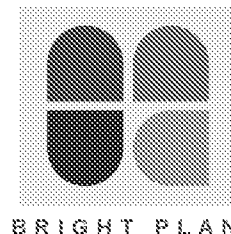


TECHNICAL NOTE



INGLENOOK HOTEL, PAGHAM RESIDENTIAL DEVELOPMENT

Client: ADM Architects
Reference: 6289

Date: July 2021

Author:	SMO	Date:	13/07/2021	Issue	Status	Date
Checked by:	ALB	Date:	27/07/2021	1.	Draft	28/07/2021
Approved by:	PMR	Date:	28/07/2021	2.		
				3.		
				4.		

1 INTRODUCTION

- 1.1.1 This Technical Note (TN) has been prepared by Bright Plan Ltd on behalf of ADM Architects to demonstrate an alternative access proposal for the approved application P/58/19/PL on Land to the Rear of The Inglenook Hotel, Pagham. The appeal decision for application P/58/19/PL is provided within **Appendix A**.

2 PROPOSED DEVELOPMENT

2.1 Overview

- 2.1.1 In line with the approved development the revised application would involve the construction of 9 dwellings. Primary access to the site would now be taken via Spinnaker View, the approved access road would now be utilised as a secondary emergency access route.
- 2.1.2 Spinnaker View is a private road that adjoins Pagham Road to the east of the development site. Permission has been given the site owners to provide access to the application site adjoining the western end of Spinnaker View. The proposed site layout is attached at **Appendix B**.

2.2 Vehicle Access's

- 2.2.1 The primary access to the development site would take the form of a 4.8m wide bellmouth supported by asymmetric radii of 5.0m on its eastern side and 6.0m radii on its western side. A 3.7m wide vehicle crossover spur from the realigned access serving plots 3 – 9. The existing access would be retained for secondary emergency access purposes and would be controlled via removable bollards.. The proposed access arrangement and internal carriageway reconfiguration is shown in **Figure 1.1, Drawings 2020-6289-001 and 2020-6289-002**.

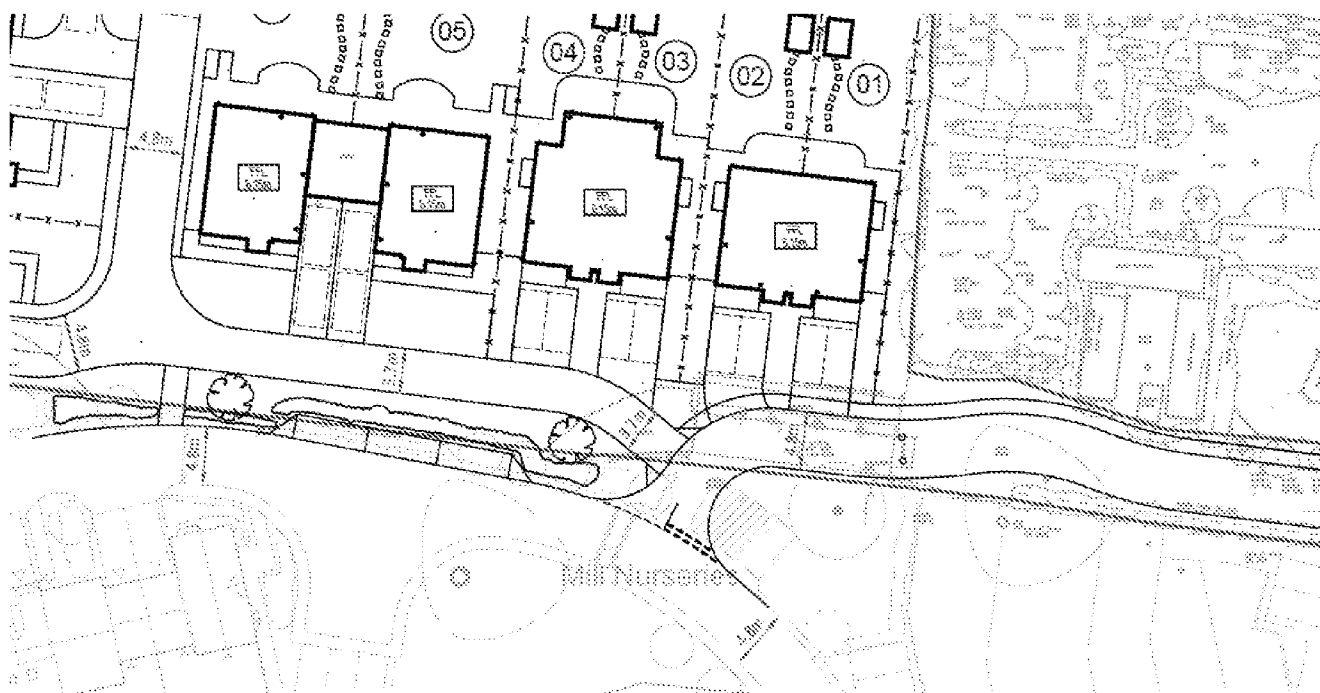
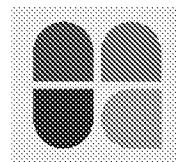


Figure 1.1: Proposed Access Arrangement and Internal Carriageway Reconfiguration

- 2.2.2 The amended accesses could accommodate a car and large emergency vehicles. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawings 2020-6289-004 and 2020-6289-005**.

2.3 Visibility

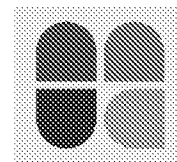
- 2.3.1 The access visibility requirements have been based on an anticipated design speed of 20mph. Using the calculation coefficients set out in Manual for Streets (MfS), a stopping site distance (adjusted for bonnet length) of 25.0m looking in the primary and secondary direction would be required. Visibility from access accordingly achieve the sight lines in both the lead and trailing directions as demonstrated in **Drawing 2020-6289-002**

2.4 Pedestrian Access

- 2.4.1 Pedestrian access to the site would be served from the existing footway flanking the southern side of Spinnaker View, a 2.0m wide footway link has been provided connecting Spinnaker View and the development site. The internal site would utilise a shared use arrangement, on the no-through-road carriageway serving plots 3-9 MfS identifies that shared surface areas are appropriate where there is a low volume of vehicles accessing the site. The proposed pedestrian access arrangements are shown in **Drawing 2020-6289-001**.

2.5 Car and Cycle Parking Provision

- 2.5.1 The proposed developments car and cycle parking provision has been provided in line with the approved application P/58/19/PL.
- 2.5.2 The site's car parking provision would be provided in a mixture of driveways and off-street parking bays. All parking areas use Manual for Streets (MfS) standard dimensions providing parking bays of 2.4 x 4.8m. A vehicle swept path analysis demonstrating large estate cars comfortably manoeuvring of the proposed parking bays has been demonstrated in **Drawing 2020-6289-005**.



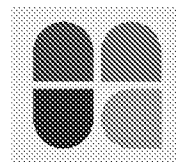
- 2.5.3 The proposed access would involve the removal of 3 visitor parking bays, these have been re-provided as parallel parking c.30m to the west.

2.6 Servicing Arrangements

- 2.6.1 Refuse collectors will service the proposed development from Spinnaker View. Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in Manual for Streets. Demonstration of bin carry distances and a large refuse freighter accessing, turning and egressing from the site is provided in **Drawing 2020-6289-003**.

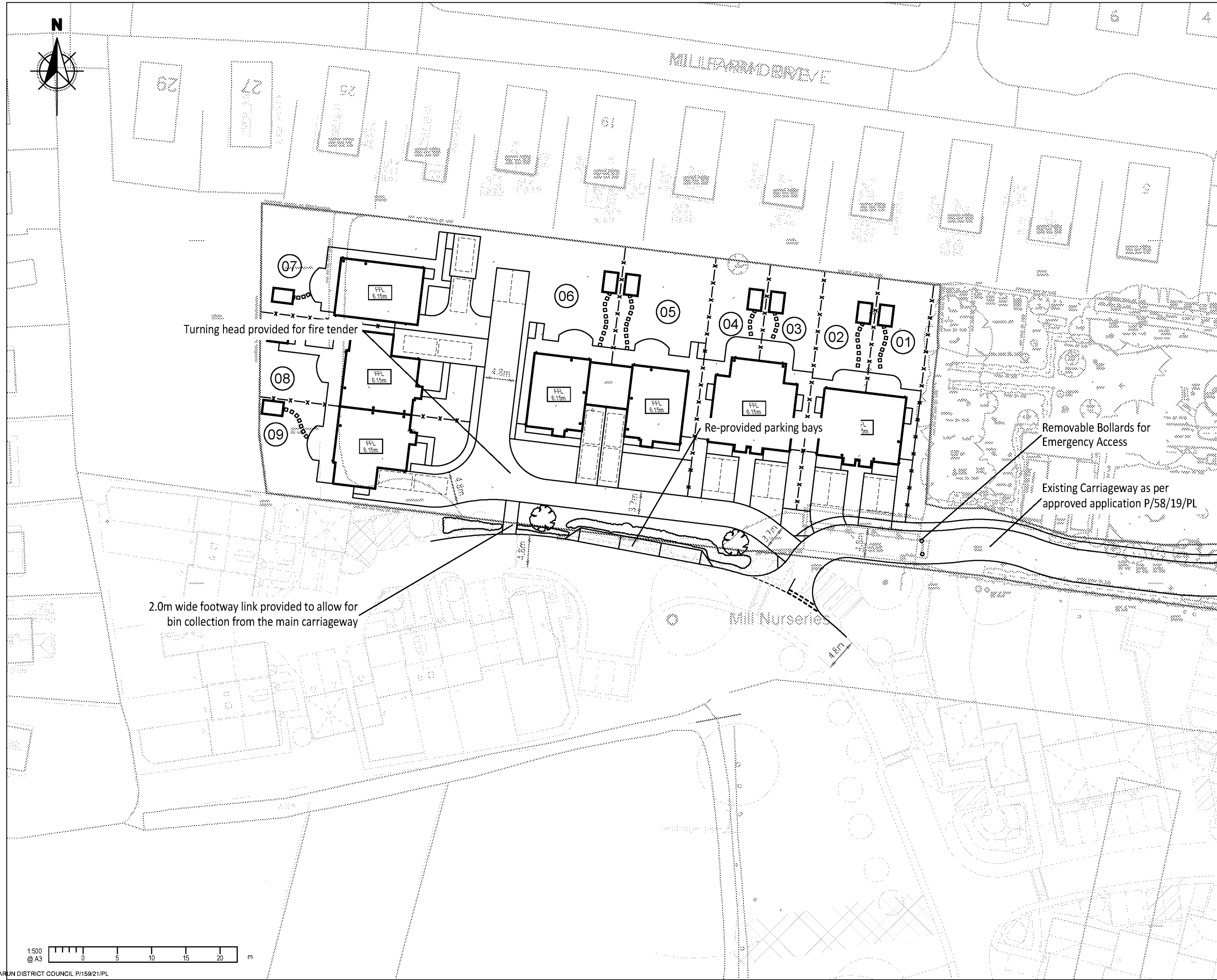
2.7 Emergency Access

- 2.7.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed accesses and internal carriageways. In accordance Manual for Streets (MfS) the following design compliances are met:
- i. Fire tenders would be able to access within 45.0m of all dwellings.
 - ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
 - iii. A minimum carriageway width of 3.7m is maintained throughout the site.
- 2.7.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways and performing turning manoeuvres in **Drawing 2020-6289-004**.



DRAWINGS

2020-6289-001	Site Overview
2020-6289-002	Access Overview and Visibility Splays
2020-6289-003	Refuse Vehicle Swept Path Analysis & Bin Collection Distances
2020-6289-004	Fire Tender Swept Path Analysis
2020-6289-005	Car Parking Swept Path Analysis



NOTES

1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2.

Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Existing Road Markings

B

Revised Layout

30/06/2021

A

Revised Layout

29/06/2021

-

Original Issue

11/06/2021

Rev.

Amendments

Date

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Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

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Drawing Status

Draft

Client

ADM Architects

Project

Inglenook Hotel, Pagham

Drawing Title

Site Overview

Scale

1:500

Date

June 21

Drawn By

SMO

Checked By

ALB

Drawing No.

2020-6289-001

Rev.

B

1:500

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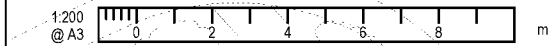
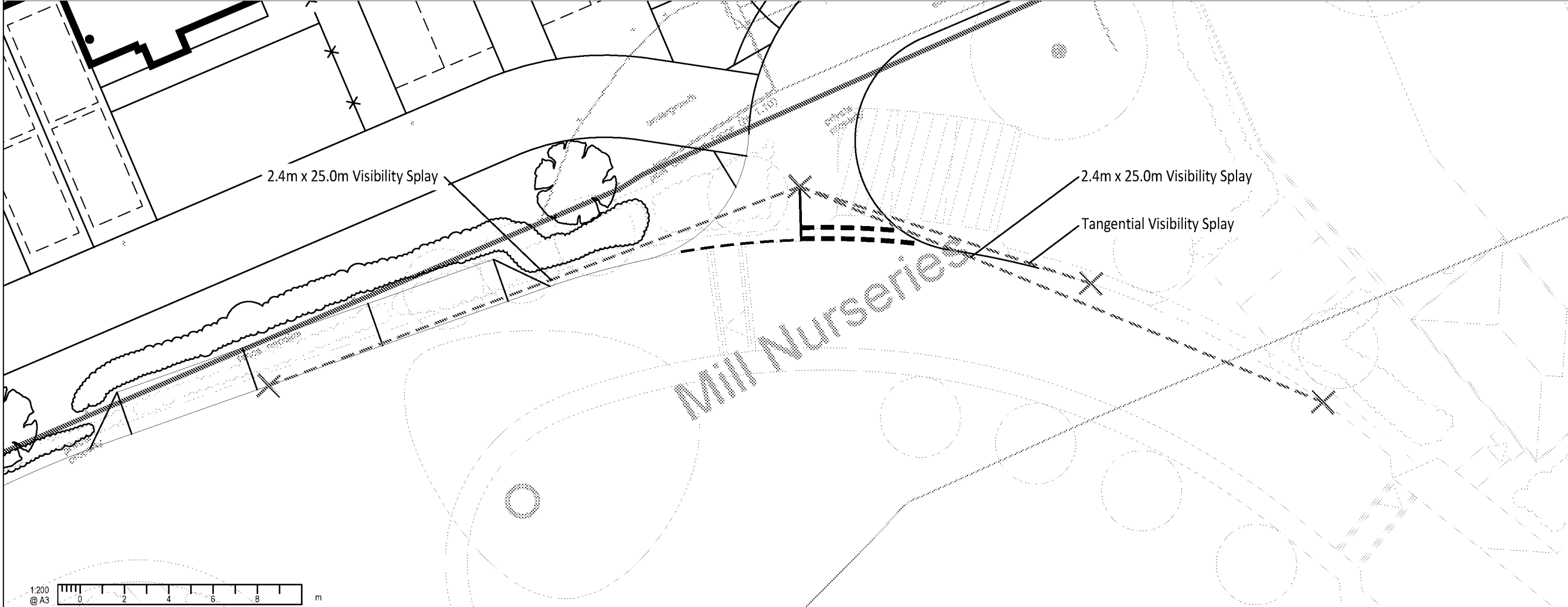
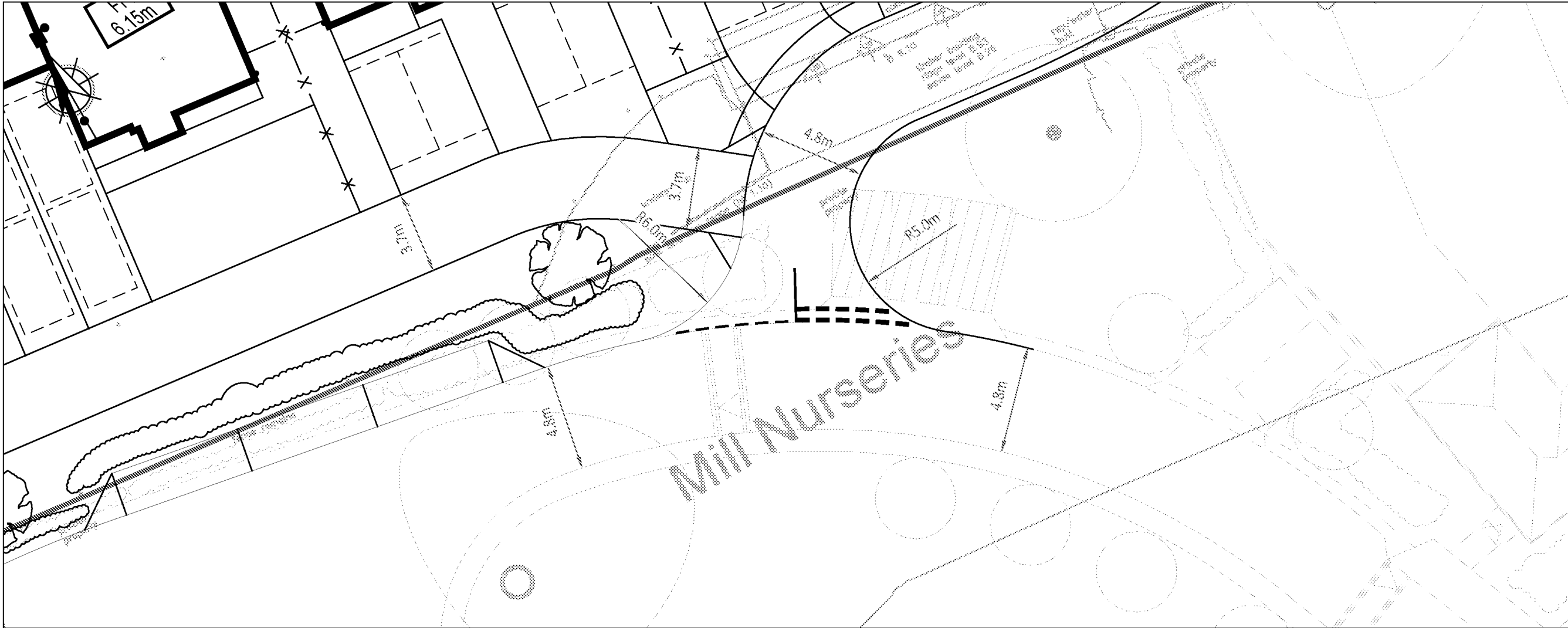
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ARUN DISTRICT COUNCIL P/159/21/PL



NOTES

A3

1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

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-LEGEND-

Site Boundary

Existing Road Markings

B

Revised Layout

30/06/2021

A

Revised Layout

29/06/2021

-

Original Issue

11/06/2021

Rev.

Amendments

Date

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Drawing Status

Draft

Client

ADM Architects

Project

Inglenook Hotel, Pagham

Drawing Title

Access Overview and Visibility Splays

Scale

1:200

Date

June 21

Drawn By

SMO

Checked By

ALB

Drawing No.

2020-6289-002

Rev.

B



NOTES

1.

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-LEGEND-

Site Boundary

Existing Road Markings

Bin Drag Distances

Swept Path

Wheel Track

Over Swing

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length

11.200m

Overall Width

2.530m

Overall Body Height

3.751m

Min Body Ground Clearance

0.304m

Track Width

2.500m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

9.500m

Revised Layout

30/06/2021

Revised Layout

29/06/2021

Original Issue

11/06/2021

Amendments

Date

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Drawing Status

Draft

Client

ADM Architects

Project

Inglenook Hotel, Pagham

Drawing Title

Refuse Vehicle Swept Path Analysis & Bin Collection Distances

Scale

1:250

Date

June 21

Drawn By

SMO

Checked By

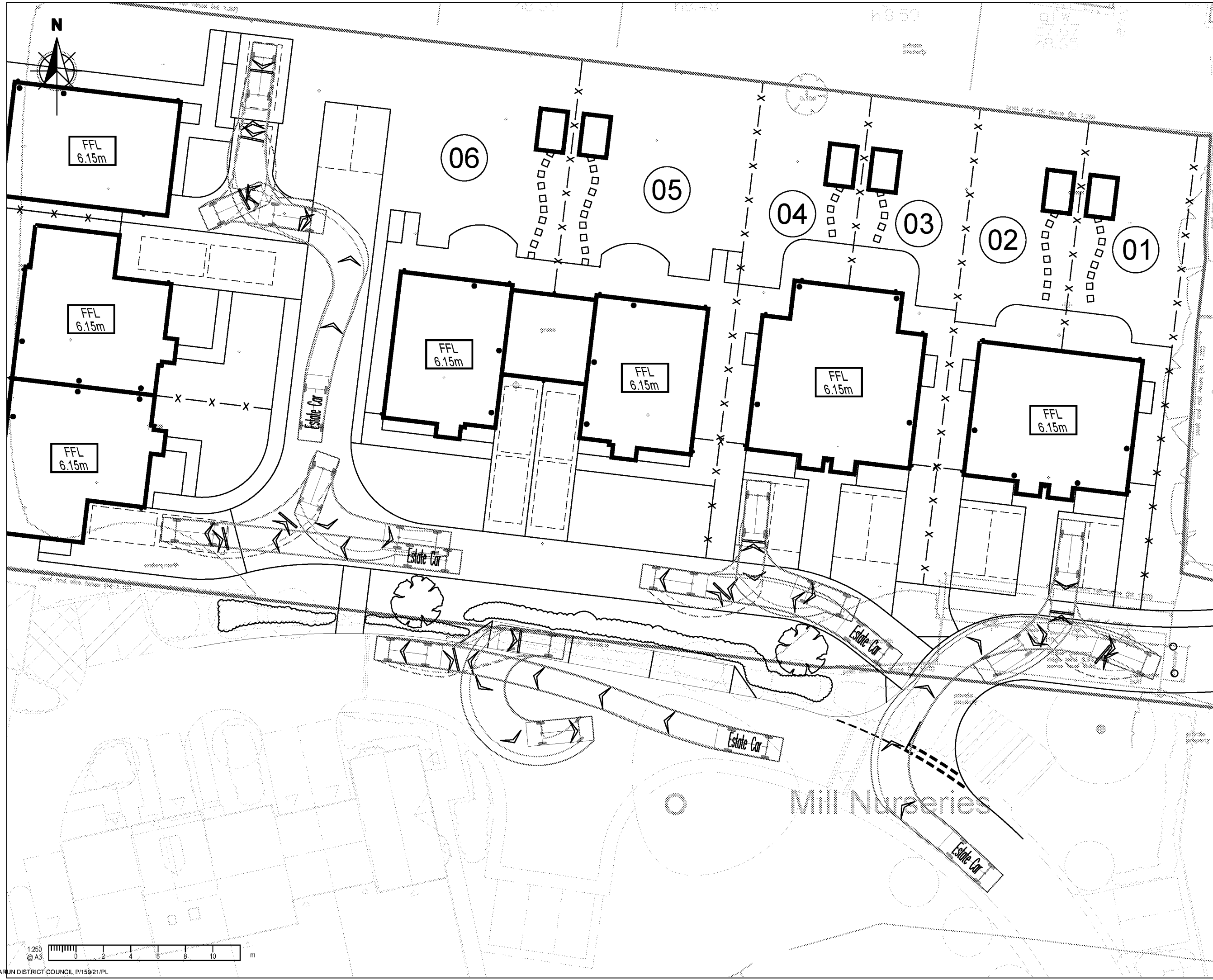
ALB

Drawing No.

2020-6289-003

Rev.

B



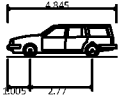
NOTES

A3

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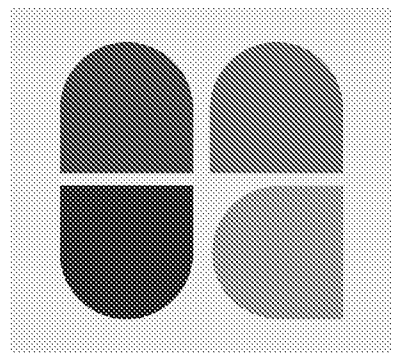
-LEGEND-

- Site Boundary
- Existing Road
- Markings
- Distance to Building Entrance
- Swept Path-
 - Wheel Track
 - Over Swing



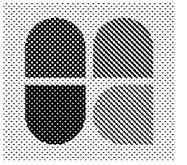
Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

B	Revised Layout	30/06/2021
A	Revised Layout	29/06/2021
-	Original Issue	11/06/2021
Rev.	Amendments	Date

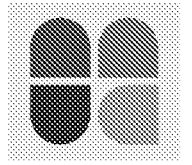


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Drawing Status	Draft		
Client	ADM Architects		
Project	Inglenook Hotel, Pagham		
Drawing Title	Car Parking Swept Path Analysis		
Scale	Date	Drawn By	Checked By
1:250	June 21	SMO	ALB
Drawing No.	2020-6289-005		Rev. B



APPENDICES



Appendix A P/58/19/PL Appeal Decision

Appeal Decision

Site visit made on 11 November 2020

by H Miles BA(hons), MA, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 18th December 2020

Appeal Ref: W/4001476

Inglenook Hotel, 253-255 Pagham Road, Pagham, PO21 3QB

- 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 Anthony Honour against the decision of Arun District Council.
 - The application Ref P/58/19/PL, dated 4 June 2019, was refused by notice dated 5 March 2020.
 - The development proposed is erection of 9 no. dwellings with associated access, parking, cycle & refuse storage and landscape design.
-

Decision

1. This appeal is allowed and planning permission is granted for erection of 9 no. dwellings with associated access, parking, cycle & refuse storage and landscape design in accordance with the terms of the application, Ref P/58/19/PL, dated 4 June 2019, subject to the conditions listed in the schedule at the end of this decision.

Application for costs

2. An application for costs was made by Anthony Honour against Arun District Council. This application is the subject of a separate Decision.

Main Issue

3. Having regard to the decision notice and representations, the main issues are the effect of the proposed development on highway safety and whether the site is a suitable location for a residential development.

Reasons

Highway Safety

4. At the appeal site there is an existing driveway which serves the rear car park for the Inglenook Hotel. At its exit onto Pagham Road there is a layby used for parking to the north, a bus stop roughly opposite and the junction with Spinnaker View to the South. Nevertheless, the evidence before me shows that this driveway currently operates without any significant safety concerns.
5. The opening to the driveway would be widened, and this would bring it closer to the layby. It is acknowledged that cars parking in this layby would restrict visibility to the north for cars exiting. However, given the speed of cars on the road and the relative infrequency of movements the evidence before me suggests that this would not create significant problems in practice. An existing

- wall would be demolished close to the driveway opening, and consequently adequate pedestrian-vehicle intervisibility spays would be achieved.
6. The proposed access route would be relatively narrow and includes some bends. The proposed development would implement priority access for cars entering the site from the highway with a waiting bay for those exiting. This would avoid vehicles reversing onto Pagham Road. Furthermore the volume of traffic associated with the proposed development using this access would be low (a predicted 4-5 vehicle movements in the am and pm peak hour) and therefore the need to use such an arrangement, and indeed the likelihood of 3 vehicles meeting at the site entrance, would be infrequent.
 7. The proposed development includes a separate pedestrian access. Given the location relative to shops and services, this route is likely to be less convenient than the shared surface access. Nevertheless, it provides an alternative route, separate from vehicle traffic and a condition could be attached to ensure that it would be lit. The appellant has suggested that this footpath could be removed from the proposal. However, it can be seen that it serves an important purpose and therefore I have considered the appeal on the basis of the plans that were before the Council when they made their decision.
 8. Notwithstanding this route, pedestrians may choose to use the shared surface access. Conflict could arise if pedestrians were using the route at the same time as two cars passing or a large vehicle such as a refuse truck were entering. However, vehicle speeds would be low, signage is proposed which would ensure drivers were aware of pedestrians using the road and an alternative route is available. Given the predicted infrequency of the conflict outlined above there would not be an unacceptable impact on highway safety. My attention is drawn to an appeal decision (3226563) where a straight driveway was refused. Notwithstanding that this is in a different local authority area, I am not satisfied that the accesses are sufficiently similar that this decision would be determinative in this case.
 9. I am satisfied that a refuse vehicle could enter or exit the site, even with the presence of parked cars on the opposite side of the road or in the uncommon event of needing to pass another car on the access route. I am not provided with evidence about how this would be achieved if a bus were in the bus stop. However, such an occurrence would be likely to be rare and short lived and as such would not have a severe impact on the road network.
 10. West Sussex Fire and Rescue Service have requested a condition requiring the provision of a fire hydrant or stored water supply, and this is included in the schedule of conditions below. On this basis I am satisfied that the Fire Service would be able to control any potential fires.
 11. Car parking is provided with 21 spaces for the 9 dwellings (albeit that 4 of these spaces are provided in garages) and 2 visitor spaces. There are concerns that this may lead to some limited overspill parking onto nearby roads. However, there is nothing to suggest that such a limited number of additional cars parking on street would have a severe impact on the road network, nor be harmful to highway safety.
 12. Consequently, there would not be an unacceptable impact on highway safety. As such the proposed development would comply with policies T SP1 and D DM1 of the Arun Local Plan 2011-2031 (July 2018) (The Local Plan). Together

these require acceptable transport impacts from development including safe access on to the highway network, providing appropriate levels of parking and for development to be well designed with particular reference to layout and movement. Policy QE SP1 relates to the quality of the environment including the impact on residential amenity and is therefore not relevant to my consideration of highway safety.

Whether the site is a suitable location for housing

13. The appeal site is outside the built up area boundaries and therefore in the countryside for the purposes of the development plan. Policy SD SP2 of the Local Plan requires development to be focussed within the built up area boundary and policy C SP1 sets out that the countryside should be recognised for its intrinsic character and beauty and lists specific types of development which would be acceptable in this location. Due to its location beyond the built up area boundaries, it would be contrary to these policies.
14. However, although the site itself is undeveloped open land, it is surrounded on all sides by development and as such has a closer relationship to these developed surroundings rather than the wider countryside beyond. As such the development of this plot would not result in significant harm to the intrinsic character and beauty of the countryside. Furthermore, the site is well located with regard to local services and would not result in the coalescence of existing settlements.
15. Consequently, although the proposed development would conflict with Policies SD SP2 and C SP1 of the Local Plan, the aims of which are set out above, this conflict would be limited.

Other Matters

Pagham Harbour Special Protection Area (SPA).

16. The Pagham Harbour SPA is stated to support important populations of rare birds for a large proportion of the year. The proposed development would result in disturbance to birds at the Pagham Harbour SPA due to increased recreational pressure from people and their dogs. Although the effect from 9 dwellings would be small, when combined with other plans and projects there would be likely to be a significant effect on the interest features of the site.
17. The Conservation of Habitats and Species Regulations 2017 require competent authorities before granting consent for a plan or project, to carry out an appropriate assessment (AA) in circumstances where the plan or project is likely to have a significant effect on a European site, alone or in-combination with other plans or projects. I am therefore required to undertake an appropriate assessment.
18. The Pagham Harbour Note recommends that these pressures from recreational activities can be appropriately mitigated via an access management strategy which incorporates wardening and other measures including signage, dog projects such as the provision of information and code of conduct and monitoring. The access management strategy was formulated in consultation with Natural England and the RSPB and as such I am satisfied that the mitigation measures proposed within it would be effective in this case. Natural England has also been consulted on this specific application and indicated that

the mitigation would be likely to be successful and raised no objection to the proposal. I have taken these comments into account.

19. I am presented with a Planning obligation (UU) which, in the event that planning permission were to be granted, would secure a payment of £7,839 to secure this mitigation. I have been provided with evidence which sets out a justified methodology for calculating this amount, and the figure in the UU is in line with this. I am also satisfied that the proposed mitigation does not constitute infrastructure for the purpose of the CIL regulations. Therefore, I am satisfied that the UU provides adequate mitigation for the effect on the SPA and consequently I can be certain that there would be no adverse effect on the integrity of the SPA.

Biodiversity

20. The evidence before me demonstrates that subject to mitigation measures detailed in the submitted preliminary ecology appraisal and bat building assessment and reptile survey report mean that there would not be an unacceptable effect on wildlife as a result of the proposed development. These mitigation measures would be secured by condition.
21. A badger survey was carried out in 2018. Badgers are a mobile species and sett building can commence at any time and therefore a further survey is recommended prior to works on site commencing. This is proposed to be secured via condition. I have taken into account that the site is suboptimal for sett building. I am also aware that if an updated survey were to find badgers it would be necessary for the appellant to secure a license to prevent harm to the protected species, via Natural England as the licencing authority. As such these would represent exceptional circumstances as to why it would be reasonable to secure an updated ecological survey via condition.

Character and appearance

22. There are single storey park homes to Millfarm Estate to the North and West and two and three storey residential properties to Spinnaker View to the south. The proposed development of one and two storey, mainly semi-detached, residential properties, set in their own grounds would be generally in keeping with the surrounding pattern of development and character and appearance.
23. The application was not refused on the grounds that it would have a harmful effect on the setting of a nearby listed building. Based on the evidence before me I see no reason to conclude otherwise.

Existing living conditions

24. The proposed two storey dwellings are located some distance from the boundary and the neighbouring properties at Millfarm Estate and Conifer Way. As such there would not be an unacceptable level of overlooking or loss of light to these properties. There is a bungalow (unit 7) which would be closer, however given its single storey height, its windows would be screened by boundary treatment and the height is unlikely to give rise to any significant concerns regarding loss of light to the neighbouring properties.

Other Matters

25. From what I have read I am satisfied that there are no particular issues with providing foul drainage for the site and that the proposal would not give rise to unacceptable pressures on services.

Planning Balance

26. The local planning authority cannot demonstrate a five year supply of deliverable housing sites. Therefore, paragraph 11d of the Framework is engaged.
27. The Framework requires that development should not have an unacceptable impact on highway safety. It seeks to increase the supply of homes and supports development which is sited in locations which limit the need to travel. It recognises the intrinsic character and beauty of the countryside. It also indicates that great weight should be given to the benefits of using suitable sites within settlements for homes. Nevertheless, the only conflict is that the proposed development would be outside the settlement boundary. The proposal would therefore be generally consistent with the Framework taken as a whole.
28. The proposed development would provide economic, social and environmental benefits associated with the provision of 9 new homes. These include that the proposed development would make effective use of an unused site and would create jobs during construction albeit that these would be short term, along with the provision of the New Homes Bonus for the Council. The proposed dwellings would be accessible to local shops and services and they would provide a small but valuable boost to the supply of housing.
29. Therefore, considering the very limited conflict with the development plan, the adverse effects of the proposal would not significantly and demonstrably outweigh its modest benefits when assessed against the policies in the Framework taken as a whole. As a result, the presumption in favour of sustainable development applies in this case.

Conditions

30. I have had regard to the various planning conditions that have been suggested by the Council and considered them against the tests in the Framework and the advice in the Planning Practice Guidance. I have made such amendments as necessary to comply with those documents, including ensuring that the conditions would not unnecessarily delay the delivery of development.
31. I am attaching the standard implementation condition, and in the interests of certainty a condition to define the plans with which the scheme should accord.
32. I have attached conditions that the development be carried out in accordance with the submitted arboricultural report in the interests of biodiversity and character and appearance. However, I have omitted the Council's condition 8 which includes a pre commencement site meeting and also duplicates the requirement of its condition 3 as this would not be reasonable or necessary. I have also omitted the Council's condition 23 which duplicates the requirements of its condition 4 as this is not necessary. A condition specifying implementation in accordance with ecological appraisals is attached along with the undertaking of a badger survey for the reasons set out in the other matters

section of this report, and in the interests of biodiversity. The badger survey is required to be pre commencement to avoid any harm to badgers on the site from the start of the works.

33. Given there are dwellings surrounding the site and there is a single access point, a construction management plan is required to ensure an acceptable effect on the living conditions of nearby occupiers and also highway safety. It should be pre commencement as the details need to be implemented for the duration of the works. A condition is also attached stating that works take place during daytime hours and not at all on Sundays and bank holidays for the same reason. A levels survey is also necessary in the interest of the living conditions of neighbouring occupiers. This is a pre commencement condition as such details are required prior to any building work taking place.
34. Conditions detailing the implementation, maintenance and management of a sustainable urban drainage system are included in order to ensure the site is well drained and to reduce flood risk. These must be pre commencement conditions as these works are required to be implemented prior to the erection of any buildings on the site.
35. A condition requiring details of hard and soft landscaping is attached in the interests of the character and appearance of the area and highway safety. Details of materials and refuse stores are also necessary in the interest of character and appearance, and details of boundary treatment are needed for the same reason, and also for the living conditions of existing and future occupiers.
36. Details of the signage to the shared access and details of how access to the pedestrian route in the ground of the Inglenook Hotel would be implemented are necessary in the interests of highway safety. A condition requiring fire hydrants or water storage to be provided is needed for the reasons set out in the highway safety section of this report.
37. Securing the implementation of the access road, footway and parking areas is required for highway safety reasons, however I have amended this condition to remove the submission of details as these are already provided in the approved plans and therefore this part of the condition is unnecessary. I have omitted the Council's condition 18, as this duplicates the requirements of its condition 21. Conditions requiring the implementation and retention of car parking and cycle parking are also needed in the interests of highway safety and the operation of the road network. Electric vehicle charging points must also be provided to ensure an acceptable effect on air quality. Details of the energy use of the proposed dwellings are required for climate change mitigation.
38. The Council's conditions 16, 17 and 24 relate to external lighting, I have combined these for brevity. They are required in the interests of both highway safety and biodiversity.
39. I have omitted the condition requiring bathroom and toilet windows to be obscure glazed. I am not presented with evidence that views from these windows would be harmful to existing occupiers' living conditions. Therefore, the condition would not be necessary.
40. The Council has recommended a condition restricting permitted development rights for alterations to the roof of the proposed new dwellings. However,

Planning Practice Guidance notes that these conditions should only be used in exceptional circumstances. The circumstances of this case (dwellings, separated by reasonably sized gardens from the nearest residential properties) do not amount to exceptional circumstances, nor have I been presented with evidence to justify this. Therefore, I do not consider that this condition meets the test of necessity and so it is not included below.

Conclusion

41. There is limited conflict with the development plan as a whole. However, in this case there are other considerations, including the provisions of the Framework, which outweigh this finding. Therefore, for the reasons given, and subject to the conditions listed below, the appeal should be allowed.

H Miles

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
- 2) The development hereby approved shall be carried out in accordance with the following approved plans: 1594-01A Location Plan (existing), 1594-04 Topographical Survey, 1594-05 Topographical Survey, 1594-06B Site Plan 1:200, 1594-13F Site Plan 1:500, 1594-07 House Plans (units 1-4), 1594-08 House Plans (units 5-6), 1594-09 House Plans (units 8-9), 1594-14A House Plans (unit 7).
- 3) All activity at the site is to be carried out in strict accordance with the submitted Arboricultural Report by Beechdown Arboriculture Ltd (ref: B/0189/18).
- 4) All activity at the site is to be carried out in strict accordance with the mitigation and enhancement measures as set out within section 6.0 of the "Preliminary Ecological Appraisal and Bat Building Assessment" by Arbeco Ltd dated 09/04/18; and section 6.0 of the Reptile Survey Report by Arbeco Ltd dated 22/05/18. The mitigation and enhancement measures shall be implemented as per the documents and permanently retained and maintained thereafter.
- 5) No development shall take place, including any works of demolition, until a Construction & Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period.
- 6) 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 winter 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.
- 7) Development shall not commence 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.
- 8) No development including site access, demolition or associated construction activities, shall take place on the site unless and until a

badger survey has been undertaken in order to ensure that badgers are not using the site. If a badger sett is found on the site, then the applicants shall provide a mitigation strategy to the Local Planning Authority for approval in writing to be determined in consultation with Natural England.

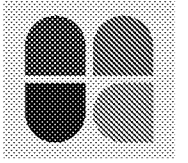
- 9) Prior to the commencement of development, a detailed level survey of the site including existing and resulting ground levels and the finished floor levels of buildings that are the subject of this approval, shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed only in accordance with the details thus approved and there shall be no subsequent raising of levels.
- 10) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, details showing the proposed location of one fire hydrant or stored water supply. No part of the development shall be occupied unless and until the approved details are installed and connected to a water supply which is appropriate in terms of both pressure and volume for the purposes of fire fighting. Thereafter, the fire hydrant or stored water supply shall be permanently retained and maintained in accordance with the approved details.
- 11) No part of the development shall be first occupied until there has been submitted to, and approved in writing by, the Local Planning Authority details of how the footpath access in the grounds of the Inglenook Hotel will be made accessible in perpetuity to residents of the new houses. No part of the development shall be first occupied unless and until this footpath has been provided in accordance with the details hereby approved and it shall thereafter be retained at all times for this purpose.
- 12) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, a soft and hard landscape design scheme including details of all hard and soft landscape design elements (including hard surfacing to any new/upgraded roadways/footpaths or accesses). The approved planting 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. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of development, shall be replaced in the next planting season with others of a similar size and species.
- 13) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, a scheme of signage/visual measures to alert drivers entering the access from Pagham Road of the potential for pedestrians to be in the road. No part of the development shall be occupied unless and until the approved measures have been provided in full. Thereafter, these features shall be permanently retained.
- 14) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, unless and until a schedule of materials, finishes and detailing to be used for external walls and roofs of the proposed buildings. No part of the development shall be occupied unless and until

the development has been implemented in accordance with the details hereby approved. Thereafter, these details shall be permanently retained.

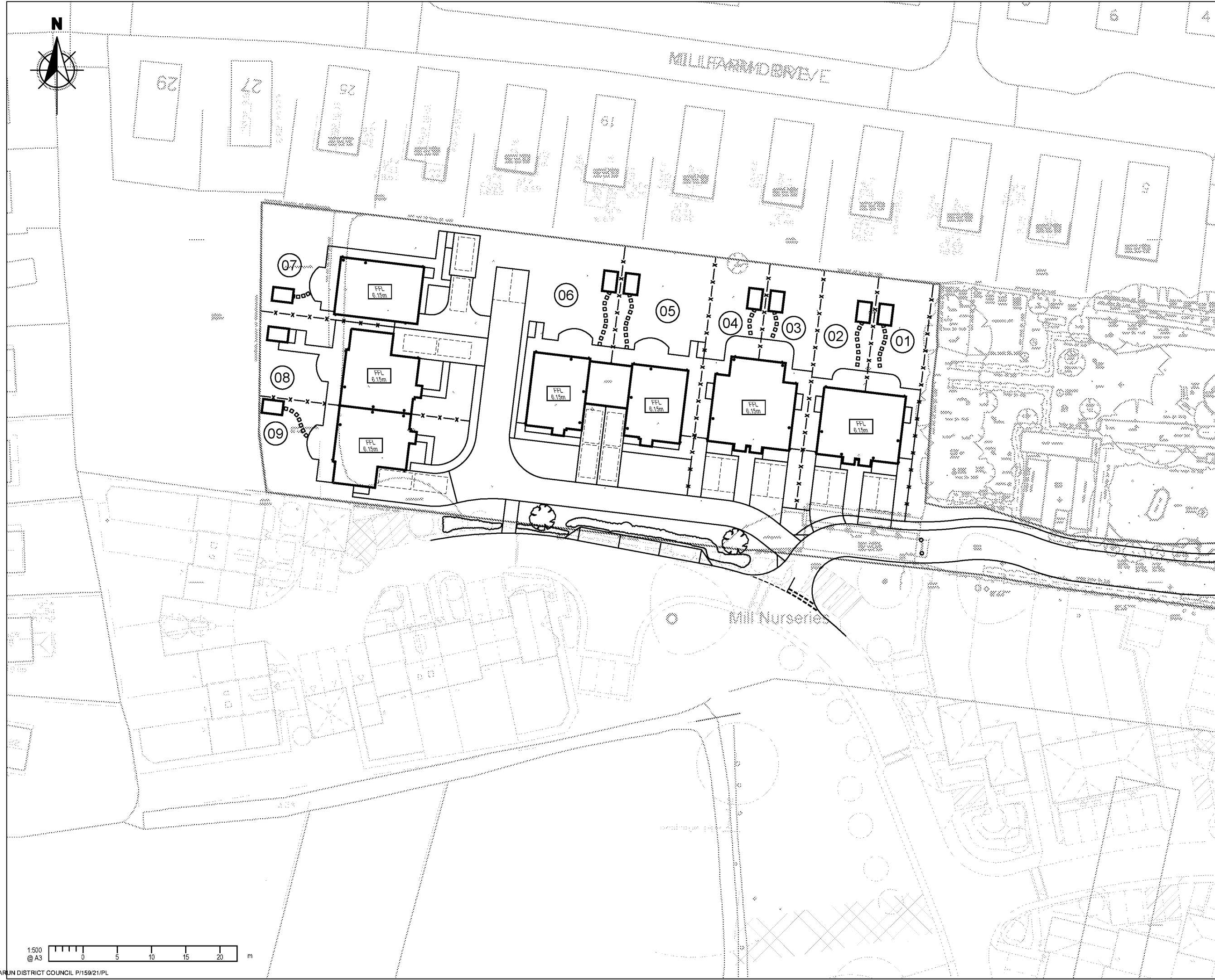
- 15) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, details of all new and improved boundary treatments. No part of the development shall be occupied unless and until the development has been implemented in accordance with the boundary treatments hereby approved. Thereafter, these boundary treatments shall be permanently retained.
- 16) No part of the development shall be first occupied until there has been submitted to, and approved in writing by, the Local Planning Authority, a scheme to show how the following will be lit during darkness hours.
 - i) the access road
 - ii) the alternative footpath through the grounds of the Inglenook HotelThe scheme will show the type of light appliance, the height and position of fitting, illumination levels and light spillage. The details shall comply with the recommendations of the Institution of Lighting Professionals (ILP) "Guidance Notes for the Reduction of Obtrusive Light" (GN01:2011) and should seek to conform with the recommendations within BS5489:1-2013 but also minimise potential impacts to any bats using the trees, hedgerows and buildings by avoiding unnecessary artificial light spill through the use of directional light sources and shielding. No part of the development shall be occupied unless and until the lighting approved has been installed. Thereafter, these details shall be permanently retained and maintained in accordance with the approved details.
- 17) No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with the approved site plan. The parking spaces and garages shall thereafter be retained at all times for this purpose.
- 18) No part of the development shall be first occupied until details of covered and secure cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The covered and secure cycle parking spaces approved shall be installed prior to the first occupation of any dwelling and thereafter shall be permanently retained.
- 19) No part of the development shall be first occupied until the roads, footways, and visitor parking areas serving the development have been constructed, surfaced, and drained in accordance with the approved plans and details. The roads, footways, and visitor parking areas serving the development shall thereafter be retained at all times for this purpose.
- 20) No part of the development shall be first occupied until a scheme for the provision of facilities to enable the charging of electric vehicles to serve the approved dwellings have been submitted to and approved in writing by the Local Planning Authority. The facilities to enable the charging of electric vehicles shall be installed prior to the first occupation of any dwelling and thereafter shall be permanently retained and maintained in accordance with the approved details.
- 21) No part of the development shall be first occupied until detailed drawings of dustbin enclosures showing siting and design have been submitted to and approved in writing by the Local Planning Authority. The approved

bin storage enclosures or spaces shall be installed prior to the first occupation of any dwelling and permanently retained in accordance with the approved details.

- 22) No part of the development shall be first occupied until a scheme to demonstrate that the new houses will incorporate decentralised, renewable and low carbon energy supply systems has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to the first occupation of any dwelling and thereafter shall be permanently retained and maintained in accordance with the approved details.
- 23) No construction / demolition activities shall take place, other than between 08:00 to 18:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no works taking place on Sunday or Bank Holidays unless they are not audible outside of the application site.



Appendix B Site Layout



NOTES

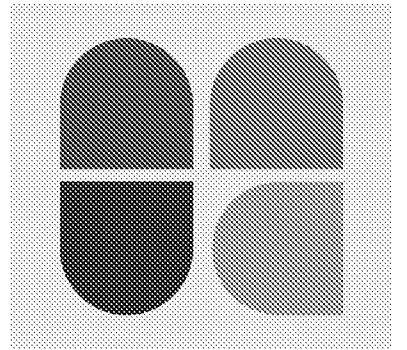
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1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road Markings

Original Issue	28/07/2021
Rev.	Amendments
	Date



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Drawing Status		Final	
Client			
ADM Architects			
Project		Inglenook Hotel, Pagham	
Drawing Title			
Site Layout			
Scale	Date	Drawn By	Checked By
1:500	June 21	SMO	ALB
Drawing No.			Rev.
2020-6289-000			-