based on scale of development. This system would work by defining the number of 'resources' a site has and thus can service in 30-minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

Re-timing for Out of Peak Deliveries

- 6.7 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to re-time as many deliveries as possible out of peak hours (0700-1000 & 1600-1800).

Material Procurement Measures

Design for Manufacture and Assembly and Off-Site Manufacture

- 6.8 Reducing delivery numbers and effective delivery management is a key consideration of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where practical.

Re-Use of Material On-Site

- 6.9 A number of measures will be explored to re-use material on site, which will be stored in the site. These materials will be decided upon in agreement with the contractor.

Smart Procurement

- 6.10 Opportunities would be explored to source materials from the same supplier(s) as other developers with sites underway in close proximity to this site, if any such circumstance existed at the time of construction.

Other Measures

Collaboration Amongst Other Sites in the Area

- 6.11 The developer and appointed contractor will consult with the approved contractor of the adjacent development to coordinate deliveries and storage to maximise efficiency on site.

Implement a Staff Travel Plan

- 6.12 In collaboration with the adjacent site the possibility of a Staff Travel Plan should be explored to minimise worker vehicle trips and encourage more sustainable travel where practical.

Site Specific Considerations

Minimizing Air Quality Contamination

- 6.13 All material on site should be stored appropriately in a safe and secure manner. Any loose material should be sheeted as should any waste material in skips. This will minimise loose materials impacting the adjacent residential properties.
- 6.14 Pre-site preparation Dust Control Measures:
- ⌚ Security fencing with fire retardant sheeting will be erected along all boundaries which are not subject to permanent fencing in place.
 - ⌚ As the works progress through the site the locations of plant and stockpiles may necessarily vary but wherever possible the sources of dust generating material will be located as far from any sensitive receptors as possible.
 - ⌚ Sprinkling-Irrigation the ground surface with water until it is moist is an effective dust control method for haul roads and other traffic routes.
 - ⌚ Mulch can be a quick and effective means of dust control for a recently disturbed area.
- 6.15 Care should be taken to reduce noise when loading or unloading vehicles. It is unlikely that there will be any specific noise issues from the site operations. Measures will be put in place to prevent dust from spreading outside of the site in dry periods. This will include sheeting of any loose materials and wheel washing to prevent material being spread by vehicles egressing the site.

Liaison with local Residents

- 6.16 A system should be put in place to allow a point of liaison with the residents of Toddington Cottages to express any concerns they have with the construction process. An operative should be put in charge as point of contact.

Minimising Noise

- ~~6.17~~ The site will comply fully with the 'British Standard 5228-1 2:2009: Code of practice for noise and vibration control on construction and open sites'. All other relevant British Standards will be complied with and will be detailed once planning consent is granted.
- 6.18 It is recommended that a notice be placed in a conspicuous position, informing all who may be affected by noise, dust or vibration arising from construction works, of the nature of the works, proposed hours of work and their expected duration.
- 6.19 Noise and vibration levels will be controlled and limited as far as is reasonably practicable, with the aim to limit nuisance and disturbance to occupiers of adjacent dwellings.

- 6.20 When completing Risk Assessments, contractors will also take into account the need to reduce noise and vibration exposure by the following means:
- ¿ Taking regular breaks;
 - ¿ reducing time of use on the equipment, enforce use of PPE;
 - ¿ encourage operatives to keep warm.
- 6.21 Any power tools used that cause vibration will be selected for the lowest emission possible and contractors will have procedures in place on site in accordance with the New Vibration at Work Regulations to reduce the exposure of operatives to any vibratory tools.
- 6.22 All Contractors will be reminded of the need to select equipment and plant that reduces vibration and noise to the lowest achievable level.
- 6.23 Regarding noise pollution, contractors must first consider reducing at source and selecting low emission equipment.
- 6.24 When there is a need for health monitoring when carrying out specific work with noise producing plant or equipment or vibratory tools then evidence of this will be required from the contractor prior to commencing work on site.

7 Estimated Vehicle Movements

- 7.1 The number of vehicles accessing the site can only be estimated at this stage as a contractor for the site has not been appointed.
- 7.2 During the peak months of construction, approximately, up to 10 construction vehicles may travel to the site. This equates to a maximum of 1 vehicle per day, this should be done in off peak hours where possible. However, this is only the minimum number of trips that could occur daily, and at peak times during construction, the number of trips a day could be up to 2.
- 7.3 The developer commits to re-time as many deliveries as possible out of the morning peak (07.00-10.00). Where possible, afternoon peak times would be avoided for deliveries and, when appointed, the contractor would provide a specific delivery schedule.

8 Implementing, Monitoring and Updating

- 8.1 This CMP cannot include a detailed and defined description of how the CMP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.
- 8.2 An appointed Construction Logistics Manager will be in charge of implementing the Detailed CMP on behalf of the Contractor. Their job will include collecting data on:
- ⌘ Number of vehicle movements to site; collected through a delivery booking-in system
 - o Total
 - o By vehicle type/size/age
 - o Time spent on site
 - o Consolidation centre utilisation
 - o Delivery/collection accuracy compared to schedule
 - ⌘ Breaches and complaints
 - o Vehicle routing
 - o Unacceptable queueing
 - o Unacceptable parking
 - o Supplier FORS accreditation
 - o Delivery vehicles parking or stopping unacceptably on public highway
 - ⌘ Safety
 - o Logistics-related accidents
 - o Record of associated fatalities and serious injuries
 - o Ways staff are travelling to site
 - o Vehicles and operations not meeting safety requirements
 - ⌘ Description of the contractor's handbook
 - ⌘ Description of the driver's handbook
- 8.3 The data collected will be reported back to the applicant with full transparency to local government.

9 Conclusion

- 9.1 The measures outlined in this plan are intended to demonstrate to the Local Planning Authority and the Local Highway Authority that the applicant will minimise the impact and inconvenience to local residents and highway users, where reasonable. This CMP has considered sensitive sites in the vicinity to the development, recommended routes for constructions vehicles, considered site operation times/stages of development, loading/unloading locations and material storage.

- End of Report -

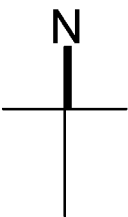
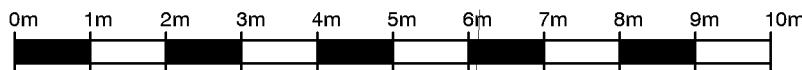
Appendix A

Proposed Development Layout

NOTES

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

Approved For Housing ref LU/116/13



A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT

**folkes architects**

L 01903 888629
info@folkesarchitects.co.uk

The Old Forge
6 Church Street
Eborington
West Sussex
PO20 4LA

CLIENT
HELG Properties Ltd

JOB TITLE
Proposed Development at land adjacent to
Toddington Lane Farm Cottage
Toddington Lane
Littlehampton
BN17 7PP

DRAWING TITLE
Location Plan as Proposed
PLANNING ISSUE

DATE FEB 2021	SCALE 1:200 @ A1	DRAWN BY RF
CHECKED BY EC		

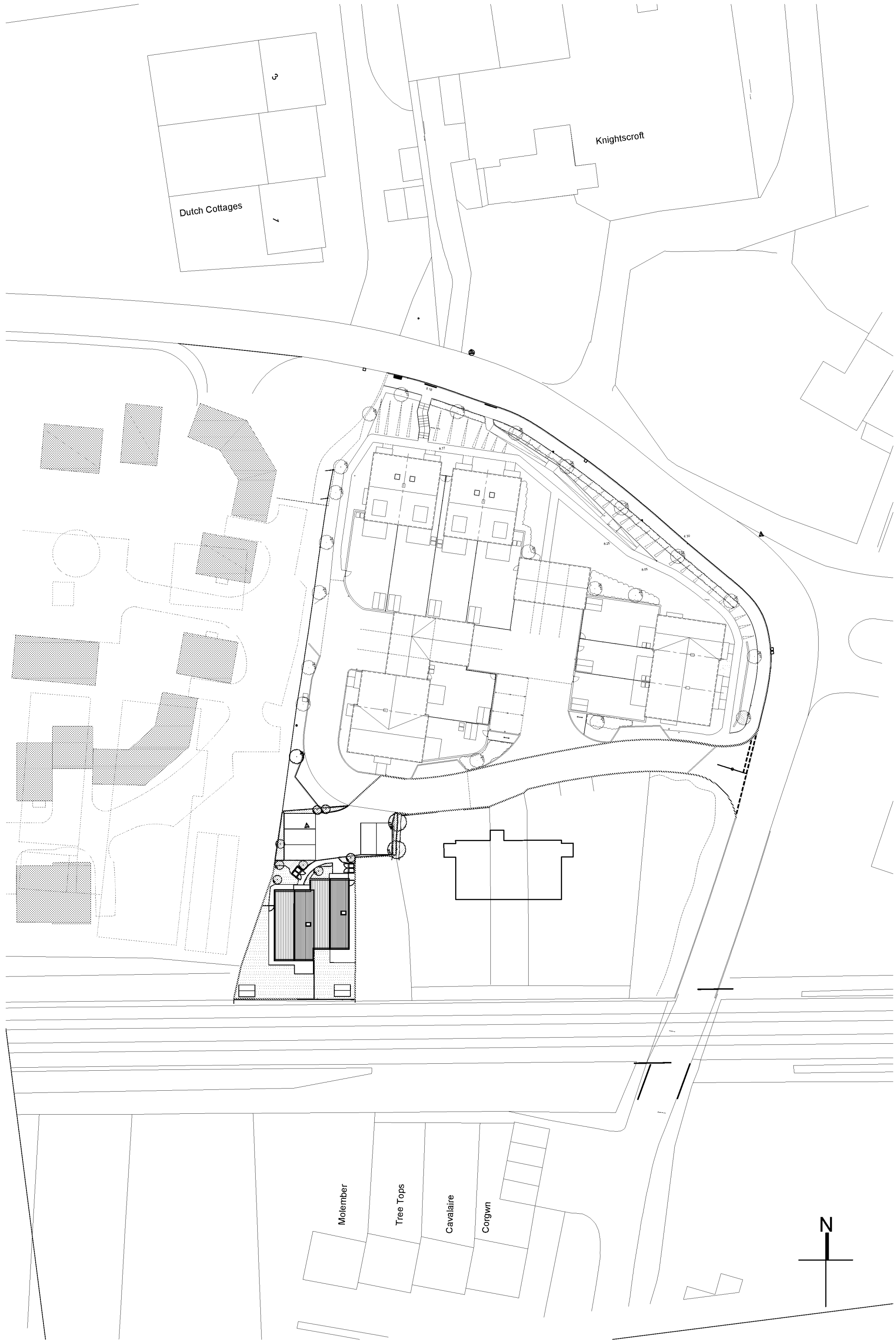
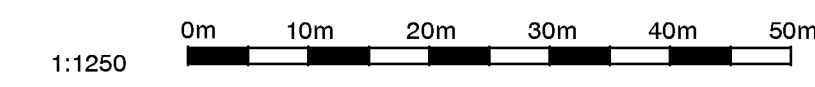
JOB NO. 20026	DRAWING NO. 2.04	REVISION A
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NOTES

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Location Plan - 1:1250



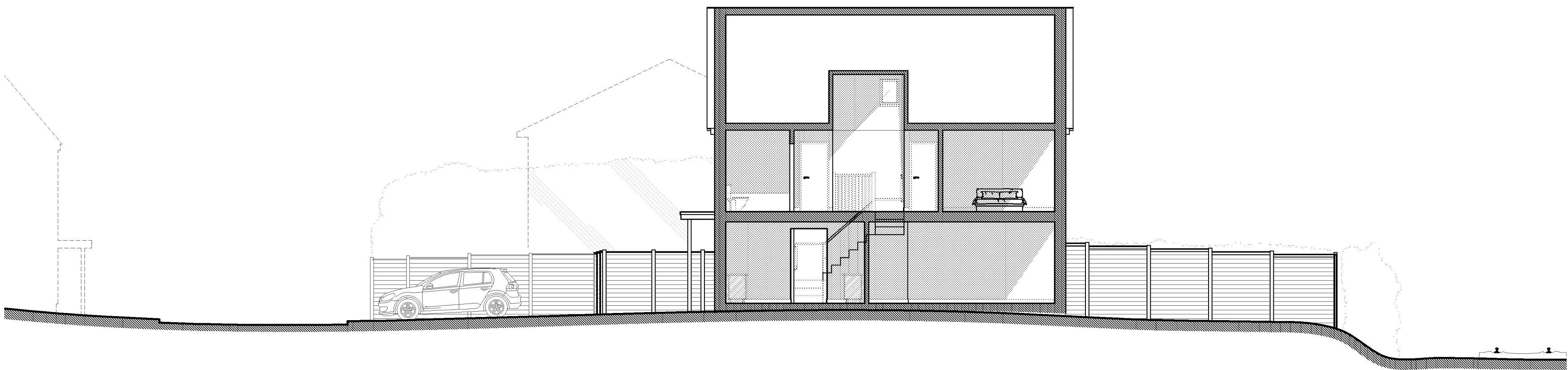
Block Plan - 1:500



A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT
 folkes architects L 01903 888629 info@folkesarchitects.co.uk The Old Forge 6 Church Street Epsom West Surrey RM20 4LA			
CLIENT HELG Properties Ltd			
JOB TITLE Proposed Development at land adjacent to Toddington Lane Farm Cottage Toddington Lane Littlehampton BN17 7PP			
DRAWING TITLE Location Plan & Block Plan PLANNING ISSUE			
DATE FEB 2021	SCALE Various	DRAWN BY RF	CHECKED BY EC
JOB NO. 20026	DRAWING NO. 2.03	REVISION A	

NOTES

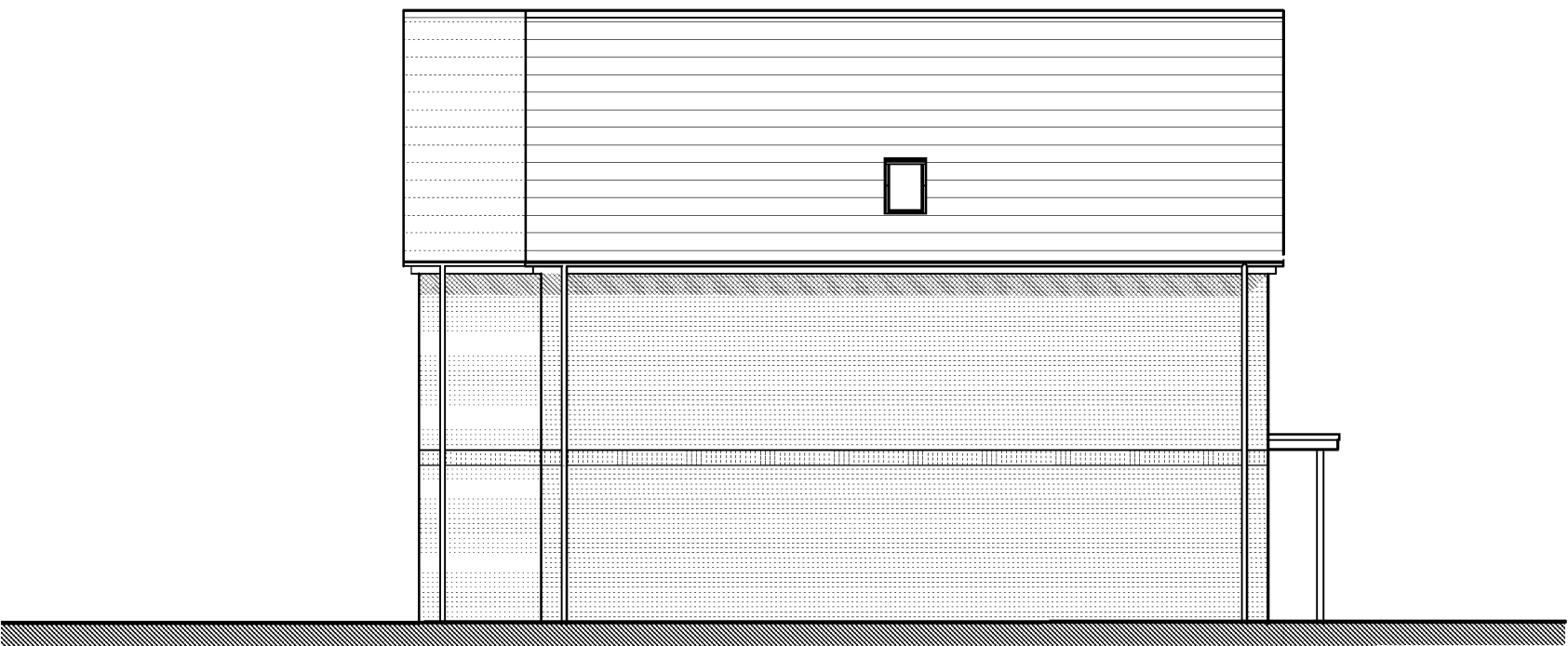
- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
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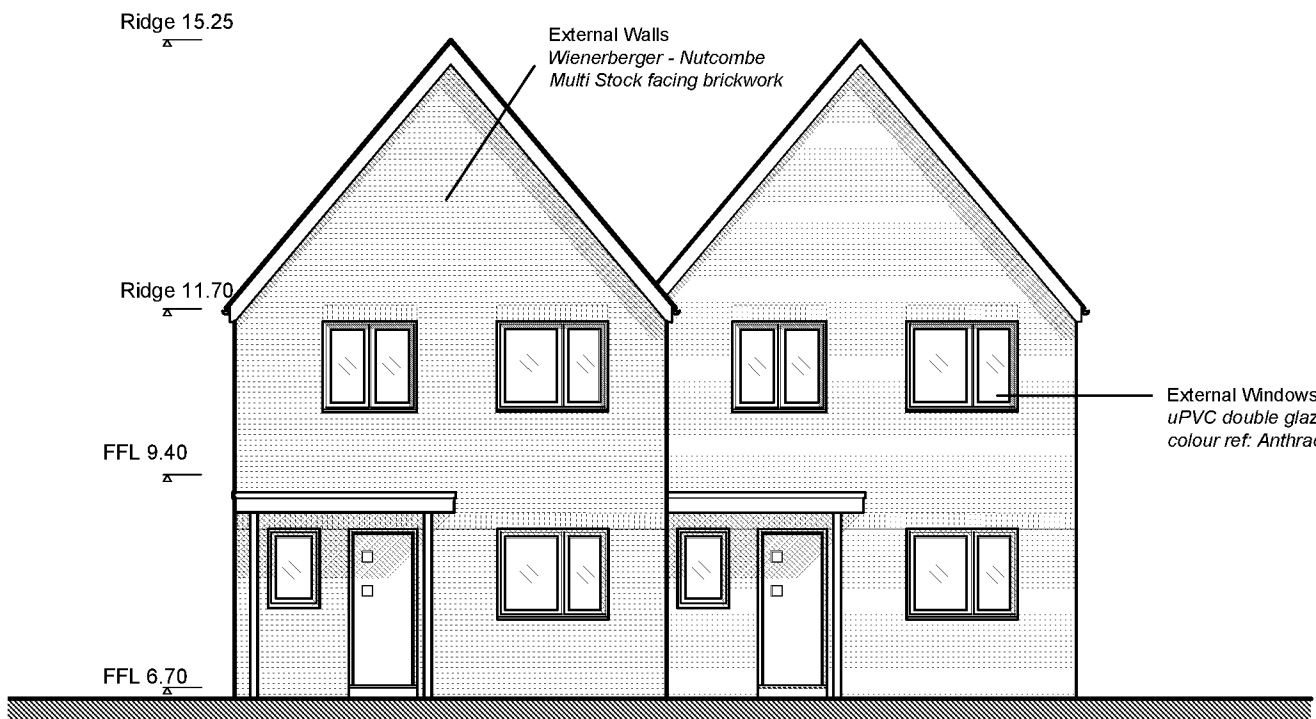
Section AA



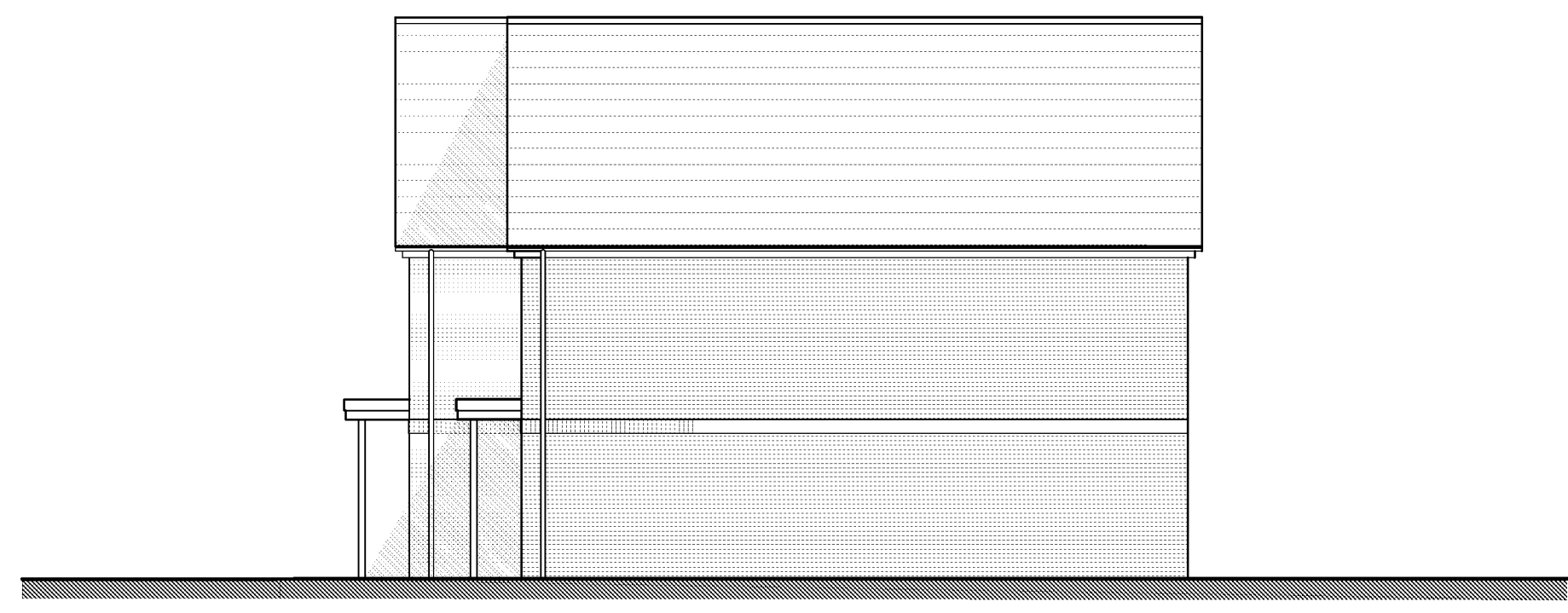
Southern Elevation



Eastern Elevation



Northern Elevation

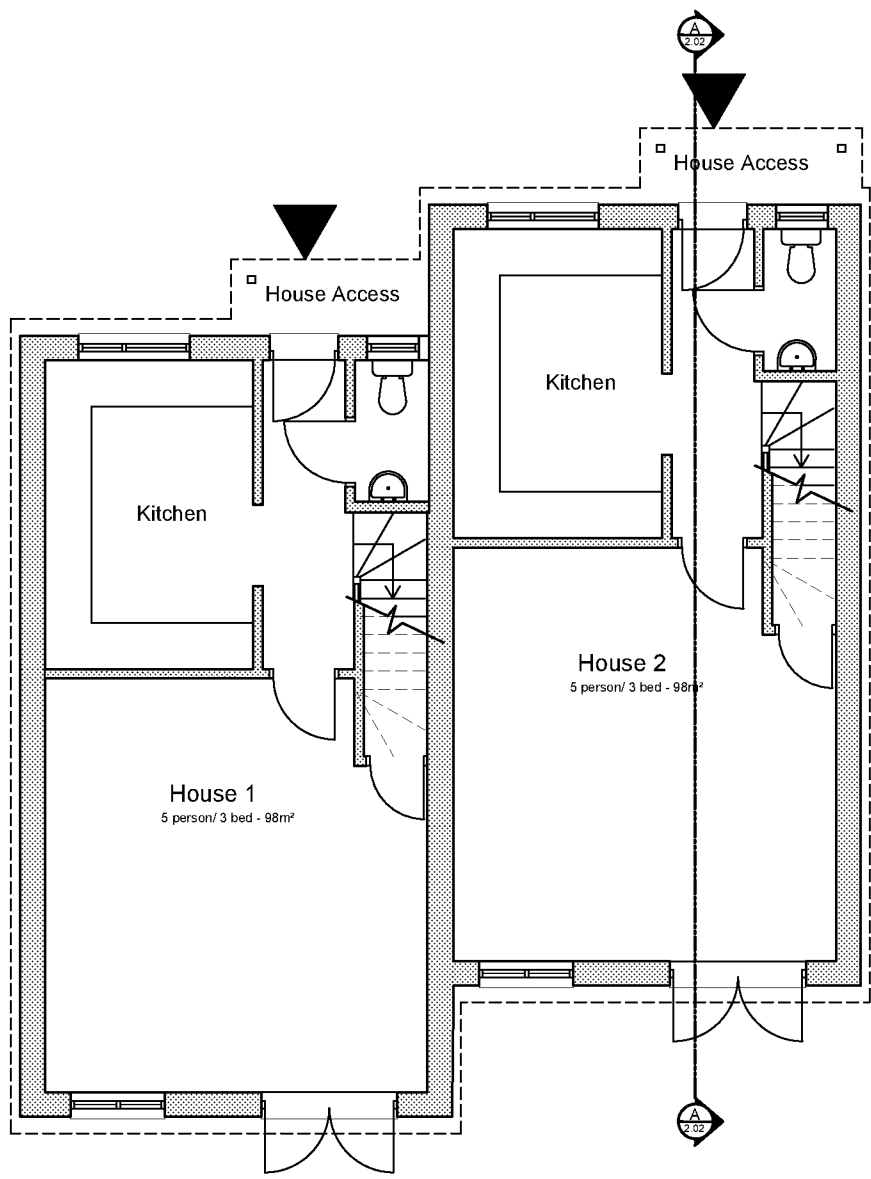


Western Elevation

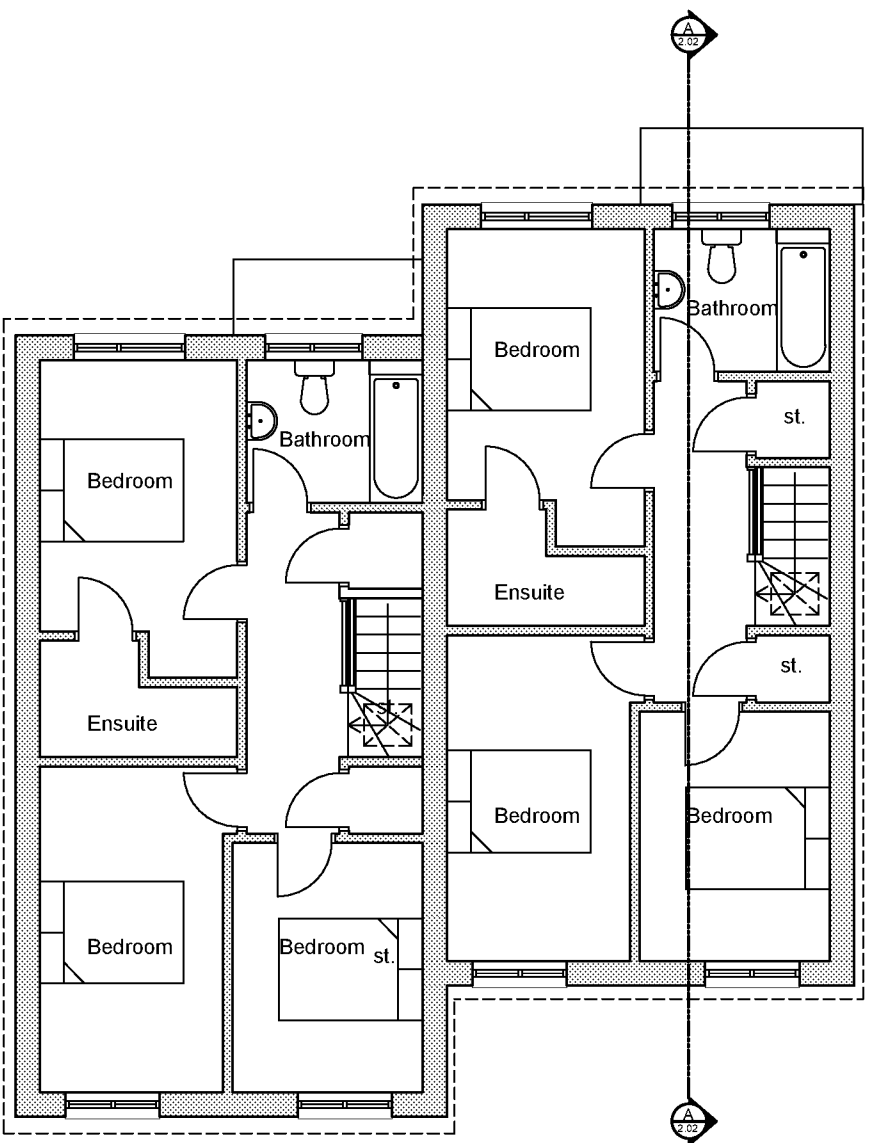


Proposed Typical Bin Store

Proposed Cycle Storage



Ground Floor Plan



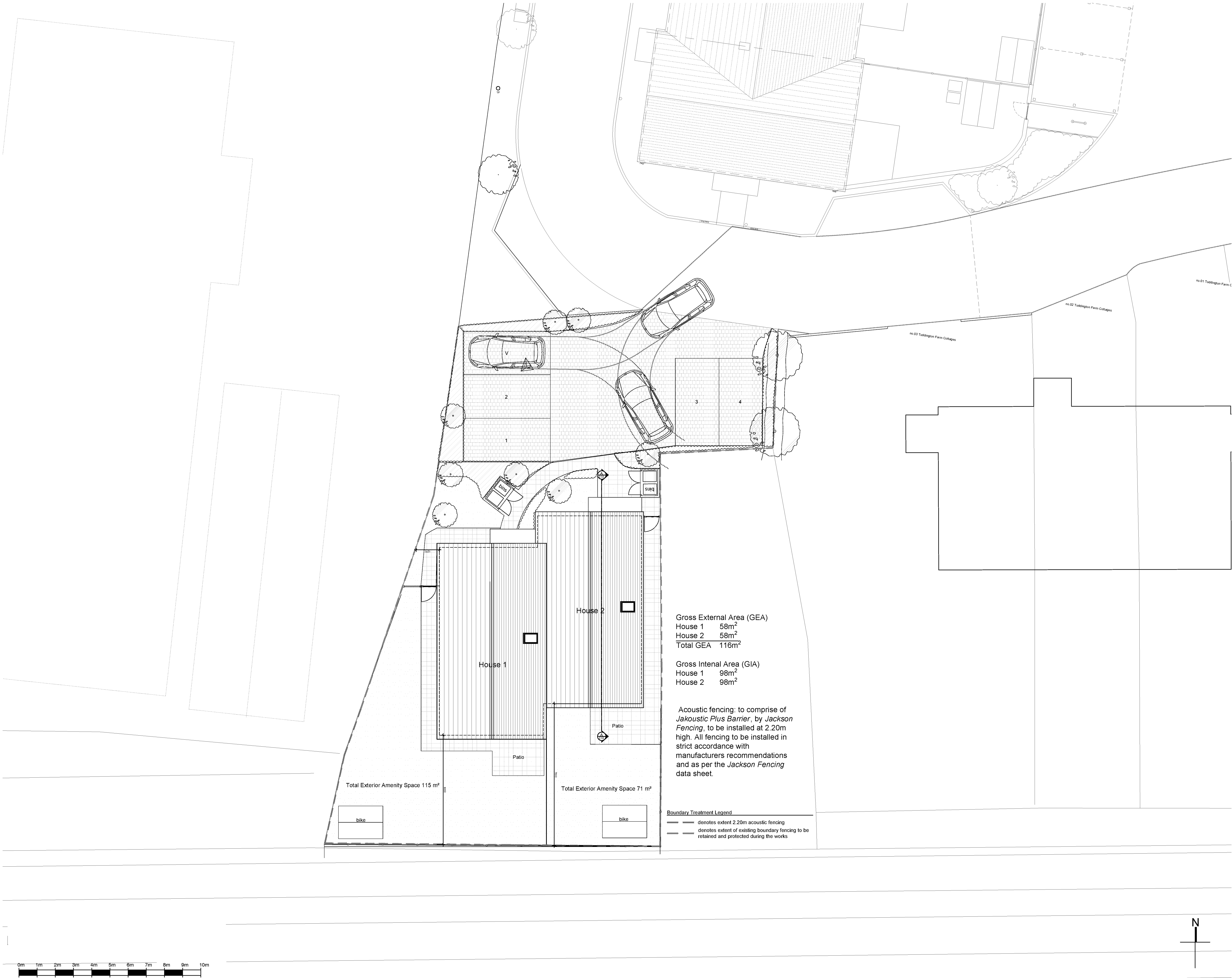
First Floor Plan



A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT
folkes architects The Old Forge 6 Church Street Barnington West Sussex BN20 4LA L 01903 888629 info@folkesarchitects.co.uk			
CLIENT HELG Properties Ltd			
JOB TITLE Proposed Development at land adjacent to Toddington Lane Farm Cottage Toddington Lane Littlehampton BN17 7PP			
DRAWING TITLE Elevations & Plans as Proposed Planning Issue			
DATE Feb 2021	SCALE 1:100 @ A1	DRAWN BY RF	CHECKED BY EC
JOB NO. 20026	DRAWING NO. 2.02	REVISION A	

NOTES

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A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT
The Old Forge 6 Church Street Eatonington West Sussex BN20 4LA L 01903 888629 info@folkesarchitects.co.uk			
CLIENT HELG Properties Ltd			
JOB TITLE Proposed Development at land adjacent to Toddington Lane Farm Cottage Toddington Lane Littlehampton BN17 7PP			
DRAWING TITLE Site Plan as Proposed PLANNING ISSUE			
DATE Feb 2021	SCALE 1:100 @ A1	DRAWN BY RF	CHECKED BY EC
JOB NO. 20026	DRAWING NO. 2.01	REVISION A	

Appendix B

Pre-Application Advice from Arun District Council



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Peter Rainier
DMH Stallard
Griffin House
135 High Sreet,
Crawley
RH10 1DQ

Date: January 2020

Please ask for: Amy Myer

Tel: 01903 737776

Your Ref:

Our Ref: PAA/67/19/

Dear Sir/Madam,

Pre-Application Advice

Erection of one block of flats comprising 4 no. 2 bedroom flats along with associated parking and landscaping.

Land off Toddington Lane Wick Littlehampton

I write regarding the above matter and your enquiry received on 3rd June 2019.

DESCRIPTION OF PROPOSED DEVELOPMENT

From the details submitted, I understand that you propose to erect one block of flats comprising 4 x 2 bedroom flats, with associated parking and landscaping.

DESCRIPTION OF SITE

The site comprises a vacant plot of land consisting of hardstanding and scrub, which is approximately 0.05 hectares in size. It is generally flat. There are a number of hedges and trees on the edges of the site.

DESCRIPTION OF LOCALITY

The site is a Strategic Housing Site Allocation. Historically the land falls within the area covered by the North Littlehampton Strategic Area Masterplan. The site is located within the Built-Up Area Boundary, to the west and south of Toddington Lane, near Toddington and Wick, to the north of Littlehampton town. This part of Toddington Lane has a semi-rural feel, with space between properties of varying styles set in their own plots. The site is located within the Littlehampton Neighbourhood Plan Area. The site is within an Archaeological Notification Area (Amber). It is also within a 15m Buffer of the Railway.

To the north east of the site, there is a plot of land which consists of scrub and hardstanding, with a disused commercial unit, and an open sided metal structure in the centre of the site. This plot received planning permission at appeal in January 2018 for the erection of 10 dwellings (ref. LU/162/17/PL). To the north west side of the site, there is a small industrial estate referred to as 'Hollyacre' which currently

consists of a range of business activities, including a scrap/waste dealer, builders store and window manufacturer. This plot received planning permission (LU/116/13) in 2013 for the erection of 63 dwellings. Immediately to the south of the site, there is the railway track.

PLANNING ISSUES

The following issues have been identified for consideration:

Principle
Design
Neighbour Amenity
Amenity Space Provision
Bin Storage
Highways, Transport and Parking
Sustainability
Sustainable Construction
Flooding/Drainage
Protected Trees
Open Space provision
Noise Pollution
Contamination
Biodiversity
Protected Species
Crime

COMMENT ON SITE HISTORY

LU/162/17/PL - adjacent site to north east - erection of 10 dwellings

LU/116/13 - adjacent site to north west - erection of 63 dwellings

RELEVANT POLICIES - the following policies are considered relevant to your proposal:

Arun District Local Plan 2011-2031

<u>SDSP1</u>	SD SP1 Sustainable Development
<u>SDSP2</u>	SD SP2 Built-up Area Boundary
<u>CSP1</u>	C SP1 Countryside
<u>HSP1</u>	HSP1 Housing allocation the housing requirement
<u>HSP2</u>	H SP2 Strategic Site Allocations
<u>DDM1</u>	D DM1 Aspects of form and design quality
<u>DDM2</u>	D DM2 Internal space standards
<u>DSP1</u>	D SP1 Design
<u>QESP1</u>	QE SP1 Quality of the Environment
<u>QEDM4</u>	QE DM4 Contaminated Land
<u>QEDM1</u>	QE DM1 Noise Pollution
<u>WMDM1</u>	WM DM1 Waste Management
<u>TSP1</u>	T SP1 Transport and Development
<u>ECCSP2</u>	ECC SP2 Energy and climate change mitigation
<u>WDM2</u>	W DM2 Flood Risk
<u>WDM3</u>	W DM3 Sustainable Urban Drainage Systems

<u>ENVDM4</u>	ENV DM4 Protection of trees
<u>ENVDM5</u>	ENV DM5 Development and biodiversity
<u>HERDM6</u>	HER DM6 Sites of Archaeological Interest
<u>LANDM1</u>	LAN DM1 Protection of landscape character

<u>Littlehampton Neighbourhood Plan 2014 Policy 1</u>	The Presumption in Favour of Sustainable Development
<u>Littlehampton Neighbourhood Plan 2014 Policy 22</u>	Design of New Development

Planning Policy Guidance:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

PRINCIPLE

Paragraph 118(d) of the NPPF 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".

Policy SD SP1 of the Arun Local Plan 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)."

Policy C SP1 of the ALP resists development in the countryside unless certain exception tests are met and policy SD SP2 states that development should be focused within the Built-Up Area Boundary and will be permitted, subject to consideration against other policies of the Local Plan.

Policy H SP1 of the Arun Local Plan sets out the targets for the District's housing supply.

The site is an overgrown area of land which is not currently being used for any purpose and as such is under-utilised land. It is in a sustainable location, given the neighbouring residential sites under construction and the proximity of essential services.

Before this part of Toddington Lane was allocated as a Strategic Housing Site and became part of the Built-Up Area in the current Local Plan (2018), it occupied a countryside location, where, in policy terms, the principle of development would have been considered unacceptable.

However, this site is identified on the Proposals Map in the adopted Local Plan (2018) as part of the Strategic Housing Allocation and is now located within the amended Built-Up Area Boundary.

The net addition of 4 new housing units would be welcomed in that it would make effective use of under-utilised land, add to the housing supply within the District on an allocated Strategic Housing Site, and would be located within the BUAB in a sustainable location. The principle of development in this location is therefore acceptable, in accordance with the NPPF, and policies SD SP1, SD SP2 and H SP1 of the Arun Local Plan.

DESIGN

Paragraph 122 of the NPPF supports development that makes effective use of land and achieves appropriate densities, whilst taking into account the need for different types of housing, local market

conditions and viability, the availability and capacity of infrastructure and services, the desirability of maintaining the areas prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.

Paragraph 127 of the NPPF details the design requirements for new developments, including that developments should function well, are visually attractive and sympathetic to local character and history, have an appropriate mix of development including green and public space and create places that are safe, inclusive and accessible.

Policy D SP1 of the ALP states that development should seek to make efficient use of land but reflect the characteristics of the site and local area, in matters such as layout, density, scale, mix, character, landscaping, materials, finish and architectural details. It also states that proposals should adhere to objectives informing sustainable design e.g. attractiveness, inclusivity, security and climate change.

Local Plan policy D DM1 looks at aspects of form and design quality, including character, attractiveness, innovation, residential amenity impact, adaptability, density, scale, trees, crime prevention. New buildings should be harmonious with their surroundings and successfully integrate with the existing surrounding environment.

Policy 22 of the Littlehampton Neighbourhood Plan provides guidance on the design of new development, and it is intended to publish a Littlehampton Design Guide.

The applicant is also advised that the Council are in the process of drafting a Design Guide and that once this is consulted on (due early 2020) this will hold some weight and once adopted this will hold material weight in the decision making process. Future proposals should accord with the emerging/adopted Council Design Guide. G.02 and G.03 provide guidance on density, layout and plot sizes. J.01 - J.09 provides guidance on building design and L.01-L.03 on ensuring quality. Sections O, P, R and S provides guidance on strategic housing, infill development, apartment buildings and new homes.

It is acknowledged that there is planning approval for housing developments on the site directly adjacent to the north and a site to the west of the pre-application site. However, notwithstanding this, the Block Plan supplied shows that the current scheme would result in overdevelopment of the site, since a building of this size on this plot would not accommodate sufficient space around the building to provide adequate outdoor amenity space to the future occupants. It is a constrained site, given its size and tapered form, and the current layout would appear cramped on the plot. The new building would be visible in views from the nearest properties at Toddington Farm Cottages, and would be made even more visible with any future development of the adjacent sites to the north and west. As such, it will be necessary to reconsider and redesign the scheme to reduce its built footprint and provide appropriate outdoor amenity space.

In terms of scale, no elevations have been provided, however, it is assumed that a two storey block is proposed to accommodate the 4 x 2 bedroom flats. Given the two storey cottages nearby (Toddington Farm cottages) and the approved development at the adjacent sites of 2-2.5 storeys, this scale and height would likely be acceptable in visual terms.

In terms of materials and design, the applicants are advised to refer to the local vernacular and reflect the local character of the area. The approved elevations for the development to the north of the site would consist properties with hipped and gable roof forms, and a mix of buff/red blend and feature brickwork elevations with sections of timber cladding, grey Marley slate roof tiles and timber doors.

Detailed floor and roof plans and elevational drawings of the new building/s would be required at application stage, so that an assessment can be made as to the appropriateness of the materiality and design of the new development. Elevations would also be required of the proposed boundary treatments to ensure they would be of an appropriate scale and appearance.

The proposal would currently conflict with the NPPF and policies D SP1 and D DM1 in that it would represent overdevelopment of the site, have a cramped appearance, and would fail to reflect the character of the local area in terms of layout and landscaping and providing healthy places i.e. with suitable garden space. As such, the current proposals would likely be unacceptable in this regard and refused at application stage on this basis.

NEIGHBOUR AMENITY

Policy D DM1 of the Arun Local Plan that new development will have minimal impact to users and occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

Policy QE SP1 states that the Council requires 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. It goes on to state that the location of existing industrial and commercial uses, must be taken into account when considering proposals sensitive to noise, light, odour outputs to the air.

Policy QE DM1 requires that new noise sensitive development should not normally be permitted, to allow the continued use of existing commercial and industrial uses, where there would be high levels of noise throughout the night and there is a likelihood of complaints about noise from industrial development.

No detailed floor plans or elevations have been provided so it is not possible at this stage to make a proper assessment with regard the impacts of the scale of the building and any window openings in terms of loss of outlook, daylight/sunlight or privacy to neighbouring occupants.

Regard will have to be had at application stage to separation distances and relationships to neighbouring properties (at Toddington Lane Cottages to the east, and the approved housing development at the sites to the north and the west) to ensure that the proposed development would have an acceptable impact on the occupants in terms of outlook, light and privacy. Regard should be had to the scale and siting of the new building/s, room layouts and window placements.

The site is located directly adjacent to 'Hollyacre', a small industrial site which comprises a range of business and industrial activities, including a scrap/waste dealer, builders store and window manufacturer. This plot received planning permission (LU/116/13) in 2013 for the erection of 63 dwellings. However, there is no guarantee that the 2nd phase of this permission on the Hollyacre site will be built and it currently remains as an industrial site.

Immediately to the south of the site, there is the railway track.

As such, it will be necessary for the applicant to consider these potential impacts. The Council's Environmental Health Officer has been consulted and provided the following feedback regarding requirements at application stage (or that may be subject to a pre-commencement planning condition):

1) A robust noise and vibration report will need to be commissioned by a competent individual to cover the proposed development as the site is bounded by a multitude of business activities, including a scrap / waste dealer and the railway track to the immediate south of the site. All noises / vibrations that could potentially affect the development site and those noises associated with the existing surrounding businesses as well as railway track (using a 100 m radius from the centre point of the proposed development) must be considered.

2) Standard demolition and construction phase management plan for the control of noise

3) Standard demolition and construction phase management plan for the control of dust

In conclusion, the proposals would need to maintain the residential amenity of neighbouring occupants, and protect future occupants with respect to noise impacts, in accordance with policies D DM1, QE SP1 and QE DM1 of the Local Plan.

AMENITY SPACE PROVISION

INTERNAL SPACE STANDARDS

Policy D DM2 of the ALP states that the planning authority will require internal spaces to be of an appropriate size and that the Nationally Described Space Standards apply. These national space standards set out the minimum total Gross Internal Areas (GIAs) for flats and houses dependent on number of bedrooms, bedroom sizes, built-in storage requirements and minimum floor to ceiling heights. Section J.08 of the emerging Arun District Council Design Guide (due to be adopted 2020) refers to internal space standards.

Only a block plan has been supplied, and no detailed floor plans have been provided with the submission, so it is not possible at this stage to make an assessment with regard to size and layouts of the proposed flats.

In the event of a planning application, detailed floor plans should be submitted to allow assessment of the bedroom sizes, built-in storage, circulation space, and floor to ceiling heights, in accordance with the national standards. This would also allow assessment of the proposed room layout and location and size of window/door openings to evaluate the potential daylight and outlook and thus quality of living accommodation for future occupants of the new dwelling/s.

HOUSING MIX

In terms of housing mix, the latest Strategic Housing Market Assessment (SHMA) confirmed that there should be no new 5 bed homes, few 4 bed homes, and that there should be a high provision of 1, 2 and 3 bed homes. As such, the applicant is advised to be mindful of this preferred housing mix in the redesign of the scheme.

EXTERNAL SPACE PROVISION

Whilst the Council does not have specific external space standards, the supporting text to Arun Local Plan policy D DM2 refers to a detailed Design Guide (still to be adopted) which will include guidance on external space standards, and the need for planning applications to have regard to include adequate provision of private external space. Section H.04 of the emerging Arun District Council Design Guide (due to be adopted 2020) provides guidance on external space standards. Until such time as the Design Guide is published, there is no policy within the Arun Local Plan regarding private garden sizes. However, regard should also be had to paragraph 127 of the NPPF which states that "Planning policies and decisions should ensure that developments (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users".

The block plan indicates that there would be very limited space around the building to the front, side and rear which would accommodate small areas of green lawned outdoor amenity space. These areas would not be sufficient in size to serve the occupants of 4 x 2 bedroom flats, and part of this outdoor space would be located very close to the railway track, providing poor quality outdoor amenity space which would be neither meaningful or functional. The scheme currently fails to provide adequate outdoor amenity space to serve future occupants of the flats. As such, the current proposals would likely be unacceptable in this regard and refused at application stage on this basis.

As set out under the Design section of this advice letter, the scheme will require a re-design in any case. Consideration should be given to providing outdoor amenity space that is both adequate in scale

to serve the future occupants of any proposed dwelling/s and is also functional and would provide a good quality of amenity. If flats are proposed this could be in the form of communal outdoor gardens, and if individual houses are proposed provision should be made for suitably enclosed private gardens to serve each of the properties.

BIN STORAGE

Policy WM DM1 of the ALP advises that all new residential development, including flat conversions, will be permitted provided that:

- (a) it is designed to ensure that kerbside collection is possible for municipal waste vehicles
- (b) where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats

Section H.07 of the emerging Arun District Council Design Guide (due to be adopted 2020) provides guidance on waste provision and storage.

Development proposals must show bin storage/collection provision as follows:-

Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins.

Alternatively one 240 litre wheelie bin for each property can be provided.

The same amount of storage space/bins (240l) for recyclable materials is required to be provided.

No specific bin storage details have been provided on the plan. Any future application would need to include details of bin storage/collection provision as per the above requirements (for all properties on the site) and would need to show a bin collection point at or near the highway boundary, to ensure it allows for kerbside collection.

HIGHWAYS TRANSPORT AND PARKING

Regard should be had to paragraph 109 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".

Policy T SP1 of the ALP supports development which incorporates appropriate levels of parking in line with the West Sussex County Council guidance on parking provision.

West Sussex County Council has produced a parking demand calculator which will provide guidance on the levels of car parking required. This can be viewed at:

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>

A separate pre-application advice service is provided by West Sussex County Council as the Local Highway Authority.

Arun District Council has recently consulted on its own Parking Standards SPD, which is due to be adopted in January 2020. If you apply when these standards are adopted you would be expected to ensure the development reflects the standards. These standards will be available on our website.

Sections I.01-I.03 of the emerging Arun District Council Design Guide (due to be adopted 2020) provides guidance on car/cycle parking and electric vehicles.

No details have been provided on the plan of the proposed car or cycle parking. Any future application would need to include details of car and cycle as per the above requirements. Electric charging points at rate of 1 charging point per house with a garage or parking space should be provided, as per the ADC Parking SPD.

With regard to access to the site, consideration should be given to matters of land ownership and to in the event that the planning permission for the erection of 10 dwellings (ref. LU/162/17/PL) to the north

of the site is not implemented, and how appropriate and safe vehicular and pedestrian access between Toddington Lane and the site would be achieved. The applicant is advised that as per the Inspectors decision on LU/162/17/PL, the access road would need to be at least 4.8m wide to allow two vehicles to pass each other, and avoid issues of waiting traffic on Toddington Lane and the highways safety implications.

A Construction Traffic Management Plan and Transport Statement would be required at full planning application stage.

WSCC Highways would be formally consulted at full planning application stage to provide comments with regard to site access, highways safety and parking provision.

SUSTAINABLE CONSTRUCTION

Tackling climatic change is a key government priority for the planning system. Applicants for planning permission should consider how well their proposals for development contribute to the Governments ambition of a low carbon economy and how well adapted they are for expected effects of climatic change. Applicants should consider provision of energy efficiency measures and renewable energy sources in the form of high level insulation, rainwater harvesting and general minimal energy use, including Carbon Dioxide reduction measures.

ALP policy ECC SP2 states that:

All new residential...development...will be expected to be energy efficient and demonstrate how they will:

- (a) achieve energy efficiency measures that reflect the current standards applicable at the time of submission
- (b) Use design and layout to promote energy efficiency
- (c) incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels

Policy 1 of the Littlehampton Neighbourhood Plan refers to the requirement for sustainable development, one of the objectives of which is to be environmentally sustainable, ensuring the environmental impacts of development are minimised.

Any future planning application would need to include a site plan and drawings with details of proposed energy efficiency measures, renewable energy sources and sustainable construction methods.

FLOODING

As set out in the National Planning Policy Framework, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. There are requirements regarding the submission of a Flood Risk Assessment (FRA) and Sequential Test documents. The relevant requirements for these are dependent upon the designated flood zone that the site is located within and the Technical Guidance to the NPPF provides more details on these issues.

Arun Local Plan policy W DM2 provides policy for development in areas at risk of flooding.

The site is located within Environment Agency Flood Zone 1 (lowest risk of flooding) and, as such, development is likely to be acceptable in this location in this respect. An FRA nor flood mitigation measures are unlikely to be required at application stage.

Policy W DM3 states that all development must identify opportunities to incorporate a range of Sustainable Urban Drainage (SUDs) systems. These features may include green roofs, permeable driveways, soakaways, water harvesting such as water butts.

Any future planning application should include a site plan/drawings with details of the SUDs proposed.

PROTECTED TREES

Planning policies seek to protect the environment and avoid damage to protected trees. BS 5837 : 2005 sets out standards for Trees in Relation to construction.

Policy ENV DM4 seeks to protect trees with TPOs, identified as Ancient Woodland, in Conservation Areas, or contributing to local amenity.

The Council's Arboricultural Officer has been consulted at pre-application stage. They have confirmed that there are no significant trees within the site, that there are juvenile self-set trees around the site perimeter, which may grow-on to be of some value, although should not be a constraint to development at this time. Off site there is a linear group of mature and prominent Leyland Cypress trees, the northernmost end of which may overlap the site. The root protection area (RPA) of this group of trees could be vulnerable to damage if the driveway access is reconstructed/enhanced. There is also uncertainty about the ownership of the land adjacent to the bell mouth entrance, and so the storage of construction materials within this group's RPA may occur without sufficient tree protection measures being used. It will be necessary at application stage that it demonstrated that this group of trees would be adequately protected and respected.

The British Standard requires the applicant (at this pre-app stage) to have provided a Tree Survey as a minimum and preferably also a Tree Retention/Removal Plan. This has not been provided with the pre-application submission.

As such, the following would be required at planning application stage:

1. The applicants will need to employ the services of an Arboricultural Consultant to carry out a Tree Survey exercise (which will need to assess the risks to off-site trees) and then prepare an Arboricultural Implications Assessment (AIA) which must be inclusive of; a 'Tree Survey Schedule', a 'Root Protection Area (RPA) Schedule' and a 'Tree Constraints Plan' - with the trees accurately plotted.
2. In the event that a RPA of any tree which is proposed for retention overlaps the development then BS5837:2012 requires that the Detailed Planning Application is accompanied by an Arboricultural Method Statement (AMS) and also most importantly a Tree Protection Plan - to both describe and illustrate the mitigation measures which are to be employed to ensure that the trees survive without detriment to their vigour and vitality and are given adequate protection both above and below ground.

In the event of a planning application being submitted, the Council's Arboricultural Officer would be formally consulted and asked to comment on this information provided.

CONTAMINATION

As per policy QE DM4 of the Arun Local Plan, development on or close proximity to hazardous sites or contaminated land will be permitted provided the Council is satisfied that appropriate remedial measures can be or have been undertaken in respect of human health and groundwater.

The site appears to have historically been in use as part of a former breakers yard and horticultural plant nursery. As such, there is potential for the land to be contaminated e.g. from metals, fuels, oils, paints, fertilizers.

As such, in the event of an application, the minimum requirement is completion and submission of a Preliminary Risk Assessment (Phase I report). Depending on the results of this Phase I Report, this may then instigate the subsequent stages of the standard pre-commencement planning condition as set out below:

Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:

1. A Preliminary Risk Assessment which has identified: all previous (historical) uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site.
2. A Site Investigation Scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. Based on the Site Investigation Scheme and the detailed risk assessment (2), an Options Appraisal and Remediation Strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A Verification Report providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Note: Any changes to these components, (1) to (4) require the express written consent of the Local Planning Authority.

The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of that remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. The report shall also include a 'long-term monitoring and maintenance plan' for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification report, and for the reporting of this in writing to the Local Planning Authority.

Reason: To protect the amenity of local residents in accordance with Policy QE DM4 of the Adoption Arun Local Plan 2011 - 2031

There is also a precautionary condition which is usually recommended for land which is in proximity (more than 10 metres but close) to potentially contaminated sites and/or to sites which have been remediated which is included below:

If during development, any visible contaminated or odorous material, (for example, asbestos containing material, stained soil, petrol/diesel/solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise expressly agreed in writing with the Local Planning Authority) shall be carried out until it has been fully investigated using suitably qualified independent consultant(s). The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented. If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority.

Reason: To protect the amenity of local residents in accordance with Policy QE DM4 of the Adoption Arun Local Plan 2011 - 2031.

There is also an asbestos-related condition which may be relevant in this case (due to the presence of industrial-type warehouse buildings near the site):

The owner(s) of any commercial property (warehouses, offices, etc.) built before 2000 are legally obliged to hold a copy of an asbestos register for each property in their portfolio. As the proposed development is being renovated to residential, the Council need to be satisfied that if any asbestos previously identified is still present, it is either removed or suitably managed to minimise risk to human health as there is no safe threshold for asbestos exposure. A copy of the asbestos register, and any remedial strategy (where appropriate), must be provided in writing to the Local Planning Authority prior to any works commencing.

Reason: To protect the amenity of local residents in accordance with Policy QE DM4 of the Adoption Arun Local Plan 2011 - 2031

As set out above, the minimum requirement at application stage would be for a Phase I Report (and possibly Phase II Report dependent on findings of Phase I) regarding Land Contamination. In the event of a planning application, the Council's Environmental Health team would be formally consulted and asked to comment.

BIODIVERSITY

The National Planning Policy Framework indicates that developments should aim to maintain and enhance, restore or add to biodiversity and geological resources of the area. Biodiversity Net Gain is an important aspect of the Environment Bill and the NPPF. Natural England provide guidance with regard to a range of Net Biodiversity Gain measures.

Arun Local Plan policy ENV DM5 states that development shall seek to achieve a net gain in biodiversity and protect existing habitats on site.

Given the existence of hedging and scrub on the site, and the adjacent railway track/crossing (areas which tend to be quite rich and diverse in wildlife), there may be the possibility for existing habitats and wildlife on or near the site which would require protection. It is also noted that under the planning application for the adjacent site (ref. LU/162/17/PL - adjacent site to north east - erection of 10 dwellings) a Reptile Survey/Report, external lighting scheme to minimise impact on bats, a planning condition regarding the protection of wild nesting birds and also hedgehogs were required.

Whilst the site is not located within any of the designated areas set out in the Local Validation List, it is a site where protected species or species of principal importance have been recorded or are likely to be present, and so in accordance with the Local Validation List, a full Ecology Survey and Report should be submitted.

Furthermore, with regard to Biodiversity Net Gain, information on this i.e. proposed measures (e.g. planting of mixed ornamental and native species creating a variety of habitats, bird/bat boxes, log pile bug hotels etc.) must be submitted at application stage, prior to determination, to accord with the Environment Bill, the NPPF and policy ENV DM5.

In the event of a planning application, Natural England and Chichester District Council Ecology Officer would be consulted to provide comment.

PROTECTED SPECIES

Development will need to avoid impacts on protected species on a site such as this, and where this is not possible, mitigation or compensation will be necessary. The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat.

If there is a possibility that a development proposal will impact on a protected species, surveys will

need to be submitted with a planning application to determine the presence or absence of a protected species upfront with a planning application and will not be a condition of a planning permission if granted since their presence is a material consideration that will need to inform decisions. If planning permission is granted, a licence, a development licence or conservation licence, from Natural England may be required. All ecological surveys need to be undertaken by a suitably qualified ecologist and at the right time of year.

Given the existence of hedging and scrub on the site, and the adjacent railway track/crossing (areas which tend to be quite rich and diverse in wildlife), there is the possibility of protected species on or near the site. It is also noted that under the planning application for the adjacent site (ref. LU/162/17/PL - adjacent site to north east - erection of 10 dwellings) a Reptile Survey/Report, external lighting scheme to minimise impacts on bats, a planning condition regarding the protection of wild nesting birds and also hedgehogs were required.

Whilst the site is not located within any of the designated areas set out in the Local Validation List, it is a site where protected species or species of principal importance have been recorded or are likely to be present, and so in accordance with the Local Validation List, a full Ecology Survey and Report should be submitted.

In the event of a planning application, Natural England and Chichester District Council Ecology Officer would be consulted to provide comment.

CRIME

Planning policies encourage quality design, layout, landscaping and lighting of new development to help reduce the risk of crime.

Policy D DM1 advises that when considering applications for new development, the planning authority will have regard to crime prevention. Natural surveillance shall be achieved through locating buildings along public routes, making a clear division between private and public land, and that particular regard should be had to the national 'Secure by Design' and 'Safer Places - the Planning System and Crime Prevention'.

In the event of a planning application, consideration should be given in the design of the building/s and surrounding spaces in relation to crime prevention, and details such as boundary treatments, lighting and natural surveillance (from windows) should be specified in the submission.

LANDSCAPE

Policy LAN DM1 of the Local Plan seeks to protect landscape, stating that development should respect the particular characteristics and natural features of the relevant landscape character areas. Policy H SP2 states that development within Strategic Site Allocations must protect or enhance the landscape. Design policy D SP1 states that development should reflect the characteristics of the site and local area in terms of their landscaping and policy D DM1 requires applications to have regard to character in terms of landscaping.

The Council's Landscape Officer has been consulted on the application. They have confirmed that the proposals put forward would not have a detrimental impact on this street scene. There would be some loss of potential greening on this site and so mitigation planting to improve the setting and blend the proposals within the surroundings should be incorporated. Given it would be a smaller development of flats, then open space or play provision would not be a requirement. Development of any kind should consider greening to add to the proposals, enhance the setting and allow it to integrate within its surroundings.

Very indicative landscaping has been shown, further landscape detail should be provided in the form of a Landscaping Plan. This should show in plan form the species choice, quantities, planting densities and size at time of planting. The scheme should maximise the biodiversity of the site with the inclusion

of mixed ornamental and native species creating a variety of habitats, resulting in Biodiversity Net Gain.

In the event a planning application is approved in the future, it is recommended by the Landscape Officer that there is early implementation of any new planted areas within the first season post completion.

ARCHAEOLOGY

Policy HER DM6 confirms there will be a presumption in favour of the preservation of scheduled and other nationally important monuments and archaeological remains and development will be supported where it will not be harmful to the archaeological interest of the site.

The site is within an Archaeological Notification Area (Amber). As such, in accordance with the Local Validation List, since the site is in an Amber ANA, the proposal is for less than 5 new units and the site is not within or adjacent to an Ancient Scheduled Monument, a Historic Environment Record (HER) search would not be required for validation in this instance.

In the event of a planning application, Chichester District Council would be consulted as advisors regarding archaeology impacts. If the applicant wishes, they could consult Chichester District Council separately on this matter.

CONCLUSION

Based on the above comments, I conclude that were an application for planning permission to be submitted it would be likely to be refused as the scheme currently stands for the following reasons:

The proposal would currently conflict with the NPPF and policies D SP1 and D DM1 in that it would represent overdevelopment of the site, have a cramped appearance, and would fail to reflect the character of the local area in terms of layout and landscaping and providing healthy places i.e. with suitable garden space.

If a planning application were to be forthcoming, the following matters should be considered:

- 1) Principle - given the site's location within the Built-Up Area Boundary and being a Strategic Housing Allocation, the principal of development in this location would be acceptable. The addition of new housing units on this under-utilised piece of land would be welcomed, since it would contribute to housing supply in the District.
- 2) Design - it would be necessary to re-design the scheme to reduce its built footprint and provide appropriate outdoor amenity space. In terms of materials and design, the applicants are advised to refer to the local vernacular and reflect the local character of the area.
- 3) Residential amenity - the re-designed scheme must have regard to the separation distances and relationships to existing (and approved) neighbouring properties to ensure it would have an acceptable impact on the neighbouring and future occupants in terms of outlook, light and privacy. With regard to noise, given the site's location adjacent to an industrial estate and the railway track, a Noise/Vibration Report and a standard Demolition and Construction Phase Management Plan for the control of noise and dust would be required.
- 4) Housing mix/space standards - the re-designed scheme should have regard to the Council's desired housing type/mix, accord with the national internal space standards and provide adequate sized and functional external amenity space, commensurate to the size and type of dwelling/s.
- 5) Details of bin/cycle storage, car parking and electric vehicle charging point provision would be required and would need to accord with the policies and guidance as set out in this letter.

6) With regard to access to the site, consideration should be given to matters of land ownership and to the event that the planning permission for the erection of 10 dwellings (ref. LU/162/17/PL) to the north of the site is not implemented, and how appropriate and safe vehicular and pedestrian access between Toddington Lane and the site would be achieved.

7) A Construction Traffic Management Plan and Transport Statement would be required.

8) Sustainability - plans showing details of proposed energy efficiency measures, renewable energy sources, sustainable construction methods and Sustainable Urban Drainage measures should be submitted.

9) Trees - A Tree Survey (which will also need to assess the risks to off-site trees) and an Arboricultural Implications Assessment (AIA) will be required as a minimum. In the event that a RPA of any tree which is proposed for retention overlaps the development then an Arboricultural Method Statement (AMS) and also most importantly a Tree Protection Plan will be required.

10) Land Contamination - the minimum requirement at application stage is completion and submission of a Preliminary Risk Assessment (Phase I report). Depending on the results of this Phase I Report, this may then instigate the subsequent stages as set out in this letter.

11) Ecology - a full Ecology Survey and Report should be submitted which should include measures to conserve and enhance habitats, biodiversity and protected species.

12) Crime - the scheme must be designed with crime prevention in mind, and such measures (e.g. boundary treatments, lighting and natural surveillance) detailed in any future application.

13) Landscape - a Landscaping Plan must be submitted. This should show the species choice, quantities, planting densities and size at time of planting.

14) Archaeology - the site is within an Archaeological Notification Area (Amber). In the event of a planning application, Chichester District Council would be consulted as advisors regarding archaeology impacts. If the applicant wishes, they could consult Chichester District Council separately on this matter prior to submission.

FOLLOW UP MEETING

If you require a follow up meeting to discuss this pre-application and advice, you will need to forward a written request together with a fee for £200 made payable to Arun District Council if not already included in the fee you have already paid.

MAKING AN APPLICATION

If you decide to proceed with making an application you will need to quote the reference number for this advice in the pre-application advice section of the relevant application form. This will ensure that the application receives priority and a speedy validation process.

You will need to submit the following documentation/information with your application to meet the National Validation Requirements:

Fully completed and signed Application Form with full description of the proposal
Ownership Certificate and Agricultural Land Declaration
Design and Access Statement
Correct Fee

Location Plan (1:1250)
Site / Block Plan (1:500)
Elevations (Existing and Proposed)
Floor Plans (Existing and Proposed)
Roof Plans

Please note that the Council has a Local Validation Requirements List and you should refer to it before submitting your application. Failure to provide the required documentation will result in the application being treated as incomplete and delay the validation of the planning application.

Having looked through the Local Validation Requirements List, I would suggest that the following additional documents will be required:

Planning Statement
Design & Access Statement
Street Scene
Noise/Vibration Report
Standard Demolition and Construction Phase Management Plan
Bin Storage and Collection Provision
Car and cycle Parking Plan
Transport Statement
Construction Traffic Management Plan
Foul and Surface Water Drainage Statement
Tree Survey and Arboricultural Report
Land Contamination Assessment
Biodiversity Survey and Report
Landscaping Plan

You should be aware that any advice given by the Council in relation to pre-application advice will be based on the case Officer's professional judgement and will not constitute a formal response or decision of the Council with regard to any future planning applications. Any views or opinions expressed are given without prejudice to the consideration by the Council of any formal planning application which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application, no guarantees can or will be given about the decision that will be made on any such application. Any further correspondence will be at the Case Officer's discretion depending on the nature of the further enquiry. It may be necessary to submit a further pre-application advice request. Please note this advice only relates to planning and does not relate to any other legislation which may or may not apply such as Building Regulations or ordinary watercourse consents. You will need to carry out your own checks to determine whether any other consents or permissions are required.

I trust this is of assistance to you.

Yours faithfully



Neil Crowther

Appendix C

Decision Notice for (LU/162/17/PL)

Appeal Decision

Site visit made on 19 November 2018

by J Ayres BA Hons, Solicitor

an Inspector appointed by the Secretary of State

Decision date: 7th January 2018

Appeal Ref: APP/C3810/W/18/3197149

Land at Toddington Lane, Littlehampton, Wick, West Sussex BN17 7PP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by BB Investments Property Ltd against the decision of Arun District Council.
 - The application Ref LU/162/17/PL, dated 12 May 2017, was refused by notice dated 21 November 2017.
 - The development proposed is the demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access.
-

Decision

1. The appeal is allowed and planning permission is granted for the demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access at Land at Toddington Lane, Littlehampton, Wick, West Sussex BN17 7PP in accordance with the terms of the application, Ref LU/162/17/PL, dated 12 May 2017, subject to the conditions in the attached schedule.

Preliminary matters

2. The council adopted the Arun Local Plan (the Local Plan) on 18 July 2018. Furthermore the National Planning Policy Framework (the Framework) was revised in July 2018. Both parties have had the opportunity to comment on the Local Plan and revised Framework during the appeal process.
3. The appellant submitted an amended plan titled Appeal Site Plan Ref 6436 (00) 005 Rev A. This plan makes a number of small changes which are discussed later in this decision. The council has had the opportunity to consider these plans and its appeal statement responds to them. Therefore, I am satisfied that no one would be prejudiced by my taking these plans into account.

Main Issues

4. The main issues are the effect of the proposal on the character and appearance of the area; highway safety; and the provision of a financial contribution towards infrastructure.

Reasons

Character and appearance

5. The appeal site historically fell within an area allocated for residential development as part of the permitted North Littlehampton Strategic Area Masterplan. Littlehampton Neighbourhood Plan policies 1 and 2 confirm a presumption in favour of sustainable development and identify the area within which the appeal site is located as a strategic housing site within the Built up area Boundary of Littlehampton.
6. The site currently consists of scrub and hardstanding, with a disused commercial building and open sided metal structure located in the centre of the site. It benefits from an existing access from Toddington Lane, which also serves Toddington Farm Cottages.
7. The proposal would accord with the general pattern of development in the locality. The dwellings would be similar in terms of scale, their design would utilise a range of materials which would assist in breaking up the built form whilst adding some visually interesting elements. The built form would be set back from Toddington Lane, and would be enhanced through the use of soft landscaping which would allow it to sit comfortably within the street scene. Whilst there would be a concentration of hardstanding within the centre of the site to provide parking, this would be broken up through the use of open sided car ports, and the layout of rear gardens.
8. As such I find that the proposal would sit comfortably within, and respond positively to, the character and appearance of the area. It would therefore comply with Policy D DM1 of the Local Plan with regards to ensuring that development is of a good quality and high standard of design.

Highway safety

9. The alternative site layout submitted by the appellant (Ref 6436 (00) 005 Rev A) identifies a number of minor amendments to the scheme. I have taken these into account in assessing the proposal.
10. The proposal would utilise the existing access which is a small distance from the railway level crossing on Toddington Lane. Toddington Lane provides a link between Lyminster Road and Littlehampton Road. The highway at the junction with the access road is subject to a 30mph speed limit, and at this point on Toddington Lane vehicles are physically required to slow down in order to travel around a bend in the road at this point of the lane.
11. The access would be in excess of 12 metres at the bellmouth with Toddington Lane. Whilst the width of the access at 4 metres would allow the passing of 2 estate cars, it is acknowledged in the evidence that at least 2 vans could be expected to access the site each day. A width of 4 metres would not allow a service vehicle, or a van to comfortably pass another vehicle. The amended plan proposes an access some 4.8 metres in width and this would allow two vehicles to comfortably pass each other.
12. Whilst vehicles reduce in speed towards the bend, if a reduced access were permitted it may lead to vehicles having to wait on Toddington Lane whilst

- other vehicles exit the site. I have serious concerns that there may be events in which this would lead to cars seeking to pass those waiting, and thereby creating hazards on the bend in the road. On this basis I consider that the access as proposed in the amended plans would comfortably accommodate vehicles and would negate the possibility of cars having to wait on the highway.
13. The access would have good inter visibility along its length and within the turning area to allow vehicles to give way to each other. This arrangement would not be dissimilar to other arrangements within the locality which appear to work comfortably and safely.
 14. The initial plan showed a footpath of 1.5 metres around the site, with soft landscaping to the front of the dwellings facing onto Toddington Lane. Whilst opening up the boundary of the site would contribute to the visibility, I am conscious that the bend itself is incredibly sharp and I noticed at the time of my site visit that the lane carries a relatively steady flow of traffic, including service vehicles. In order to increase the level of visibility to a suitable degree, taking into account the possibility of waiting traffic on the bend, I consider that the wider visibility identified in the amended plan alongside the 2 metre footpath and reduced height of soft landscaping would suitably accommodate the site and ensure that the access would remain safe for vehicle users and pedestrians. Visibility splays identify that a minimum of 23 metres could be achieved in the trailing traffic direction, and 43 metres in the leading traffic direction.
 15. Therefore, subject to ensuring that the splays are maintained, which could be secured by a condition, the proposed splays would provide adequate and safe access. Accordingly I find that the proposed access as shown in the amended plan would safely accommodate the passing of vehicles on the access way itself, and would allow safe access and egress from the appeal site onto Toddington Lane.
 16. Pedestrian access to the site would be provided via access points on the northern boundary, and the main access to the site. The original suggested width of the footpath would accord with the guidance in Manual for Streets. However, the plans do not identify areas of street lighting, and the footpath is on a sharp bend. The proposed ramped access would be on the northern side of the site, and pedestrians would need to walk around the site to utilise the ramp. Accordingly I consider that the amended plan delineating a 2.0 metre footpath would be more suitable for this particular site, and would ensure that those with limited mobility or those with pushchairs would be able to use the footpath safely to access the site via the ramp.
 17. It would not be possible for the appellant to arrange for the boundary footpath to link to the new development sites towards Lyminster Road due to a change in land ownership. I am satisfied that the footpath would be provided around the entirety of the appeal site, and in due course it could be linked with the wider footway network.
 18. Overall, I am satisfied that the appellant has secured three safe and accessible points of access for pedestrians. The provision of a boundary footpath is a benefit on this site, and would significantly improve the current position. Whilst I appreciate that it would be preferable for sites to come forward in conjunction with each other to ensure that highway benefits are secured at the same time, each application must be considered on its own merits in

accordance with the development plan. I do not consider that it would be justifiable to refuse the proposal on the basis that it did not provide a footpath link when that link is dependent on the use of land outside of the control of the appellant.

19. A number of the proposed houses within the scheme would be configured to front onto Toddington Lane, with parking provided to the rear of the properties. I consider that due to the location of soft planting to the front of the site, and the ground floor layout which would allow for access to the rear of the properties, the parking to the rear would be fully utilised and the orientation of the properties would not encourage occupants to park on Toddington Lane.
20. I do not consider that it would be suitable to reconfigure the dwellings to provide parking to the front facing onto Toddington Lane. It has not been demonstrated that parking at the front of the site directly accessing Toddington Lane could be safely accommodated. Vehicles using such a cross over may result in conflict with pedestrians, and have an adverse impact on highway safety and I am satisfied that the configuration of the dwellings as proposed would provide a better option with regards to highway safety.
21. The original scheme proposed parking for each unit, along with 3 visitor spaces in accordance with County Council standards. Although on street parking is not restricted, I am concerned that the level of visitor parking may result in some overspill. Due to the nature and orientation of the site and the bend, overspill parking may have an adverse impact on highway safety.
22. The amended plan has increased the level of visitor parking which would reduce the pressure to park outside of the site. On the basis of the amended drawing I consider the scheme to be acceptable with regards to the level of parking.
23. Accordingly, I find that the proposal would provide a safe means of access for vehicles and pedestrians. On-site parking would be suitable for the proposed development. It would therefore comply with Policy T SP1 of the Local Plan and the Framework with regards to ensuring safe access on to the highway network and contributing to highway improvements.

Infrastructure contribution

24. Policy INF SP1 of the Local Plan indicates that contributions will be sought to mitigate the impacts of a development and to meet the needs of occupiers. The Council has advised that a financial contribution of £79,203 is required towards educational facilities. West Sussex County Council has clarified in a statement that the contribution would be spent on additional equipment at Lyminster Primary School, The Littlehampton Academy and the Littlehampton Academy Sixth Form.
25. It is the County Council's policy to seek contributions towards education infrastructure where a 'locality' of schools has 95% of their capacity occupied. Within the Littlehampton locality there is one secondary school with a sixth form, and nine primary schools. In this locality the secondary school, the sixth form, and the primary schools are all shown to be overcapacity. Based on the dwelling mix proposed the County Council consider that the proposal would increase pupil numbers, and therefore an education contribution is sought.

26. The County Council contends that the financial contribution is not a tariff style contribution. This is on the basis that it is not a fixed fee based on a fixed list of charges, but is calculated by inputting the housing mix and occupancy rates to establish an overall population increase. Applying census data to establish how many school age children would be included within this figure, and then multiplying that by the County Council's costs multiplier which is described as the school building costs. The contributions identified would then be allocated towards funding equipment. The appellant asserts that the process for calculating the level of contribution is a tariff based approach, and therefore the contribution should not be sought for this development.
27. Paragraphs 013-017, 019-023 and 031 of the Planning Practice Guidance (the PPG) clarify the circumstances in which tariff style contributions should not be sought. This applies to small scale and self-build development of 10 units or less. The PPG clarifies that tariff style contributions are those that contribute to pooled funding pots intended to fund the provision of general infrastructure in the wider area. This follows the order of the Court of Appeal (*Secretary of State for Communities and Local Government v West Berkshire District Council and Reading Borough Council* [2016] EWCA Civ 441) which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2018.
28. The County Council's evidence based approach has been supported by Inspectors, however these appeal decisions referred to pre-date the Order of the Court of Appeal and the PPG. Whilst the County Council has sought to narrow the area within which the contribution would be spent it is still a fact that the monies secured through the contribution would have to be cumulated in some form of pot for the provision of general equipment. There is no evidence that the contribution would be applied to a particular project, and based on the information before me I conclude that the County Council's approach to education provision is effectively tariff based.
29. Planning law requires development to be determined in accordance with the development plan unless material considerations indicate otherwise. National policy is such a consideration to which I attach considerable weight. In this case, I consider that the guidance set out in the PPG, with particular regard to the Order of the court of Appeal, provides an appropriate justification for a departure from the policies of the development plan in this regard.
30. Accordingly, in this particular case, I find that a financial contribution to education facilities within the area would not be necessary and, thus, the absence of a provision in this respect would not be a reason to find against the proposal.

Conclusion and conditions

31. I have found that the proposal would not result in harm to the character and appearance of the area, nor would it result in a development that had an adverse impact on highway safety. The appeal would comply with the development plan as a whole. There are no material considerations that suggest that a decision should be made other than in accordance with the development plan and therefore the appeal should succeed.
32. The council has suggested a number of conditions, and I have considered them in accordance with the Planning Practice Guidance and the Framework. I have amended some of the conditions for clarity. I have included a condition

specifying the plans for certainty. Conditions relating to a construction management plan and drainage are necessary to ensure highway safety and safe drainage of the site, and it is necessary for these matters to be addressed prior to commencement.

33. Conditions relating to materials and landscaping are necessary in the interest of the character of the area. Conditions relating to ongoing maintenance of the drainage system and suitable road surface water run-off are necessary to ensure that the site does not result in flooding or create flood risk problems elsewhere. Conditions relating to the provision of a suitable access, parking and turning areas, visibility splays for cars and pedestrians, footpaths and lighting are necessary in the interest of highway safety. Conditions relating to the provision of cycle spaces and the implementation of the reptile mitigation measures are necessary to promote sustainable transport and in the interest of the protection of habitats.
34. Conditions restricting permitted development rights should only be used in exceptional circumstances. Whilst I appreciate the council's desire to keep the site open, I am not satisfied that the restriction would meet the test of necessity in this instance.
35. For the reasons above, and taking into account all other matters raised, I conclude that subject to the following conditions the appeal should succeed.

J Ayres

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Site Local Plan – 6436 (00) 001 Rev E
 - Appeal Site Plan – 6436 (00) 005 Rev A
 - Plots 4, 5 & 6 Plans and Elevations – 6436 010 Rev C
 - Plots 1, 2 & 3 Plans and Elevations – 6436 011 Rev C
 - Plots 7 – 10 Plans and Elevations – 6436 012 Rev C
 - Street Elevation Sheet 1 – 6436 (00) 014 Rev G
 - Car Barns and Pergola Plans and Elevations – 6436 013 Rev B
 - Visibility Splays at alternative access – 30917/AC/013 Rev A
 - Alternative Access Arrangements – 30917/AC/006 Rev A
 - 2 Metre wide pedestrian footway – 30917/AC/004 Rev B
 - Relocation of signage on Toddlington Lane 30917/AC/008 Rev A
 - Preliminary Ecological Appraisal, Phase 1 Habitat Assessment, prepared by The Ecology Co-op
 - Reptile Survey, prepared by The Ecology Co-op

Mitigation Statement, prepared by The Ecology Co-op
Biodiversity Checklist

Phase 1 Geo-Environmental Assessment, prepared by Land Science

Noise Assessment, prepared by Anderson Acoustics

Arboricultural Letter, prepared by PJC; and

Foul and Surface Water Drainage Assessment, prepared by Weetwood.

- 3) Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the 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.
- 4) Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.
- 5) No development above damp proof course level shall take place unless and until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.
- 6) Upon completed construction of the surface water drainage system but prior to occupation of any part of the scheme, the owner or management company shall either provide the local planning authority with an updated copy of the management manual incorporating any changes as a result of construction/implementation or confirm in writing that no changes are required to the manual. No further changes shall be made to the approved surface water drainage system Maintenance & Management Plan/Regime including the management company responsible or the financial arrangements between the owners of the dwellings and the management company other than with the written consent of the Local Planning Authority. The owner or management company shall thereafter

- strictly adhere to and implement the recommendations contained within the manual to ensure that the system is maintained in perpetuity.
- 7) The dwellings shall not be occupied until the parking spaces/turning facilities/and garages/shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking/turning/and garaging of vehicles.
 - 8) No development above damp proof course 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 building.
 - 9) No development above damp proof course level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.
 - 10) No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved by, the Local Planning Authority. The Approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - An indicative programme for carrying out the works
 - The arrangements for public consultation and liaison during the construction works.
 - Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method should foundation piling occur, the careful selection of plant and machinery and use of noise mitigation barriers.
 - Detail of any flood lighting, including location, height, type and direction
 - The parking of site operatives and visitors
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in construction and development
 - Wheel washing facilities
 - The erection and maintenance of security hoarding
 - The method of access and routing of vehicles during construction
 - Measures to control the emission of dust and dirt during construction
 - 11) The development shall proceed in accordance with the submitted mitigation measures for reptiles.
 - 12) No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the Appeal Site Plan drawing No. 6436 (00) 005 A and

the vehicular access shall thereafter be maintained and retained in perpetuity.

- 13) No part of the development shall be first occupied until visibility splays of 2.4m x 43m in the leading traffic direction and 2.4m x 23m in the trailing traffic direction have been provided at the proposed site vehicular access onto Toddington Lane in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
- 14) No part of the development shall be first occupied until pedestrian visibility splays of 2m x 2m have been provided either side of all access points onto the public highway on plans to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
- 15) No part of the development shall be first occupied until a footway has been constructed alongside the site boundary in accordance with drawing no. 6436 (00) 005 A.
- 16) No part of the development shall be first occupied until cycle parking has been provided in accordance with a plan submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained for their designated use.
- 17) No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.
- 18) No part of the development shall be first occupied until provision has been made both within the site and external to it in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the LHA to show a scheme of street lighting.

END OF SCHEDULE