

# Public Document Pack

**Tony Kershaw**  
Director of Law and Assurance

If calling please ask for:

Tracey Guinea on 033 022 28679  
Email: [tracey.guinea@westsussex.gov.uk](mailto:tracey.guinea@westsussex.gov.uk)

[www.westsussex.gov.uk](http://www.westsussex.gov.uk)

County Hall  
Chichester  
West Sussex  
PO19 1RQ  
Switchboard  
Tel no (01243) 777100



31 August 2018

## Planning Committee

A meeting of the committee will be held at **10.30 am** on **Tuesday, 11 September 2018** at **County Hall, Chichester**.

Tony Kershaw  
Director of Law and Assurance

## Timetable

Item 1	10:30 – 10:40	Declarations of Interests
Item 2		Minutes of the last meeting of the Committee
Item 3		Urgent Matters
Item 4	10:40 – 12.10	Planning Applications: Minerals – WSCC/002/18/CC, WSCC/004/18/WH, WSCC/003/18/CC and WSCC/005/18/TG <b>Southern Water, Chichester to Tangmere Pipeline and Infrastructure</b>
	12.10 – 12.20	Break
Item 5	12.20 – 13.00	Planning Applications: Waste – WSCC/032/18/WC and WSCC/033/18/WC <b>Broadford Bridge Oil Site</b>
	13.00 – 13.30	Lunch Break
Item 6	13.30 – 14.00	Planning Application: Waste – WSCC/034/18/CR <b>United Grab Hire, Rivington Farm</b>
	14.00 – 14.10	Break
Item7	14.10 – 14.40	Planning Application: Regulation 3 – WSCC/030/18/SW <b>The Glebe School</b>
	14.40 – 14.50	Break
Item 8	14.50 – 15.20	Planning Application: Regulation 3 – WSCC/028/18/WP <b>Crawley Down School</b>
Item 9	15.20 – 15.30	Update on Mineral, Waste and Regulation 3 Planning Applications
Item 10		Report of Delegated Action
Item 11		Date of Next Meeting

## **Agenda**

### **1. Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such as an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt please contact Democratic Services before the meeting.

### **2. Minutes of the last meeting of the Committee (Pages 5 - 10)**

The Committee is asked to agree the minutes of the meeting held on 17 July 2018 (cream paper).

### **3. Urgent Matters**

Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances.

### **4. Planning Applications: Waste (Pages 11 - 96)**

Report by Head of Planning Services.

To consider and determine the following applications:

<b>WSCC/002/18/CC</b>	<b>Installation of 9.92km wastewater pipeline and associated infrastructure including air vents, air valves, washout chambers, compounds and haul routes. Pipeline Stretching From South of Salthill Lane, to Tangmere WWTW</b>
<b>WSCC/004/18/WH</b>	<b>Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing. Land to the west of, Old Place Lane &amp; Old Place House &amp; east of River Lavant near Madgwick Lane, Chichester</b>
<b>WSCC/003/18/CC</b>	<b>Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing. Land to the south of Salthill Lane, north of Clay Lane and to the east of New Bridge Farm, Chichester</b>
<b>WSCC/005/18/TG</b>	<b>Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing. Land to south of, Gamecock Terrace, Tangmere, Chichester</b>

**BREAK (10 MINUTES)**

5. **Planning Applications: Minerals** (Pages 97 - 126)

Report by Head of Planning Services

To consider and determine the following applications:

**WSCC/032/18/WC**      **Amendment of Condition 1 of planning permission ref: WSCC/029/17/WC extending the permission by 18 months to enable the completion of phase 4 site retention and restoration**

**WSCC/033/18/WC**      **Amendment of condition no. 1 of planning permission WSCC/032/17/WC to enable the retention of security fencing, gates and cabins for a further 18 months**

**Woodbarn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex, RH14 9ED**

**LUNCH BREAK (30 MINUTES)**

6. **Planning Applications: Waste** (Pages 127 - 144)

Report by Head of Planning Services,

To consider and determine the following applications:

**WSCC/034/18/CR**      **Amendment of condition 4 of planning permission WSCC/051/16/CR to restrict requirement for sheeting of vehicles to HGVs only. Rivington Farm, Antlands Lane, Shipley Bridge, Horley, RH6 9SR**

**BREAK (10 MINUTES)**

7. **Planning Applications: Regulation 3** (Pages 145 - 164)

Report by Head of Planning Services

To consider and determine the following applications:

**WSCC/030/18/SW**      **Installation of new lighting layout to the existing car parking area. The Glebe Primary School, Church Lane, Southwick, West Sussex, BN42 4GB**

**BREAK (10 MINUTES)**

8. **Planning Applications: Regulation 3** (Pages 165 - 184)

Report by Head of Planning Services

To consider and determine the following applications:

**WSCC/028/18/WP      Single Storey Extension to Existing School  
Comprising 3 No. Classrooms, Hall, Kitchen &  
Ancillary Accommodation, Additional Parking &  
External Works. Crawley Down Village C of E  
Primary School, Hophurst Drive, Crawley Down,  
West Sussex, RH10 4XA**

9. **Update on Mineral, Waste and Regulation 3 Planning Applications**  
(Pages 185 - 188)

Report by Strategic Planning, County Planning Manager.

To note the schedule of County Matter applications and the schedule of applications submitted under the Town and Country Planning General Regulations 1992 – Regulation 3.

10. **Report of Delegated Action** (Pages 189 - 190)

Report by Strategic Planning, County Planning Manager.

To note the report of applications approved subject to conditions under the Town and Country Planning Act 1990 and Regulation 3 of the Town and Country Planning General Regulations 1992 since the Planning Committee meeting on 6 September 2016.

11. **Date of Next Meeting**

The next meeting of the Planning Committee will be held at 10.30 a.m. on Tuesday 9 October 2018 at County Hall, Chichester, PO19 1RQ.

**To all members of the Planning Committee**



## **Planning Committee**

17 July 2018 – At a meeting of the Committee held at 10.30 am at County Hall, Chichester.

Present: Mr Crow (Chairman)

Mrs Kitchen  
Lt Cdr Atkins, RD  
Mr Barrett-Miles

Mr Jupp  
Ms Lord  
Mr Patel

Mr Quinn  
Mrs Russell

Apologies were received from Lt Col Barton, TD, Mrs Duncton and Mr S J Oakley

Absent: Mr Wickremaratchi

Also in attendance:

### **Part I**

#### **57. Declarations of Interest**

57.1 In accordance with the County Council's Code of Conduct, the following interests were declared:

- Mrs Kitchen declared a personal interest in application WSCC/026/18/HU as a Councillor for Horsham District Council.
- Mr Jupp declared a personal interest in application WSCC/026/18/HU as a Councillor for Horsham District Council.
- Mr Patel declared a personal interest in application WSCC/019/18/A as a Councillor for Arun District Council.

#### **58. Minutes of the last meeting of the Committee**

58.1 Resolved – That the minutes of the meeting of the Committee held on 19 June 2018 be agreed as a correct record.

#### **59. Urgent Matters**

59.1 There were no urgent matters.

#### **60. Planning Application: Regulation 3**

**WSCC/026/18/HU      Installation of a Multi-Use Games Area (MUGA) on existing car park with associated fencing. Kingslea Primary School, Kingslea, Horsham, West Sussex, RH13 5PS.**

60.1 The Committee considered a report, as amended by the Agenda Update Sheet, by the Head of Planning Services (copy appended to the

signed minutes). The report was introduced by Eloise Short of the Planning Team, who provided a presentation on the proposals, details of the consultation and key issues in respect of the application. The following points were specifically noted:

- Consultees – Local Member Andrew Baldwin, Member for Horsham East is supportive of the application.
- The reason for the height of the fence being 3 metres is that the MUGA will be used for school lessons and informal play and not competitively. It is considered an appropriate height for the primary school age children using it.

60.2 During the debate the Committee raised the points below and clarification was provided by the Planning Officers, where applicable:

#### **Trees and planting around the MUGA**

**Points raised** – Planting is not shown on the proposed location plan, so it was questioned whether existing trees will be retained where the MUGA abuts Kingslea and Kings Road? It was noted that existing trees and planting will additionally help to prevent balls going onto the roads.

**Response** – The retention of trees in this location is a pre-commencement condition – condition 3 'Protection of Retained Trees.'

#### **Need for the development**

**Points raised** – The need for the development is clear as noted in Department for Education Building Bulletin 103.

**Response** – None required.

#### **Displacement of traffic**

**Points raised** – Will the removal of the 16-space car park allocated for the MUGA and also the closure of the set-down and pick-up area from September cause displacement of cars to roads around the school?

**Response** – WSCC Highways does not consider the development would have a significant impact on highway capacity or road safety, and any inconvenience will be for short, known periods of time. The school's decision to close the set-down and pick-up area is separate from this application.

60.3 The substantive recommendation, as amended by the Agenda Update Sheet, was proposed by Mr Patel and seconded by Lt. Cdr. Atkins and was put to the Committee and approved unanimously.

60.4 Resolved – That planning permission be granted subject to amended conditions and informatives set out in Appendix 1 of the report, as agreed by the Committee.

**61. Planning Application: Regulation 3**

**WSCC/019/18/A      The construction of a three storey extension to provide additional class bases, a single storey extension to provide additional Performing Arts space, a single storey extension to the existing Changing Room block to provide two additional changing rooms, additional car parking and cycle storage and the removal of two temporary classroom buildings. The Angmering School, Station Road, Angmering, West Sussex, BN16 4HH.**

61.1 The Committee considered a report by the Head of Planning Services (copy appended to the signed minutes). The report was introduced by Chris Bartlett, Principal Planner, who provided a presentation on the proposals, details of consultation and key issues in respect of the application. The following points were specifically noted:

- Consultees – Local Member Deborah Urquhart, Member for Angmering and Findon is supportive of the application.
- Details of the proposed elevations of the three story extension and also a plan showing proposed landscaping adjacent to this extension and along the path to the east were highlighted.

61.2 Leigh Hunnikin, Project Manager for West Sussex County Council (the applicant) spoke in support of the application. Significant and projected growth in West Sussex pupil numbers means that in Angmering the demand for secondary school places exceeds the capacity available. Feeder schools have already been expanded to meet rising demand. Without the proposed expansion the County Council will be unable to offer secondary places to pupils near their homes. An executive decision has been agreed to expand The Angmering School by one form of entry. The increase in pupil numbers will be gradual until the school reaches full capacity. The proposed changes will provide sufficient and suitable buildings for the additional pupils, including: dining facilities that will double up as a performing arts space; science and art rooms to provide specialist spaces; replacement of poor condition temporary classrooms, and additional cycle/scooter storage. The proposal provides cost effective buildings balanced against demanding budgets. The buildings are designed to meet 'BREEAM' very good.

61.3 Colin Coulthard, Design Co-Ordinator, Sunninghill Construction Co. Ltd, the design team spoke in support of the application. The proposals aim to achieve a scheme of successful mitigation measures to allay fears of overlooking and provide successful boundary treatment. None of the local residents have objected either informally at the public consultation or formally as part of the planning process. The functions and location of the three storey teaching block will allow curriculum areas to be clearly defined across all areas, support the subject by subject internal courtyards and create strong links with the Science wing. The building has been designed to be thermally high performing, and will provide energy efficiency savings. It is built to be able to take solar panel arrays in future

but is not reliant on this for its thermal efficiency. Other external works seek to enhance and tidy-up the appearance of the site and will consolidate the back-of- house areas of the school site as well as providing enhanced PTA facilities. Additional off-road staff parking will greatly assist with traffic issues.

61.4 During the debate the Committee raised the points below and clarification was provided by the Planning Officers, where applicable:

**Three storey teaching block - windows**

**Points rose** – Clarification was sought regarding the placement of windows on the east elevation, closest to residential properties.

**Response** – Windows on the top right of the east-elevation will be obscured glass. The remainder will be clear glass. Some windows have sections of coloured film.

**Three storey teaching block – design and impact on amenity and need for the facility**

**Points rose** –The need for new classrooms is accepted. There were opposing views on the attractiveness of the design of the three storey teaching block. Would there have been an objection from the WSCC Landscape Architect if the building been two storeys instead of three?

What is the height of the proposed trees which are to be planted along the eastern boundary and path? Will these trees be deciduous or evergreen?

**Response** – An executive decision has been made to commission modular buildings for West Sussex schools, so the building is a 'block'. Design is subjective. From a planning perspective the concerns raised were regarding the scale and mass of the building in relation to its location on the boundary and near residential properties; this has been considered and, on balance, it does not outweigh the significant need for additional school places. The revised scheme of landscape proposals, submitted after the objection noted in the Committee report, means that the introduction of new trees will help to screen the views of the building. Proposed landscaping plan includes trees of 3.5 - 4.5 metres to be planted. The proposed trees are deciduous, to allow more light in winter when the sun is lower in the sky.

**Other Works**

**Point raised** – The additional works, including the removal of old, temporary classrooms and provision of additional car-parking and cycle spaces are welcomed.

**Response** – None required.

61.5 The substantive recommendation was proposed by Mr Quinn and seconded by Mr Patel and was put to the Committee and approved unanimously.

61.6 Resolved –That planning permission be granted subject to conditions and informatives set out in Appendix 1 of the report, as agreed by the Committee.

**62. Update on Mineral, Waste and Regulation 3 Planning Applications**

62.1 The Committee received and noted a report by the Head of Planning Services on applications awaiting determination (copy appended to the signed minutes) detailing the schedule of County Matter applications and the schedule of applications submitted under the Town and Country Planning General Regulations 1992 – Regulation 3.

**63. Date of Next Meeting**

63.1 The following scheduled meeting of Planning Committee will be on Tuesday 11 September 2018 at 10.30 a.m. at County Hall, Chichester.

The meeting ended at 11.22 am

Chairman

This page is intentionally left blank

## **Planning Committee**

**11 September 2018**

### **County Matter Waste Applications**

**Four planning applications that, in combination, propose a new wastewater pipeline, three pumping stations, and associated infrastructure from the west of Chichester to Tangmere Wastewater Treatment Works (the 'Chichester Growth Pipeline')**

#### **Application Numbers:**

**WSCC/002/18/CC - Installation of 9.92km wastewater pipeline and associated infrastructure including air vents, air valves, washout chambers, compounds and haul routes (Pipeline)**

**WSCC/003/18/CC - Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing (Pumping Station 1 – West of Chichester)**

**WSCC/004/18/WH - Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing (Pumping Station 2 – Westhampnett)**

**WSCC/005/18/TG - Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing (Pumping Station 3 – Tangmere)**

#### **Report by Head of Planning Services**

**Local Members: Louise Goldsmith, Jeremy Hunt, Simon Oakley**

**District: Chichester**

#### **Executive Summary**

This report relates to four separate EIA planning applications comprising a 10km (approximately) wastewater pipeline (sewer) and three pumping stations. In combination, these applications make up the 'Chichester Growth Pipeline', the main purpose of which is to serve the three significant housing development sites around Chichester allocated in the Chichester District Council Local Plan 2014-2029.

The report provides a general description of the site and a detailed account of the proposed development. This is appraised against the relevant policy framework from national to local level, along with other material considerations.

The main policies of relevance to this application are policies W6, W11, W12 W14, W15, W16, W17, W18, W19, W20 and W21 of the West Sussex Waste Local Plan (2014); policies 7, 15, 17, 18, 32, 39, 42, 45, 47, 48, 49 of the Chichester District Local Plan (2015) (2014 - 2029); policy 2 of the Tangmere Neighbourhood Plan (2016); and paragraphs 8, 11, 59, 72, 97, 102, 109, 117, 119, 127, 132, 163, 170,

175, 178, 180 and 192 of the National Planning Policy Framework (NPPF).

Fishbourne Parish Council object due to capacity to deal with sewage generated and potential reliability/odour issues. Westhampnett Parish Council object due to the size of the pumping station, relationship with Grade II listed properties, impact upon agriculture, and visual impact upon residents.

No other consultees object to the proposals subject to appropriate conditions to control detailed design matters and implementation of proposed mitigation measures.

Twelve third-party representations have been received, five in objection, six raising concerns, and one offering comments. Objections include those made by developers concerned by the potential sterilisation or constraint to future development proposals/strategic development location allocations (at varying stages of progress), concerns about destruction of green space, trees and wildlife around Chichester, visual intrusion, and potential impacts of construction activities.

### **Consideration of Key Issues**

The main material considerations in relation to this application are:

- the principle of the development;
- impacts upon Local Plan allocations/designations and committed development;
- impacts on the environment;
- impacts on local amenity; and
- highway capacity and road safety.

### ***Principle of the Development***

The proposed development seeks planning permission for an underground sewer pipeline and three pumping stations to provide the required wastewater capacity for three major housing sites allocated in the Chichester District Local Plan (2015). The applicant has a statutory duty to provide this infrastructure and so it is considered that there is a clear and pressing need for the proposed development to provide the required wastewater capacity, in accordance with both the NPPF and the Development Plan.

### ***Impacts upon Development Plan Allocations/Designations and Committed Development***

The development has the potential to conflict with allocated and approved land uses, as has been highlighted in representations from several developers. However, the route and location of the pumping stations have been planned to avoid known future development where possible, with margins allowing future amendment as required as the details of development become available. On this basis, it is not considered that the proposal would unacceptably impact upon the delivery of local plan allocations/designations or future development proposals.

### ***Impacts on the Environment***



*Landscape:* Landscape and visual impacts associated with the proposed development primarily result from construction activities, but these would be temporary and so the impact is not considered significant. The route of the pipeline has been selected to minimise potential loss of landscape features and upon completion, all land would be reinstated to its former condition including replacement planting. Permanent visual/landscape impacts of the proposed development would be limited to three permanent pumping stations and two vent stacks. All pumping stations would contain limited above ground plant/equipment at a maximum height of approximately 4m, and would be surrounded by a thick belt of perimeter planting which, in time, would largely screen them. Taking into account the location/setting of the proposed pumping stations and vent stacks relative to existing/future development, the proposed development is not considered likely to give rise to any unacceptable landscape/visual impacts.

*Ecology:* Ecological impacts associated with the proposed development primarily result from temporary construction activities. The route of the pipeline has been selected to avoid key ecological features and ecological enhancements are included to offset temporary construction impacts. Detailed construction/arboricultural working methods and ecological mitigation would ensure impacts upon protected species/retained trees & hedgerows are minimised. Although the loss of trees and hedgerows is regrettable, upon completion, trees would be replanted on a two for one basis and all hedgerow breaks reinstated. The proposed development is not considered to give rise to any unacceptable impacts upon ecology or trees/hedgerows.

*Heritage:* With the exception of above ground plant/equipment required at pumping stations, the pipeline and associated infrastructure would be almost completely buried thus limiting potential impacts upon designated heritage assets to a temporary construction period. Subject to conditions to secure works in accordance with the submitted Written Scheme of Investigation, there would be no unacceptable impact upon buried archaeological features. Upon completion, PS02 (Westhampnett) would give rise to some visual affect upon the rural river valley setting of nearby Grade II Listed buildings; however, taking into account the proposed substantial planting and sensitive orientation/siting of above ground features, it is not considered such impacts would be unacceptable.

*Water Environment and Flood Risk:* The proposed development has been designed and routed to avoid areas at risk of flooding and groundwater sensitivity where possible. A range of best practice mitigation measures are proposed during construction that seek to ensure that any potential effects upon the water environment would be minimised, including the culverting and subsequent reinstatement of all watercourse crossings (for which other consents would also be required). All discharges from Tangmere WWTW are controlled by the Environment Agency under an Environmental Permit. The proposed development would contain all effluent flows, be resilient to any potential flooding, and would not exacerbate the potential for flooding elsewhere. Overall, the proposed development is not considered likely to give rise to any unacceptable impact upon the water environment or potential for flood risk.

*Agricultural Land and Minerals Safeguarding:* Taking into account the significant need for the development, limited sterilisation of minerals, and minimal impact upon agricultural land, it is not considered that the proposed development would give rise

to any unacceptable minerals or agricultural safeguarding impacts.

### ***Impacts on Local Amenity***

The application site includes a mixture of residential, urban and rural locations and would pass in close proximity to a wide range of high sensitivity receptors. Upon completion, the proposed infrastructure and pumping stations would be unmanned and are not typically noise generating. The main elements of the proposed sewer and pumping stations are largely sealed and, based on the applicant's previous experience, would have limited potential for odour emissions. In order to minimise any odour emissions, chemical dosing would be carried out, carbon filters utilised at key vent locations, and an odour management plan implemented. During construction, the proposed development would inevitably result in some noise and dust disturbance for sensitive receptors, in particular those located in close proximity to the works and contractor compounds. However, such impacts would be temporary in nature and/or transitory and, where possible, would be mitigated through appropriate operational practices and noise/dust mitigation measures. Subject to appropriate mitigation being secured by condition, the proposed development is not considered likely to give rise to unacceptable impacts upon local amenity.

### ***Highway Capacity and Road Safety***

The installation of the pipeline and pumping stations would inevitably have an impact on the operation of the public highway for a period of approximately two years. The extent and duration for which this would be experienced, varies greatly between different locations/activities. However, subject to controls over routing, traffic management measures, temporary access layouts, wheel washing, and repair of the highway where appropriate, the relevant highways authorities raise no objection to the proposals in highway capacity or road safety terms. Once constructed, the unmanned nature of pumping stations and pipeline would generate very limited vehicle movements. Overall, the proposed development is not considered likely to give rise to any unacceptable impact upon highway capacity or road safety in accordance with the NPPF and the Development Plan.

### **Conclusion**

The proposed development would provide vital wastewater infrastructure fundamental to the delivery of future housing development allocated in the Chichester District Local Plan (2015), which the applicant has a statutory duty to provide. In principle, the provision of wastewater infrastructure is strongly supported by both development plan policies and the NPPF, and as such the need for the development must be given significant weight.

Although the development has the potential to conflict with allocated and approved land uses, the route and location of the pumping stations have been planned to avoid known future development where possible, with margins allowing future amendment as required, as the details of development become available. There would inevitably be some negative impacts upon amenity and the environment during construction. However, they would be temporary in nature, and controls are proposed to ensure they would be minimised to appropriate standards and/or

appropriate construction methodologies adopted.

Upon completion, the large majority of the proposed infrastructure would be underground and areas temporarily affected by excavations reinstated where appropriate. Although three pumping stations would be permanent features, they would generally be sited either within areas allocated for future development or in urban fringe locations. Proposed pumping stations contain equipment of a limited size, would be unmanned, and include significant perimeter planting. Further, measures are proposed to control any potential odour. On balance, the proposed development is not considered likely to give rise to any unacceptable impacts upon the locality.

The applicant has carried out a full Environmental Impact Assessment that adequately identifies and considers the key topics with potential for significant environmental effects. Taking into account the assessments presented therein, comments received from consultees and third parties, and the range of measures proposed to mitigate any impacts, on balance, it is considered that the proposed development would not give rise to any unacceptable environmental effects.

### **Recommendation**

That planning permission be granted for all four applications subject to the conditions and informatives in **Appendices 1-4**.

## **1. Introduction**

- 1.1 This report relates to four separate planning applications, namely the installation of a 10km (approximately) wastewater pipeline (sewer); and the erection of pumping stations in three locations. In combination, these applications make up the 'Chichester Growth Pipeline', the main purpose of which is to serve the three significant housing development sites or 'Strategic Development Locations' (SDLs) around Chichester allocated in the Chichester District Council Local Plan 2014-2029.
- 1.2 For all intents and purposes, the four applications should be considered as a single development as they relate to the same project and are supported by a single Environmental Impact Assessment (EIA) and Planning Supporting Statement.

## **2. Site and Description**

- 2.1 The development site consists of a 10km linear route stretching between Clay Lane at the edge of the West of Chichester SDL and the existing Tangmere Waste Water Treatment Works (WWTW). The site extends to approximately 54 hectares in total and includes three pumping station sites of approximately 1-1.5 hectares, each of which is located either within or adjacent to the three Chichester District Local Plan (2015) SDLs. The site is within Chichester District, extending between the parishes of Chichester City, Westhampnett, Oving and Tangmere.

### ***Pipeline***

- 2.1 The proposed pipeline site would be 9.92km in length and would extend from Clay Lane west of Chichester to the existing Tangmere WWTW, located on East Hampnett Lane, Tangmere. (see appendix 5).
- 2.2 The pipeline would pass through both rural and built up areas. Key features along the route include Chichester & Graylingwell Conservation Areas, numerous roads (including the A286 and A27), Graylingwell Registered Park & Garden, hedgerows, public rights of way, the River Lavant, and Chichester Dyke Scheduled Monument. It does not include any areas subject to ecological or landscape designations, but it does include areas at increased risk of flooding.
- 2.3 Starting at Clay Lane and the West of Chichester SDL, the pipeline would extend in a north easterly direction to White House Farm before crossing Centurion Way foot/cycleway and the B2178 (St Paul's Road). It would then run east across an area of public open space and follow Norwich Road before crossing the rear car park of Chichester Hospital and traversing the A286 (Broyle Road). The route would then pass along Wellington Road, across Chichester Dyke (scheduled monument) and playing fields (including Oaklands Park and the University of Chichester playing fields), through the former Graylingwell hospital site, along Kingsmead Avenue, and east into the River Lavant valley and Westhampnett/North East Chichester SDL.
- 2.4 The route then runs south of the Goodwood Race Circuit/Airfield, across Claypit Lane, and north of the Rolls Royce Factory before turning south and across Stane Street. It then continues south via agricultural land, across the A27, before skirting the western boundary of the West of Tangmere SDL. From here, the site runs parallel with Tangmere Road to the south of the Tangmere Military Aviation Museum, thereafter broadly following the perimeter track of the Tangmere Airfield (allocated as a Horticultural Development Area (HDA) within the Chichester District Council Local Plan 2014-2029 – an area where horticultural development such as greenhouses is supported in principle), before terminating at Tangmere WWTW.
- 2.5 A total of seven PROW (including footpaths and bridleways), and Centurion Way (former railway footpath/cycleway) would be crossed by the proposed development.

### **Pumping Station 1 – West of Chichester (PS01)**

- 2.6 This site (approximately 1.5ha) is located approximately 300m to the south of Salthill Lane. It is on land within the West of Chichester SDL, which is allocated for 1600 homes, employment land, and associated community facilities/green infrastructure. At present, however, the application site sits within an open field in agricultural use(see appendix 7).
- 2.7 In close proximity to the south of the site is a mature field boundary comprising a hedgerow/tree belt and public footpath (FP3015). To the west (approximately 200m) is New Bridge Farm; to the north (approximately 300m) is Salthill Lane running east/west (also a Public footpath – FP2930) and Salthill Lodge (Grade II Listed). To the east of the site is (approximately 110m) is an

area of ancient woodland. The application site also includes an area for the provision of a new temporary access, running north-south along a field boundary to its junction with Clay Lane. This part of the site is characterised by agricultural land with the southernmost extent running parallel to the gardens of two large residential properties on Clay Lane, albeit largely separated by a mature hedgerow and/or close boarded fencing.

### **Pumping Station 2 – Westhampnett (PS02)**

- 2.8 This site (approximately 0.8ha) is located to the west of Madgwick Lane on land within Westhampnett/North East Chichester SDL, which is allocated for 500 homes and associated community facilities/green infrastructure. At present, the application site sits within an open agricultural field within the River Lavant valley, adjacent to Old Place Lane (a private track) which would provide access to/from the site (see appendix 8).
- 2.9 Between 130m and 200m to the south/south east of the main site are residential properties on Madgwick Lane, The Sadlers, and London Bridge Close. Amongst these properties is Old Place Farmhouse and 34 Madgwick Lane (both Grade II Listed). To the west of the site, the field boundary is demarked by the River Lavant, beyond which are agricultural fields. To the north are open agricultural fields with Old Place Farm buildings approximately 300m distant and Goodwood Airfield/Motor Circuit 550m distant.
- 2.10 Owing to its position in the River Lavant valley, the site falls within an area potentially at risk of flooding.

### **Pumping Station 3 – Tangmere (PS03)**

- 2.11 This site (approximately 0.7ha) is located south of Gamecock Terrace, just outside of the Tangmere SDL, which is allocated for 1000 homes and associated community facilities/green infrastructure. The application site sits within an agricultural field immediately south of the Gamecock Terrace from which access would be taken (also a public Bridleway – BW3581) and Tangmere Military and Aviation Museum. A small group of terraced residential properties lie approximately 30m to the north of the site and are generally well-screened by existing boundary treatment and mature vegetation (see appendix 9)
- 2.12 To the east of the site is the former Tangmere Airfield perimeter track (in part shared with bridleway BW3581), beyond which are agricultural fields and glasshouses, all on land allocated as a HDA. To the west of the site is a grassed area with a small number of trees/shrubs, beyond which is Tangmere Road, enclosed with mature hedgerows and trees. To the south of the site is open agricultural land.

## **3. Relevant Planning History**

- 3.1 Planning permission was granted in 2016 (WSCC/055/16/TG) for new ancillary plant and equipment at Tangmere WWTW, which formed part of more extensive upgrade carried out under 'permitted development' rights. It is understood that these works are now substantially complete.

- 3.2 Given the extent of the application sites and the link with the SDL allocations, there are numerous planning applications, allocations, and permissions that relate to land potentially affected by the development. An assessment of key related planning permissions/allocations is set out at 9.7.

#### **4. The Proposal**

- 4.1 The applicant is seeking planning permission for an underground wastewater pipeline (sewer) and three pumping stations to provide additional capacity to serve the new housing which is expected to come forward through the development of three significant housing sites around Chichester.
- 4.2 The construction works are expected to take two years, after which the only permanent above-ground physical features would be the three pumping stations, inspection chambers for six wash-out chambers and twelve air valve chambers, and two air vent stacks.

##### ***Pipeline***

- 4.3 The proposed underground pipeline would be 9.92km in length, with varying diameters of 25cm, 28cm and 31.5cm, increasing in size with proximity to Tangmere WWTW. It would be constructed from High Performance Polyethylene (HPPE).
- 4.4 The pipe would generally be buried at a minimum depth of 90cm below ground, although in highway locations it would be at a minimum depth of 1.2m. Its installation would require excavations of up to a maximum of 4.5m in depth and 1.6m in width.
- 4.5 The majority of the pipeline would be constructed through an 'open cut' method of excavation. This would generally require a working corridor 25m in width for construction plant, storage of excavated material, transit and handling of pipes, 10m haul route, 5m trench, and 10m soil storage (see appendix 6). Topsoils would be stripped and stored within the working width, which would typically be excavated in 50–100m length sections. Pipes would be strung out beside the trench and welded together before installation. Following excavation, bedding material would be placed, the welded pipes installed, and the stored soils would be backfilled.
- 4.6 Trenchless construction methods are also proposed at six locations. Three methods are proposed, namely auger boring (a small, rotating drilling head, pushed forward between two pits by hydraulic jacks); horizontal directional drilling (HDD - a more substantial drilling operation using a precision-guided drilling rig and temporary launch/reception compounds at entry/exit points); and timber heading (an excavated tunnel shored up with timber).
- 4.7 Trenchless construction would occur at the following locations:
- under Centurion Way (HDD);
  - under the A286 Broyle Road (HDD);
  - from Wellington Road to land south of Graylingwell Drive (HDD);
  - under the A27 (HDD);

- under Tangmere Road and section of hedgerow (Auger Boring); and
  - under Graylingwell drive and associated tree line (Timber Heading).
- 4.8 During construction, the working area would be demarked by fencing appropriate to the location (e.g. stock proof, heras, or mobile highway safety barriers).
- 4.9 To support construction activities, 21 temporary compounds are proposed at various locations along the route in close proximity to the highway. Each compound would be laid with a geotextile membrane and aggregate surface, and enclosed with heras fencing. These would include a self-contained welfare unit and steel storage container, and be used for deliveries of materials, storage of plant, and parking of vehicles. All compounds would be fully reinstated following the completion of construction.
- 4.10 Access to compounds and the pipeline route would be via existing field accesses where possible. However, in the majority of cases, new temporary accesses would be formed from crushed/compacted aggregate, with vegetation removed/trimmed where necessary to allow the formation of temporary bell mouths.
- 4.11 During construction, materials would be delivered to the various compounds, from which they would be transported along the pipeline route by tractor and trailer, dump truck or excavator to the area under construction. In three areas, a temporary haul road of compacted/crushed aggregate would be laid to facilitate access to key construction activities, namely:
- between Clay Lane and Old Broyle Road (B2178) – approximately 1.5km in length, required for a period of approximately 90 weeks
  - to the east of Kingsmead Avenue – approximately 120m in length, required for a period of approximately 19 weeks
  - to the South of Stane Street – approximately 320m in length, required for a period of approximately 20 weeks.

### ***Ancillary Development***

- 4.12 In addition to the pipe itself, the pipeline would also require:
- Twelve Air Valve Chambers: underground chambers (approximately 2.4m<sup>2</sup> and between 1.5-6m deep) containing air valves required to regularise air pressure in the system. In most locations, the chamber would only be identifiable by the surface feature of an inspection chamber cover and concrete plinth that would generally be flush with the surface. However, in some locations these could be raised to between 5cm and 60cm in height.

In two locations (close to the cricket field within the former Graylingwell Hospital, and adjacent to the PROW on the northern boundary of the Rolls Royce factory), air vent stacks of approximately 4m in height, of similar appearance to lampposts, would be required to aid the dispersal of potentially odorous emissions at high points in the system.

- Six Washout Chambers: underground chambers (approximately 2.4m<sup>2</sup> and between 1.5-6m deep) containing a coupling/valve required for any filling/draining/cleaning of the system. In most locations, the chamber would only be identifiable by the surface feature of inspection chamber cover and concrete plinth which would generally be flush with the surface. However, in some locations these could be raised to between 5cm and 60cm in height.

### ***Pumping Stations***

- 4.13 The three proposed pumping stations would be of a similar design and scale and include similar equipment. Each pumping station would be approximately 30m x 50m in size, , enclosed by a 2.3m high barbed-wire topped chain-link perimeter security fence, with matching lockable gates. Each would be laid with a mixture of concrete hard standing and gravel surfacing, including an area for parking and turning of maintenance vehicles, and surrounded by a belt of new planting of approximately 6m in depth (see appendix 10).
- 4.14 The pumping stations would contain various kiosks and equipment with a maximum height of 4m. Although lighting would be included, it would be directed downwards into the site and used only during infrequent maintenance visits. Pumping Station 03 (Tangmere) would include an emergency generator.
- 4.15 Once operational, the proposed pumping stations would be unmanned, with infrequent maintenance visits, and monthly deliveries of chemicals for dosing wastewater.

## **5. Environmental Impact Assessment (EIA)**

- 5.1 The installation of sewer pipelines is not specifically identified within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment)(England) Regulations 2011. However, following a screening request from the applicant and taking into account relevant national guidance, the County Council determined that the development would fall within either Part 10(k) of Schedule 2 which relates to oil/gas pipeline installations, or Part 10(l) which relates to the installation of long-distance aqueducts.
- 5.2 As the proposed development relates to a site of over 1 hectare in area, threshold criteria were exceeded. Therefore, the development required 'screening' by the County Council to establish whether the development has the potential to result in 'significant environmental effects' which require an EIA.
- 5.3 The County Council issued a Screening Opinion on 4 April 2016. Having regard to the selection criteria in Schedule 3 of the EIA Regulations 2011 (the Regulations in place at the time of the Screening Request), it was determined that the proposal would have the potential for significant effects on the environment within the meaning of the EIA Regulations 2011, and thus an EIA would be required. A subsequent Scoping Opinion, provided on 12 September 2016, confirmed the information that should be included in the EIA.



- 5.4 It is of note that an underground sewer pipeline would usually be 'permitted development' not require express planning permission unless, as in this case, it is EIA development.

## **6. Policy**

### ***Statutory Development Plan***

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory 'development plan' unless material considerations indicate otherwise (as confirmed in paragraph 47 of the NPPF).
- 6.2 For the purposes of the application, the following documents form the statutory development plan: the West Sussex Waste Local Plan (2014), the Chichester District Local Plan (2015) 2014-2029, and the Tangmere Neighbourhood Plan (2016).
- 6.3 The key policies in the development plan, which are material to the determination of the application, are summarised below. In addition, reference is made to relevant emerging policy and guidance, and national planning policy that guides the decision-making process and which is material to the determination of the application.

### ***West Sussex Waste Local Plan (2014)***

- 6.4 Policy W6 supports proposals for the management of wastewater and sewage sludge provided that (i) the proposal is necessary to support new development; or (ii) it is required to meet environmental standards or regulatory provisions.
- 6.5 In addition to the above, several development management policies are applicable:

W11 - Character  
 W12 - High Quality Development  
 W14 - Biodiversity and Geodiversity  
 W15 - Historic Environment  
 W16 - Air, Soil and Water  
 W17 - Flooding  
 W18 - Transport  
 W19 - Public Health and Amenity  
 W20 - Restoration and Aftercare  
 W21 - Cumulative Impact

### ***Chichester District Local Plan (2015)(2015)***

- 6.6 The Chichester District Local Plan (2015) includes a number of key visions and objectives at its core which include making provision for increased housing supply and strategic infrastructure. Of particular relevance to the proposed development is the objective for Wastewater Treatment and Water Supply which seeks to '*Ensure good wastewater pipework and sufficient sewage*

*capacity is available for both our existing and proposed housing, balanced with the need to protect internationally designated habitats'.*

- 6.7 Policies 15, 17 and 18 relate to three Strategic Development Locations. These policies allocate land for a total of 3,100 homes, employment land, community facilities, open space and green infrastructure. All three allocations recognise that *'Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.'*
- 6.8 Policy 7 seeks to ensure that SDLs are master-planned, provide a clear vision/concept to guide development therein and ensure that development is delivered in a coordinated way. Of particular note it is the requirement for masterplans to *'provide for timely delivery of physical infrastructure, including sewage connections.....'*.
- 6.9 In addition to the above, the following policies are of material relevance to the proposed development:

Policy 1 – Sustainable Development

Policy 9 – Development and Infrastructure Provision

Policy 32 – Horticultural Development (this includes the designated HDA at Tangmere).

Policy 39 – Transport, Accessibility and Parking

Policy 40 – Sustainable Design and Construction

Policy 42 – Floodrisk and Water Management

Policy 45 – Development in the Countryside

Policy 47 – Heritage and Design

Policy 48 – Natural Environment

Policy 49 – Biodiversity

### ***Tangmere Neighbourhood Plan (2016)***

- 6.10 Policy 2 sets out a number of development principles for the Strategic Housing Land to the west of Tangmere village (as allocated by the Chichester District Local Plan (2015) Policy 18). Of particular relevance is the support for retention of existing hedgerows and the provision of a 'structural landscape belt' of sufficient width to include landscape amenity and a foot/cycleway (to include the western and southern boundaries). Policies 8 and 9 seek to protect and build upon green infrastructure and sustainable movement networks, and for the layout of new development to take account of such features. Policy 10 seeks to ensure development that reflects the local character of the parish.

### ***Other Policies***

### ***West Sussex Joint Minerals Local Plan (July 2018)***

- 6.11 Policy M9 seeks to safeguard finite mineral resources and avoid their sterilisation.

### ***National Planning Policy Framework (July 2018)***

- 6.12 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF does not form part of the development plan but is a material consideration in determining planning applications. It also helps to guide decision-makers as to what matters are material to the decision-making process.
- 6.13 Paragraph 8 sets out the three key roles of the planning system; economic, social and environmental. The supporting text highlights the importance of providing infrastructure to support growth.
- 6.14 Paragraph 59 supports a proactive drive to deliver homes, without unnecessary delay. Paragraph 72 supports the supply of large numbers of new homes through large scale development, and notes the need to consider the opportunities presented by existing and planned infrastructure.
- 6.15 The paragraphs of the NPPF of key relevance to this application are: 8 (roles of the planning system), 11 (presumption in favour of sustainable development), 47 (determining applications in accordance with the development plan), 59 (boosting the supply of homes), 72 (large scale housing development), 97 (protecting open space and playing fields), 102 (consideration of transport issues), 109 (unacceptable impact on the road safety or a severe impact on the road network), 117 (promoting effective use of land to meet the need for homes), 119 (proactive role to bring forward land suitable for meeting development needs) 127-132 (achieving well-designed places in decision making), 163 (ensuring flood risk is not increased elsewhere), 170 (conserving and enhancing the natural environment), 175 (protection and enhancement of biodiversity and geodiversity), 178 (avoiding pollution and contamination), 180 (minimising impacts of noise), and 192 (protection of heritage assets).

***Chichester District Council - Adopted Surface Water and Foul Drainage – Supplementary Planning Document (September 2016).***

This document expands on the objectives and policies of the Local Plan to provide further clarification on how surface and foul water drainage matters should be addressed. It highlights the importance of both the existing and proposed infrastructure to cope with increased demand from proposed growth in a sustainable manner, and draws attention to Southern Water's Business Plan (2015-2020) and the proposed investment to provide additional wastewater treatment capacity to deliver development in the Chichester District Local Plan (2015).

**7. Consultations**

- 7.1 ***Chichester District Council:*** No objection. Note the pipeline has been designed to follow the main spine road through the West of Chichester SDL which also includes provision for a pumping station. Consider in the absence of reserved matters approval for this SDL that it would not be possible to conclude the proposals would prejudice its layout. Note that the pipeline has been routed to follow the estate road of the approved (outline permission) Lower Graylingwell housing development. Note that the PS02 (Westhampnett) would be a utilitarian feature within the River Lavant valley and further consideration

should be given to its appearance and siting. Question the impact upon delivery of a perimeter belt of planting at Tangmere SDL. Note the potential for sterilisation of the HDA at Tangmere Airfield and potential impacts upon development currently/recently approved in the vicinity thereof.

- 7.2 Following further information/clarification provided by the applicant (including a revised orientation/location of PS02) consider planting at PS02 would go some way to mitigating landscape/visual impacts, but it will be for the County Council to determine if such impacts are outweighed by the public infrastructure benefits the development will deliver. Changes to the route of the pipeline at the Tangmere Airfield Nurseries are welcomed albeit proximity to the proposed development and potential sterilisation of HDA land should be considered. Note that there will be a need for a certain degree of flexibility to take account of final localised setting, ground conditions and intervening services.
- 7.3 **Chichester District Council EHO:** No objection. Initially concerned about deficiencies in the submitted noise management plan. Following further information and improvements to proposed mitigation measures, satisfied with the proposed noise/odour mitigation measures. Recommend conditions to secure; an unexpected contamination remediation plan, safe storage of chemicals, dust mitigation, and the full implementation of the measures identified within the submitted Noise and Vibration Management Plan and Odour Management Plan.
- 7.4 **Fishbourne Parish Council:** Objection. Concern about potential impacts upon the parish from the development of a pumping station and sewer at Whitehouse Farm (West of Chichester). Raise a number of technical queries relating to plant specifications, their capacity to deal with sewage generated, and potential reliability issues. Concerns also raised about potential for odour. Support the routing of vehicles from the north as proposed, the commitment to repair damage to the highway, and community liaison during construction.
- 7.5 The applicant has provided detailed responses to technical matters raised but no further formal comments have been made by the parish.
- 7.6 **Chichester City Council:** No objection. Request development be of suitable capacity to meet the long term needs of residents, a temporary diversion be provided to avoid closure of a PROW, and conditions to ensure the removal of the temporary access road upon completion.
- 7.7 **Westhampnett Parish Council:** Objection. Concerned with PS02, in particular: site size, relationship with Grade II listed properties, impact upon agriculture, and visual impact upon residents. Consider better alternative locations are available on the banks of the River Lavant.
- 7.8 The applicant subsequently revised the location of PS02 (further from the River Lavant) and provided further clarification on potential impacts upon agricultural operations and listed buildings, but no further formal comments have been made by the parish.
- 7.9 **Oving Parish Council:** No comment.

- 7.10 **Tangmere Parish Council:** No objection or support offered. Request the development be constructed sensitively with regard to local amenity and ecology. Note that PS03 must be 'state of the art' and therefore odour free, citing odour issues arising from the existing Tangmere pumping station.
- 7.11 **Lavant Parish Council:** No comments received.
- 7.12 **Boxgrove Parish Council:** No comments received.
- 7.13 **Environment Agency:** No objection, subject to conditions to secure mitigation measures set out in the environmental statement, and a remediation strategy for dealing with unexpected contamination.
- 7.14 **Natural England:** No objection.
- 7.15 **Sport England:** Do not consider the proposal would be within their remit to comment. Provide standard advice with regard to consideration of playing fields.
- 7.16 **Portsmouth Water:** No objection in principle. Highlight concerns with regard to potential for subsurface activities to impact upon groundwater sources.
- 7.17 **Highways England:** No objection. Recommend conditions to secure visibility splays and wheel washing at the access from the A27/A285 roundabout.
- 7.18 **Goodwood Aerodrome:** No comments received.
- 7.19 **Historic England:** No objection. Consider the proposals are a low risk to the Chichester Entrenchment. Confirm the necessary Scheduled Monument Consent has been granted for HDD works in the vicinity of the asset.
- 7.20 **Sussex Gardens Trust:** No substantial objection. Note the proposed vent stack at the SE corner of Graylingwell Park could detract from attractive parklands and consideration should be given to painting it green and possible screening.
- 7.21 **WSSC Archaeology:** No objection. Request condition to ensure all works are carried out in accordance with the submitted Written Scheme of Investigation. A number of archaeological features and deposits have been identified, and acceptable and proportionate mitigation measures proposed. Impacts of pipeline construction upon designated heritage assets would be temporary and would not cause any permanent adverse impacts to those assets. Recommends appropriate finishes to be considered for taller plant to minimise any permanent visual impacts.
- 7.22 **WSSC Highways:** No objection. Request conditions to ensure gates at compounds, temporary accesses being constructed in accordance with submitted details, detailed access specifications to be agreed, and an updated Construction Management Plan (to include further traffic management measures at Broyle Road and Old Place Lane accesses). Note that various aspects of temporary highways management/crossovers/closures are controlled

by separate processes and legislation which will require further separate approval of the WSCC Area Offices and Street Works Team.

- 7.23 **WSCC Public Rights of Way (PROW):** No objection. Request conditions to ensure PROW are managed in accordance with an updated Construction Environmental Management Plan (to include details of temporary surfaces and detailed arrangement for the crossing of PROW).
- 7.24 **WSCC Ecology:** No objection. Request conditions to secure ecological mitigation as set out in the Landscape and Ecological Management Plan (LEMP), a timetable for implementation of ecological works, appointment of an Ecological Clerk of Works, and reporting/monitoring where necessary.
- 7.25 **WSCC Tree Officer:** No objection. Request conditions to secure implementation of all landscaping & tree protection as set out in the landscape environmental management Plan and construction environmental management plan. Note it will be essential that the replacement planting programme does not conflict with the large development areas that already have outline consent.
- 7.26 **WSCC Drainage and Flood Risk:** No objection. Note that flood risk overall is assessed as low and surface waste drainage strategy is consistent with national and local policy. Require details of detailed final arrangements for surface water drainage at individual pumping stations.

## **8. Representations**

- 8.1 The applications were publicised in accordance with Schedule 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Twenty-five site notices were erected at various points along the pipeline route, an advertisement put in the local newspaper, and neighbour notification letters sent to properties in the immediate vicinity of the application site. Following further information submitted under Regulation 22 of the EIA Regulations, the full consultation exercise was repeated.
- 8.2 In response, twelve representations have been received - five in objection; six raising concerns; and one making comments.
- 8.3 These include four submissions by landowners or developers in relation to potential conflict with their future development proposals. They highlight issues about the proposed pipeline development conflicting or constraining future development with outline approvals within the SDLs.
- 8.4 Concerns and/or objections have been raised by third parties at White House Farm (which includes a B&B) and Copse Farm, relating to the potential impacts of construction activities upon their homes/businesses and enjoyment thereof.
- 8.5 One objection raised concerns over the impact of PS02 in terms of visual intrusion on an arable field overlooked by listed properties, and impact upon farming, and noting that residents would be affected by a potential new roadway and sports pavilion which would introduce vehicles and pedestrians to an area that cannot accommodate them.

- 8.6 Further representations received regarding PS02 are pleased with the proposed new location west of Old Place Lane and proposed planting. The need to install appropriate planting in a timely manner is noted.
- 8.7 One representation received considers the proposals will further exacerbate the destruction of green space, trees and wildlife around Chichester.

## **9. Consideration of Key Issues**

- 9.1 The main material considerations in relation to this application are:
- the principle of the development;
  - impacts upon Local Plan allocations/designations and committed development;
  - impacts on the environment;
  - impacts on local amenity; and
  - highway capacity and road safety.

### ***Principle of the Development***

- 9.2 The applicant (Southern Water) is the statutory sewage undertaker for Chichester and so has a statutory duty to collect, convey and treat wastewater to serve new development, and to meet strict environmental standards set by the Environment Agency.
- 9.3 As part of the preparation of the Chichester District Local Plan (2015), it was acknowledged that waste water treatment capacity is a constraint on development in and around Chichester, in particular owing to discharge constraints at existing treatment facilities.
- 9.4 Following extensive consideration of options by Southern Water, and investigations commissioned by Chichester District Council, Tangmere WWTW was identified as a technically and environmentally feasible option for expansion to accommodate development growth within Chichester. As a result, Southern Water identified an investment scheme that would deliver additional treatment to support the development identified in the Local Plan, including the upgrade of Tangmere WWTW, an additional sewer pipeline, and new pumping stations.
- 9.5 This being the case, it is considered that the development is acceptable in principle as it would meet an identified need for additional wastewater capacity as required by the housing allocated in the Local Plan.
- 9.6 *The proposed development seeks planning permission for an underground sewer pipeline and three pumping stations to provide the required wastewater capacity for three major housing sites allocated in the Chichester District Local Plan (2015). The applicant has a statutory duty to provide this infrastructure and so it is considered that there is a clear and pressing need for the proposed development to provide the required wastewater capacity, in accordance with both the NPFF and the Development Plan.*

***Impacts upon Local Plan Allocations/Designations and Committed Development***

- 9.7 Although the proposed development would provide infrastructure directly related to three SDL sites around Chichester, it could have an adverse impact on the development of those sites and also on permitted development and designations in other locations.

*West of Chichester SDL*

- 9.8 The developer of Phase 1 of the SDL land has raised concern that a small section of the pipeline may constrain the future delivery of housing.
- 9.9 However, the proposed route of the sewer pipeline would follow that of the main spine road shown on the masterplan approved by Chichester District Council (CDC ref. 14/04301/OUT - see appendix 11), and takes account of indicative layouts for housing shown. Further, PS01 would be sited within the area earmarked for a sewerage treatment/pumping facility as part of the approved outline permission for Phase 1. Although the developer's comments are noted, the applicant has designed the proposals to take account of the approved site details available at the time of submission. Therefore, it is not considered that the route of the sewer, or the location of PS01, would conflict with this SDL allocation.

*Westhampnett/North East Chichester SDL*

- 9.10 PS02 would be located centrally within the SDL on land identified on the approved masterplan as open space/green infrastructure land (CDC refs. 15/03524/OUTEIA and WH/15/03882/OUT - see appendix 12). However, significant perimeter planting would be provided around the pumping station, and in response to initial concerns, the applicant has relocated and reoriented PS02 further east, parallel to an existing concrete surfaced track from which access is sought. Therefore, it is not considered that the route of the sewer or the location of PS02 would conflict with this SDL allocation.

*Tangmere SDL*

- 9.11 To date, no planning applications to develop the site have come forward and no masterplan has been approved. However, in addition to the key development criteria set out in the Chichester District Local Plan, the Tangmere Neighbourhood Plan (Policy 2) includes a number of principles for future development including the need to have due regard to pedestrian and cycle links, retention of existing hedgerows and landscape features at the edge of the site, and provision of a structural landscape belt around the perimeter of the site of sufficient width to include a foot/cycle path.
- 9.12 The route of the proposed pipeline follows the western and southern perimeter of the SDL site (see appendix 13). This route could have an impact upon the delivery/specification of the desired perimeter structural landscaping and foot/cycle paths, in particular owing to the need to maintain a suitable easement for the pipeline (approximately 3m either side). However, the siting of a pipeline would not necessarily prevent the delivery of paths (pipelines



regularly are laid under roads/paths), and shallow-rooting planting options would remain possible within the easement.

- 9.13 Overall, whilst the proposed pipeline would require future development of SDL perimeter features to be carefully considered, it is considered to represent the best option to minimise any potential sterilisation or constraints to future housing development. All existing perimeter planting affected by construction of the development would be reinstated upon completion. Therefore, it is not considered that the route of the sewer, or the location of PS03, would conflict with this SDL allocation.

*Horticultural Development Area (HDA)*

- 9.14 The route of the proposed pipeline broadly follows the northern perimeter of the HDA, albeit to a varying degree within its boundaries. Initially, due to the incursion into the HDA, CDC raised concerns that the proposed pipeline could sterilise future horticultural and adjacent development, including some currently being considered. In response to these concerns, the applicant has re-routed the pipeline slightly to ensure the delivery of horticultural development would not be compromised.
- 9.15 This being the case, the proposed development is not considered to conflict with the HDA allocation or delivery of adjacent development.

*Graylingwell Redevelopment*

- 9.16 The route of the pipeline crosses through the former Graylingwell hospital development area, the subject of numerous planning applications either approved or currently being considered by CDC for the delivery of housing and associated infrastructure/development (see appendix 14).
- 9.17 The proposed pipeline would cross directly through the 'Graylingwell Lower' housing site which has approval for 160 dwellings. The developer of this site has raised an objection based on the potential for the pipeline to constrain future delivery and sale of housing. However, the route of the proposed pipeline has been designed to follow the main spine road of the development as approved in outline. This should ensure that potential sterilisation or build over issues would be avoided as far as practicable.
- 9.18 The proposed pipeline would also cross the southern limb of the Graylingwell Park development, through the north-western corner of a parcel of land identified for a proposed care home (south of the junction between Graylingwell Drive and Kingsmead Avenue). The developer of the care home raises an objection to the proposals based on the potential for the pipeline to impact on the siting/delivery of this building which is constrained by the size of the site. They further note that a temporary compound in this location would unlikely be acceptable as a possible constraint to the timely delivery of a future care home.
- 9.19 However, the detailed siting and layout of the care home have yet to be approved through a reserved matters application. Taking into account the marginal potential for sterilisation of this land, the scope for the future development to be adapted where necessary, and noting that any rights for

temporary use of the land for construction purposes is not a planning matter, it is not considered that the proposed pipeline would unacceptably impact upon the future delivery of the wider Graylingwell Park development.

*General*

- 9.20 More generally, given its extent and location within SDLs, there is inevitably the potential for the pipeline to overlap or interact with future development. However, it has been designed to avoid or be compatible with future committed development, approved masterplans and key development principles. There will inevitably be a need for ongoing liaison between applicant and various developers, typical with the delivery of large development sites. However, this is a matter for developers, landowners and the applicant to consider and, where necessary, to seek amendments to proposed development to reflect evolving development proposals. It is of note that the extent of the application site incorporates significant margins to provide future flexibility for realignment should it be sought.
- 9.21 There is, therefore, no planning reason to resist the delivery of the development which in planning terms constitutes an acceptable use of the land.
- 9.22 *The development has the potential to conflict with allocated and approved land uses, as has been highlighted in representations from several developers. However, the route and location of the pumping stations have been planned to avoid known future development where possible, with margins allowing future amendment as required, as the details of development become available. On this basis, it is not considered that the proposal would unacceptably impact upon the delivery of local plan allocations/designations or future development proposals.*

**Impacts on the Environment**

*Landscape and Visual Impact*

- 9.23 The proposed development does not fall within a designated landscape area, and at its nearest point, north of the Rolls Royce factory, the proposed pipeline would be approximately 700m from the boundary of the South Downs National Park (SDNP).
- 9.24 During the approximately two year construction period there would be landscape and visual impacts resulting from hedgerow/tree removal, contractors' compounds, temporary haul roads, excavation, construction activities, linear soil storage bunds, temporary fencing, and vehicular movements along the route.
- 9.25 The impacts are not considered to be significant, particularly as they would be temporary in nature. Once complete, all compounds, corridor fencing, and temporary accesses (or upgrades to existing accesses) would be removed on completion of the development and land restored to its former condition, and all breaks in hedgerows would be replaced, amenity grass replanted, and arable fields re-instated. Although replacement planting would inevitably take time to

reach full maturity, the residual impact of less mature planting in the intervening period is not considered so significant as to be unacceptable.

- 9.26 Restoration planting may not be immediate in areas where development is to be subsequently located (e.g. the West of Chichester SDL Spine road); in such cases, consideration would be given to appropriate reinstatement nearer completion of development.
- 9.27 In terms of permanent visual/landscape impacts, visible features upon the completion of development would comprise three pumping stations, two pipeline vent stacks, and 18 inspection chamber covers.
- 9.28 With regard to the Graylingwell Park vent stack, although the exact location is unclear (to be controlled by condition), it would be adjacent to a road and set within a future urban context and so the long term landscape/visual impact is not considered to be significant. The vent stack north of Rolls Royce would be sited in an arable field adjacent to a public footpath but subject to a suitable finish (to be controlled by condition), it would not be a prominent feature in the landscape and of limited visual impact.
- 9.29 With regard to the pumping stations, PS01 (West of Chichester) is currently an open agricultural field, albeit bound on three sides by mature trees/vegetation. However, it would ultimately be in an urban location, with the approved masterplan and outline permissions for the site already confirming the acceptability in principle of a foul sewage treatment facility in this location.
- 9.30 With regard to PS02 (Westhampnett), the application site is currently an open agricultural field within flat land forming the River Lavant valley, likely to be visible from nearby residential properties, including two Listed Buildings. The application site also includes a section of Old Place Lane (a private track) which is proposed to form the permanent access to/from the site.
- 9.31 In response to initial concerns raised by officers, third parties, and CDC, the applicant has revised the location and orientation of PS02 to minimise potential views along the River Lavant valley, and has provided 'visualisations' that illustrate the limited impact of the site once vegetation has established (see appendix 15). Given the small scale of built development, the orientation of the site parallel to the existing lane, and proposed perimeter planting, the pumping station is not considered likely to be a dominant feature within the landscape.
- 9.32 PS03 (Tangmere) would be located within an agricultural field on the edge of the former Airfield and the village. It would inevitably have some degree of an urbanising affect within its current setting and would be readily visible from Gamecock Terrace (from which access would be taken) and also a public bridleway and the main access to the neighbouring Tangmere Military and Aviation Museum. However, taking into account the limited volume/maximum height of above ground plant/equipment, and proposed perimeter planting, in time, it is not considered likely that the proposed pumping station would give rise to an unacceptable impact upon the landscape or character of the locality. To further minimise potential impacts upon the immediate landscape and in response to concerns about a narrow unmaintained strip of land being left at

site margins, the applicant has extended perimeter planting areas up to existing hard standings.

- 9.33 *Landscape and visual impacts associated with the proposed development primarily result from construction activities, but these would be temporary and so the impact is not considered significant. The route of the pipeline has been selected to minimise potential loss of landscape features and upon completion, all land would be reinstated to its former condition including replacement planting. Permanent visual/landscape impacts of the proposed development would be limited to three permanent pumping stations and two vent stacks. All pumping stations would contain limited above ground plant/equipment at a maximum height of approximately 4m, and would be surrounded by a thick belt of perimeter planting which, in time, would largely screen them. Taking into account the location/setting of the proposed pumping stations and vent stacks relative to existing/future development, the proposed development is not considered likely to give rise to any unacceptable landscape/visual impacts.*

#### *Ecology*

- 9.34 The route of the proposed development has been selected such that no ecologically designated site would be directly crossed or affected. Further, Habitats Regulation Assessment (HRA) screening has been carried out by the applicant and reviewed by the County Ecologist and Natural England. It is concluded that the development would not have any significant adverse effect on the integrity of any European designated site.
- 9.35 To mitigate any potential impacts on ecology via pathways such as surface and groundwater, the applicant has provided a detailed Construction Environmental Management Plan (CEMP) that includes detailed pollution prevention and industry standard construction methods to mitigate potential impacts.
- 9.36 The route of the proposed pipeline has been designed to avoid key habitat features, and where possible, the working width of the corridor would be reduced at hedgerow crossing points to 10m. There would be some loss of trees (19 trees and 11 tree groups) and impact on 15 hedgerows (8 considered 'important'), but they are largely categorised as being of low quality/value.
- 9.37 Upon completion, the applicant proposes to plant two native trees for each lost, albeit no deep rooted tree species would be planted within a 3m easement either side of the pipeline. All hedgerow breaches would be replanted with similar native species to those removed. The exception would be in areas where development is to be subsequently located (e.g. West of Chichester SDL Spine road); in such cases, consideration would be given to appropriate planting nearer completion of development.
- 9.38 Preliminary ecological surveys indicate limited potential for direct impacts upon protected species or their habitats. Notable features include two active badger setts approximately 30 and 100m from the proposed site and ponds to the east of Tangmere Airfield Nursery with a population of Great Crested Newts (GCNs). Preliminary ecological investigations also note that hedgerows, field margins and ditch/watercourse crossings are potentially suitable habits for protected

species (including birds, dormouse and reptiles) and can provide foraging routes for bats.

- 9.39 To mitigate any potential impact upon flora/fauna, the applicant has provided a detailed Landscape & Ecological Management Plan (LEMP) that includes detailed methodology for vegetation clearance works, where necessary, to be carried out under the supervision of a qualified ecologist.
- 9.40 To offset impacts associated with potential disturbance to ecology during the construction period, a number of ecological enhancements are proposed including installation of bat/bird/dormouse boxes, and the creation of hibernaculum (reptile habitats) within pumping station perimeter planting areas.
- 9.41 *Ecological impacts associated with the proposed development primarily result from temporary construction activities. The route of the pipeline has been selected to avoid key ecological features and ecological enhancements are included to offset temporary construction impacts. Detailed construction/arboricultural working methods and ecological mitigation would ensure impacts upon protected species/retained trees & hedgerows are minimised. Although the loss of trees and hedgerows is regrettable, upon completion, trees would be replanted on a two for one basis and all hedgerow breaks reinstated. The proposed development is not considered to give rise to any unacceptable impacts upon ecology or trees/hedgerows.*

#### *Heritage*

- 9.42 The proposed pipeline would cross Chichester Conservation Area, Chichester Entrenchments ('Devils Ditch' Scheduled Monument), Graylingwell Registered Park/Garden, Graylingwell Conservation Area, and pass in relative close proximity to a small number of Listed Buildings.
- 9.43 Upon completion, however, the pipeline would be underground within these areas, meaning any potential impacts on heritage features and their settings would be largely limited to temporary impacts associated with the construction period. Heritage England confirms that drilling under the Chichester Entrenchments would pose negligible-low risk of harm, and Scheduled Monument Consent has been granted for the works. The Sussex Gardens Trust raises no substantial objection to works within the Registered Park.
- 9.44 The exception to the above is one of the two required vent stacks which would require siting within the South east corner of Graylingwell Park. However, the proposed stack would be some 4m in height, akin to a lamppost, and located adjacent to a road/proposed future care home development forming part of the wider Graylingwell redevelopment. In this context, the proposed stack would not give rise to unacceptable visual impacts on this heritage designation.
- 9.45 With regard to the pumping stations, PS02 (Westhampnett) would be located in close proximity to Grade II Listed Buildings at Old Place House and 33/34 Madgwick Lane. Further, this area falls within the River Lavant valley and within the SDL. A key master planning requirement for development within this SDL is to have due regard to the conservation and enhancement of heritage

assets. As already noted, in response to concerns raised, the applicant has reoriented PS02 to a north/south orientation, abutting Old Place Lane and provided visualisations which seek to demonstrate limited visual impacts. It is considered that this, with the perimeter planting, would sufficiently reduce impacts on the setting of nearby Listed Buildings and other heritage features.

- 9.46 The County Archaeologist considers that the archaeological works to date and details contained within the Written Scheme of Investigation are satisfactory to control the final detail of outstanding mitigation measures including appropriate reporting, publicising and archiving of findings.
- 9.47 *With the exception of above ground plant/equipment required at pumping stations, the pipeline and associated infrastructure would be almost completely buried thus limiting potential impacts upon designated heritage assets to a temporary construction period. Subject to conditions to secure works in accordance with the submitted Written Scheme of Investigation, there would be no unacceptable impact upon buried archaeological features. Upon completion, PS02 (Westhampnett) would give rise to some visual affect upon the rural river valley setting of nearby Grade II Listed buildings; however, taking into account the proposed substantial planting and sensitive orientation/siting of above ground features, it is not considered such impacts would be unacceptable.*

#### *Water Environment and Flood Risk*

- 9.48 In terms of surface water features, the proposed pipeline would cross the River Lavant and 16 drainage ditches of varying width, depth and flow. The applicant proposes that all pipeline watercourse crossings would be excavated using open cut techniques during periods of low/no flow (including the River Lavant which is generally dry for a number of months each year). In each case, and to facilitate access along the corridor, watercourse crossings would be temporarily culverted with appropriately sized pipes and crushed materials placed on top. Each watercourse crossing would require either Ordinary Watercourse Land Drainage Consent or Flood Defence Consent from the Lead Local Flood Authority (LLFA) and Environment Agency (EA), respectively. Upon completion of construction, all watercourse crossings would be reinstated to their former condition.
- 9.49 The pumping stations would be within areas at low risk of flooding (Flood Zone 1), but the pipeline would pass through two areas at a medium and high probability of flooding (flood zones 2 & 3), namely the River Lavant valley, and the site of a culverted watercourse beneath the A27. However, Planning Policy Guidance: Flood Risk and Coastal Change categorises both Sewer Pipelines and Pumping Stations as low vulnerability 'water compatible' development that are acceptable in principle. Further, under the A27, HDD operations can be undertaken at a sufficient depth to avoid drainage features.
- 9.50 A significant proportion of the development would fall within areas where there are historically high ground water levels that could directly interact with the proposed underground infrastructure. Owing to the nature of the development (an air tight pumped sewer pipeline), the proposed pipeline and underground infrastructure would be unlikely to be affected by potential water ingress. In terms of the management of surface water arising within pumping stations,

large areas would remain permeable. For impermeable areas with potential for contamination, these would drain directly to the sewer itself.

- 9.51 Upon completion of the development there is some potential for the sewer pipeline to create either a barrier/or preferential pathway for surface and groundwater flows. However, proposed construction methods would ensure that any such impacts would be minimised, including ensuring backfilled materials are sourced from local arisings and thus of a similar permeability, reinstatement of the ground surface to pre-construction conditions, and over compaction being avoided. Overall, the sewer pipeline itself would have a limited potential to act as a barrier to ground or surface water flows.
- 9.52 For the construction phase, the applicant has provided a detailed Construction Drainage Management Plan (CDMP) that sets out detailed measures for avoiding flooding issues, including the programming of works to coincide with groundwater/weather conditions, regular monitoring, and the storage of soils outside of flood risk areas.
- 9.53 A section of the pipeline approximately 1.5km in length is located in the vicinity of the former Tangmere Airfield classified as Source Protection Zone 2c, identified as areas where the aquifer could be susceptible to deep drilling activities, none of which are proposed in this area. In addition to SPZs, the application site falls within or in close proximity to chalk aquifers. Portsmouth Water raise no objections but request that further investigation/mitigation may be required should excavations encounter the chalk aquifer. Preliminary geological investigation suggests that the depth of the proposed excavations would not encounter chalk, and would remain within less permeable horizons.
- 9.54 Construction activities have the potential to cause contamination of the water environment if not correctly managed, in particular through siltation or spillage of fuels/oils. The applicant has provided a detailed Construction Environmental Management Plan (CEMP) and the CDMP that includes detailed pollution prevention construction methodologies/working methods to minimise any sediments entering watercourses and the safe storage of fuels/oils/chemicals where required.
- 9.55 Finally, the proposed pipeline and pumping station would transport waste water arising from up to 3,000 dwellings to the existing Tangmere WWTW where it would be treated and subsequently discharged to the Aldingbourne Rife. This WWTW has recently been subject to significant upgrades to provide sufficient headroom to deal with increased flows and improve the quality of discharges. All discharges from Tangmere WWTW are carried out under an Environmental Permit controlled by the Environment Agency. A new permit is in place to take into account enhanced treatment processes and additional flows resulting from the proposed development.
- 9.56 In terms of protection of the water environment, subject to a condition to secure a contamination remediation strategy should previously unidentified contamination be encountered, the Environment Agency raises no objection to the proposals. Subject to conditions to control the final detailed design of on-site drainage provision, the WSCC Flood Risk Engineer also raises no objection

to the proposed development and concurs with the findings of the submitted FRA.

- 9.57 *The proposed development has been designed and routed to avoid areas at risk of flooding and groundwater sensitivity where possible. A range of best practice mitigation measures are proposed during construction that seek to ensure that any potential effects upon the water environment would be minimised, including the culverting and subsequent reinstatement of all watercourse crossings (for which other consents would also be required). All discharges from Tangmere WWTW are controlled by the Environment Agency under an Environmental Permit. The proposed development would contain all effluent flows, be resilient to any potential flooding, and would not exacerbate the potential for flooding elsewhere. Overall, the proposed development is not considered likely to give rise to any unacceptable impact upon the water environment or potential for flood risk.*

#### *Agricultural Land and Minerals Safeguarding*

- 9.58 The proposed development would cross or be sited in areas of land that are currently in agricultural use; therefore, there is potential to impact existing farming practices. Upon completion, the pipeline would be buried below ploughing depths, and above ground infrastructure would be sited close to field boundaries or within areas of existing/future development. Although there is potential for some sterilisation/severance of mineral resources, the environmental/economic feasibility of prior extraction is questionable, and there is an overriding need for the proposed development to provide vital infrastructure
- 9.59 *Taking into account the significant need for the development, limited sterilisation of minerals, and minimal impact upon agricultural land, it is not considered that the proposed development would give rise to any unacceptable minerals or agricultural safeguarding impacts.*

#### **Impacts on Local Amenity**

- 9.60 The proposed development has the potential to result in noise, dust and odour impacts, which have the potential to adversely affect local amenity. The following considers such impacts both during temporary construction and thereafter operation of the proposed development.

#### *Noise/Vibration*

- 9.61 Construction activities would take place within a mixture of residential, urban and rural locations. The route of the pipeline passes in close proximity to a wide range of high sensitivity receptors including residential dwellings, hospitals, and educational establishments.
- 9.62 The applicant has submitted a full noise impact assessment, which identifies sensitive receptors, includes baseline noise surveys, models potential noise impacts based on worst case scenarios, and assesses the likely significance of impacts relative to relevant standards.



- 9.63 With regard to operational noise, the proposed pipeline would be entirely located underground and is not noise generating. Air valves and vent stacks allow a gradual release of air when pressure in the system require it, and are not typically noise generating. The potential for operational noise would therefore be limited to that arising from pumping stations. Pumping stations do not have any above ground infrastructure that would typically be a source of noise. Although below ground wells would require pumps, they would be installed approximately 8m below ground within a concrete well, covered by a 30cm concrete slab, and submerged in sewage. Pumping Stations would be unmanned and require limited visits for periodic maintenance/delivery of dosing chemicals.
- 9.64 An exception is PS03, where a permanent emergency generator is proposed, which could be a source of noise. However, this generator would be contained within a purpose built acoustic housing and would only be required in emergencies should power to the pumping station be lost. Regardless, the submitted noise assessment has considered noise impacts arising from emergency use and concludes that the generator would have a low likelihood of impact on the nearest noise sensitive receptor.
- 9.65 The potential for noise and vibration impacts would primarily be associated with the construction of the proposed development. Potentially disruptive activities include; site establishment works, construction of pumping stations, pipeline construction (open cut /HDD/Auger boring), construction traffic, and Backfill/reinstatement works.
- 9.66 Although, the total construction period is estimated to be approximately two years, the duration of activities at any individual location is likely to be considerably less. The majority of the linear sections of the pipeline would be shorter in duration and transient in nature when compared with construction of pumping stations. The applicant has provided an indicative schedule for key construction activities.
- 9.67 By way of example, construction of the 4km section of pipeline between Tangmere WWTW and Stane Street is estimated to take a total of 207 days over a period of approximately 11 months. For other key activities the following total construction periods are envisaged;
- PS01 (main civil works) – 446 days
  - HDD at Centurion Way - 31 days
  - Open Cut Norwich Road – 108 days
  - HDD at Wellington Road – 130 days
  - PS02 (main civil works) – 224 days
  - HDD at A27 - 76 days
  - Tangmere Road Auger Bore – 46 days
  - PS03 (main civil works) – 207 days
- 9.68 However, the applicant requires the flexibility to work on multiple sections of the route at any one time, and to be sufficiently reactive to suitable

weather/ground conditions, detailed engineering requirements, and/or traffic management constraints (e.g. road space bookings to be agreed with the Highway Authority). As a result, total construction periods are only estimates and would not necessarily be carried out consecutively. Taking this into account, whilst not necessarily always in use, and somewhat unlikely, it should be considered that some compounds could be required for the full two year construction period.

- 9.69 In terms of impacts, construction activities would likely be more concentrated at the three pumping stations and directional drilling compounds. Further, the likelihood for noise/vibration impacts would be heightened for works in close proximity to sensitive receptors, particularly in urban areas (e.g. open cut pipe laying at Norwich Road).
- 9.70 The applicant proposes construction working hours of 07:30-18:00 Monday Friday and 08:00-14:00 Saturdays. These hours are inclusive of 30 mins at the start and end of each day for mobilisation/demobilisation when noisier activities would be unlikely to occur. Although the applicant considers it unlikely, some flexibility is sought for certain activities should it be required for technical reasons (e.g. HDD activities).
- 9.71 Following a number of queries raised by officers and CDC Environmental Health Officers (EHO), the applicant has provided a Noise and Vibration Management Plan (NVMP) which sets out key mitigation measures to minimise any potential noise impacts arising from construction activities. General noise/vibration would be managed through considerate operational practices in accordance with Best Practicable Means which include; staff training, plant shut down when not in use, community liaison (including a dedicated customer complaint hotline), and a 25m exclusion zone for use of noisy 'Rammex Rollers' (compaction plant).
- 9.72 In addition to more general controls, to mitigate noise in the areas of the highest potential for noise impact (Wellington Road compound and Norwich Road easement), site specific attenuation measures would be adopted, which include the use of acoustic barriers and enclosures around noise generating plant (pipe joining machinery and water pumps). Further, at a number of locations along the route where noise impacts are more likely (predominantly within the built up area and/or adjacent to sensitive receptors), diesel generators and compressors would be acoustically housed.
- 9.73 HGV movements would largely be focused at site laydown areas, which are predominantly located in close proximity or adjacent to the public highway and are of sufficient size to allow HGV turning without reversing. This results in a limited number of vehicles for pipelines 'gangs' being required to traverse the wider route, thus minimising disturbance from vehicles. However, in some locations there is a potential for a greater number of HGV movements required to traverse the route, most notably between Clay Lane and Old Broyle Road. This access route to PS01 would pass in relative close proximity to properties at White House Farm and on Clay Lane. As a worst case, a maximum of 14 HGV movements a day are predicted in this location; however, this is for a limited period associated with the laying of materials for the track itself. Further, the provision of temporary accesses to PS01 from both the north and south, is such

that there is potential for movements to be spread minimising potential impacts upon nearby residents.

- 9.74 In response to third party concerns raised by residents at White House Farm, the applicant has revised the location of site compounds further from residential properties, and confirmed that any temporary generators in this location would be acoustically housed.
- 9.75 In summary, the proposed development is not typically noise generating and would be unmanned. As a result, there is limited potential for operational noise impacts. The proposed development would inevitably result in some noise disturbance for sensitive receptors during construction activities, in particular those located in close proximity to the works and contractor compounds. However, such impacts would be temporary in nature and/or transitory, and where possible would be mitigated through appropriate noise management and attenuation measures. Subject to the adoption of the mitigation set out in the Noise Management Plan, Environmental Health Officers raise no objection to the proposals. Overall, the proposed development is not considered likely to give rise to noise impacts which would be sufficient to resist the development.

#### *Odour*

- 9.76 The proposed development would manage the transit of wastewater from future housing development around Chichester to the existing Tangmere WWTW. The nature of wastewater is such that it can give rise to odour impacts if not correctly managed. Odour problems principally arise from wastewater which has turned septic due to high retention times in sealed pipes.
- 9.77 As a pumped system (as opposed to gravity), retention times are generally lessened. However, due to the length of the proposed pipeline, the retention times of wastewater would be a maximum of 48hrs, reducing as additional connections are made increasing flow. In order to reduce septicity and thus the potential for odour generation, pumping stations would include alkaline (nitrate) dosing units to minimise septicity. The rate of dosing at each pumping station has been calculated on preliminary modelling carried out by the applicant.
- 9.78 Although the proposed system is largely sealed, in order to prevent a pressure lock in the rising sections of the sewer, air is required to be periodically expelled through 12 air valve chambers, and at the three pumping stations. This is typical of the existing sewers that currently cross Chichester that currently vent to atmosphere at ground level. Air valves would generally be located below ground with the exception of those requiring regular expulsion of air, which would require vent stacks. Vent stacks are to be located within pumping stations and at two locations along the pipeline. Vent stacks would be 4m in height to better disperse emissions and would be fitted with an odour control filter assembly (carbon filters).
- 9.79 The air quality assessment carried out by the applicant considers potential impacts of odour as negligible. However, in order to regularise pressures within wet wells pumping station sites, on-site vent stacks would produce greater volumes of air emissions. As such the potential for odour at pumping stations is assessed as small. Based on comprehensive experience of operating similar

systems, the applicant considers that any vented air would not be in volumes and concentrations to cause appreciable odour impacts.

- 9.80 In response to requests from officers, the applicant has submitted an Odour Management Plan (OMP). This sets out management measures to be adopted to further mitigate any potential odour emissions, including regular maintenance, replacements of filters, inspection/monitoring, and provisions for investigating complaints.
- 9.81 In summary, the main elements of the proposed sewer and pumping stations are located underground, largely sealed, and have limited potential for odour emissions. In order to minimise any such emissions, chemical dosing would be carried out, carbon filters utilised at key vent locations, and an odour management plan implemented. Subject to the adoption of the mitigation set out in the Odour Management Plan, Environmental Health Officers raise no objection to the proposals. Overall, the proposed development is not considered likely to give rise to unacceptable odour impacts.

#### *Dust*

- 9.82 Construction activities have the potential to give rise to dust impacts arising from excavations, soil/material storage and vehicular movements. The applicant has provided a Construction Environmental Management Plan that sets out the measures to mitigate any dust arising during the temporary construction period. This includes wheel washing, limiting heights of stockpiled materials, dampening down of dust generating areas (using a bowser where necessary), water suppression for cutting equipment, avoiding prolonged storage of materials, minimising drop heights, and sheeting of vehicular loads where necessary.
- 9.83 Although there is potential for dust arising from construction activities, any such impacts would be temporary and/or transitory in nature. The applicant has provided detailed mitigation measures to ensure dust would be minimised. Overall, the proposed development is not considered likely to give rise to unacceptable dust impacts.
- 9.84 *The application site includes a mixture of residential, urban and rural locations and would pass in close proximity to a wide range of high sensitivity receptors. Upon completion, the proposed infrastructure and pumping stations would be unmanned and are not typically noise generating. The main elements of the proposed sewer and pumping stations are largely sealed and, based on the applicant previous experience, would have limited potential for odour emissions. In order to minimise any odour emissions, chemical dosing would be carried out, carbon filters utilised at key vent locations, and an odour management plan implemented. During construction, the proposed development would inevitably result in some noise and dust disturbance for sensitive receptors, in particular those located in close proximity to the works and contractor compounds. However, such impacts would be temporary in nature and/or transitory and, where possible, would be mitigated through appropriate operational practices and noise/dust mitigation measures. Subject to appropriate mitigation being secured by condition, the proposed*

*development is not considered likely to give rise to unacceptable impacts upon local amenity.*

**Impacts on Highway Capacity and Road Safety**

- 9.85 Upon completion, operation of the proposed development would generate limited vehicular movements. Proposed pumping stations would be unmanned and as such vehicular movements thereto would be limited to ad hoc maintenance visits in small vans (approximately one van every two months) and/or chemical deliveries (approximately one HGV per month).
- 9.86 During construction, PS01 (West of Chichester) would be served by a temporary haul road between Clay Lane and Old Broyle Road (B2178). However, if necessary the applicant proposes to remove all temporary accesses to the site, as in the future the pumping station would be served by roads to be delivered as part of the SDL (and identified in the approved masterplan for the site).
- 9.87 PS02 (Westhampnett) would be accessed via Old Place Lane from its junction with Madgwick Lane, currently a concrete surfaced private track serving Old Place Farm and a limited number of residential properties. However, it should be noted that outline permission was granted for the provision of playing fields, access and changing facilities to the north west of the site. This application permits the use of Old Place Lane for vehicular use on a temporary basis (until a new permanent access via Graylingwell is delivered as part of Phase 2 of the SDL) and thereafter on a permanent basis for pedestrian access for new housing to the South of Madgwick Lane (Phase 1).
- 9.88 The proposed permanent layout of PS02 would provide a concrete circulatory internal access with two junctions onto Old Place Lane to allow vehicles to enter and exit the site in a forward gear. No permanent changes are proposed to Old Place Lane or its junction with Madgwick Lane.
- 9.89 PS03 (Tangmere) would be accessed from the south of Gamecock Terrace. The layout of the site would provide a concrete vehicular access and turning area for vehicles clear of the highway. Access would be through an existing gated field access, which would be upgraded as necessary.
- 9.90 The Highway Authority has considered the proposed permanent access arrangements to the three pumping stations and does not raise any objection in highways capacity or road safety terms. In light of the limited vehicular movements arising from the development once operational, the proposed permanent access arrangements are not considered likely to give rise to any unacceptable impacts.
- 9.91 The potential for impacts upon the highway network predominantly arise from those associated with temporary construction activities, including roads directly crossed/traversed by the pipeline, and new temporary construction accesses to the route and 21 associated compounds.
- 9.92 A total of 13 roads would be directly affected by the pipeline route including Old Broyle Road (B2178), A286, and A27. In addition to road crossings, the

pipeline would run within the carriageway at Norwich Road and a section of Wellington Road. At three key road crossings, the pipeline would be drilled underground by HDD, namely, the A286, A27 and Tangmere Road. In these locations, the highway would not be directly affected by above ground works.

- 9.93 In terms of temporary access to the pipeline and compounds, where possible the applicant proposes to utilise/upgrade existing field accesses. However, in the majority of cases, new temporary accesses would be required. The applicant has submitted outline plans detailing all temporary access points including proposals for them to be laid out and constructed in compacted hardcore. Supporting plans demonstrate that the required visibility could be achieved at these accesses, albeit in a number of locations this may require hedgerow trimming (including height reduction).
- 9.94 In addition to construction of temporary access points, three sections of the pipeline would be temporarily surfaced with compacted hardcore to allow HGV and plant deliveries to key compounds. These would be located: between Clay Lane and Old Broyle Road (approximately 1.7km in length); to the north of Kingsmead Avenue (approximately 150m in length); and to the south of Stane Street (approximately 300m in length). They would be removed upon completion of construction. The remainder of the working corridor would be accessed by limited construction vehicles (a pipeline 'gang') including a tractor and trailer, dump truck and excavator.
- 9.95 In terms of vehicle numbers arising from construction activities, on average during the two year construction period, the proposed development would generate approximately 168 car/van trips per day (336 movements), and 75 HGV trips per day (150 movements). However, given the extent of the proposed activities (spread over large areas and numerous compounds/access points), this gives a very board picture of potential impacts.
- 9.96 Following a request by the Highway Authority, the applicant has provided estimates of expected monthly vehicle numbers at individual locations. This identifies most intensive vehicular movements would be focused at key construction activities, namely: pumping stations; HDD sites (entry and exit); and the existing Tangmere Waste Water Treatment Works (where half of the site staff would be based). By way of example, PS01 would be expected to generate in the region of six car/van trips per day (12 movements) and a maximum of 10 HGV trips per day (20 movements) for the full two year period. By contrast, the open cut section pipeline between Claypit Lane and Stane street would result in approximately six car/van trips per day (12 movements) and a maximum of four HGV trips per day (eight movements) over a total period of approximately eight months.
- 9.97 The applicant has submitted a Construction Traffic Management Plan (CTMP) that includes details of the measures proposed to mitigate and manage the potential impacts of construction traffic upon the highway network. This includes specifying the routing of all construction vehicles to the various pipeline access points/temporary compounds (see appendix 16), sustainable transport initiatives for staff (e.g. car sharing), scheduling of deliveries to avoid peak traffic times, targeted wheel washing, and a commitment to repair any damage to the highway in key locations.

- 9.98 In addition to controls over routing, the CTMP outlines traffic management proposals for works within the highway, which include measures such as signage, temporary traffic lights, and traffic cones/barriers. The applicant envisages that only two temporary road closures would likely be required, at Wellington Road (approximately nine weeks) and Norwich Road (two weeks). The remaining road crossings would be excavated one half of the carriageway at a time under temporary lights. In all circumstances, access would be maintained for residents. All traffic management, road closures and works within the highway would require consent from the Highway Authority under separate legislation. Should the development receive approval, further detailed input and approval of the Highway Area Office and/or WSCC Street Works Team would be required.
- 9.99 During construction, the applicant envisages no closures of any PROW would be necessary and has provided detailed measures for the safe management of PROW. This includes a double gate system with banksmen at PROW crossings and measures to ensure that passage of PROW would be maintained with no more than a short wait to allow construction vehicles to cross.
- 9.100 WSCC Highways raise no objection to the proposals subject to conditions to ensure; gates being provided at temporary compounds, temporary construction accesses being laid out in accordance with submitted plans, details of temporary access specifications being agreed with the highway authority, and a revised traffic management plan (to include detailed measures for the management of construction vehicles from the A286 and Old Place Lane). Highways England raise no concerns to the proposals subject to conditions to secure suitable visibility splays and wheel washing at the temporary access directly onto the A27 flyover (compound 12).
- 9.101 *The installation of the pipeline and pumping stations would inevitably have an impact on the operation of the public highway for a period of approximately two years. The extent and duration for which this would be experienced, varies greatly between different locations/activities. However, subject to controls over routing, traffic management measures, temporary access layouts, wheel washing, and repair of the highway where appropriate, the relevant highways authorities raise no objection to the proposals in highway capacity or road safety terms. Once constructed, the unmanned nature of pumping stations and pipeline would generate very limited vehicle movements. Overall, the proposed development is not considered likely to give rise to any unacceptable impact upon highway capacity or road safety in accordance with the NPPF and the Development Plan.*

## **10. Overall Conclusion and Recommendation**

- 10.1 The proposed development would provide vital wastewater infrastructure fundamental to the delivery of future housing development allocated in the Chichester District Local Plan (2015), which the applicant has a statutory duty to provide. In principle, the provision of wastewater infrastructure is strongly supported by both development plan policies and the NPPF, and as such the need for the development must be given significant weight.

- 10.2 Although the development has the potential to conflict with allocated and approved land uses, the route and location of the pumping stations have been planned to avoid known future development where possible, with margins allowing future amendment as required, as the details of development become available. There would inevitably be some negative impacts upon amenity and the environment during construction. However, they would be temporary in nature, and controls are proposed to ensure they would be minimised to appropriate standards and/or appropriate construction methodologies adopted.
- 10.3 Upon completion, the large majority of the proposed infrastructure would be underground and areas temporarily affected by excavations reinstated where appropriate. Although three pumping stations would be permanent features, they would generally be sited either within areas allocated for future development or in urban fringe locations. Proposed pumping stations contain equipment of a limited size, would be unmanned, and include significant perimeter planting. Further, measures are proposed to control any potential odour. On balance, the proposed development is not considered likely to give rise to any unacceptable impacts upon the locality.
- 10.4 The applicant has carried out a full Environmental Impact Assessment that adequately identifies and considers the key topics with potential for significant environmental effects. Taking into account the assessments presented therein, comments received from consultees and third parties, and the range of measures proposed to mitigate any impacts, on balance it is considered that the proposed development would not give rise to any unacceptable environmental effects.
- 10.5 It is, therefore, **recommended** that planning permission be granted for all four applications subject to the conditions and informatives set out at Appendices 1-4.

## **11. Equality Duty**

- 11.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act 2010. Officers considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

## **12. Risk Management Implications**

- 12.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of planning applications must be made in accordance with the policies of the development plan unless material considerations indicate otherwise. If this is not done, any decision could be susceptible to an application for Judicial Review.

## **13. Crime and Disorder Act Implications**

- 13.1 No implications are envisaged to arise from this development



#### 14. **Human Rights Act Implications**

- 14.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.
- 14.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.
- 14.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

Michael Elkington  
Head of Planning Services

**Background Papers:** As set out in Section 6.

#### **List of Appendices**

Appendix 1 – Conditions and Informatives for WSCC/002/18/CC (Pipeline)  
 Appendix 2 – Conditions and Informatives for WSCC/003/18/CC (Pumping Station 1 – West of Chichester)  
 Appendix 3 – Conditions and Informatives for WSCC/004/18/WH (Pumping Station 2 – Westhampnett)  
 Appendix 4 – Conditions and Informatives for WSCC/005/18/TG (Pumping Station 3 – Tangmere)  
 Appendix 5 – Application Sites  
 Appendix 6 – Working Width Typical Layout  
 Appendix 7 – PS01 (West of Chichester)  
 Appendix 8 – PS02 (Westhampnett)  
 Appendix 9 – PS03 (Tangmere)  
 Appendix 10 – Typical pumping station elevation  
 Appendix 11 – West of Chichester SDL Masterplan

## Agenda Item 4

Appendix 12 – Westhampnett/North East Chichester SDL Masterplan

Appendix 13 – Tangmere SDL

Appendix 14 – Graylingwell Park Development

Appendix 15 – PS02 Visualisation

Appendix 16 – Construction Traffic Routing

Contact: James Neave ext. 25571

## **Appendix 1: Conditions and Informatives for WSCC/002/18/CC (Pipeline)**

### **Commencement**

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

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

### **Approved Plan/Documents**

2. The proposed development shall not take place other than in accordance with the particulars of the application and the approved drawings;
  - Block Plan Planning Application Sheet 1 of 6 (drawing JN.639065.0Z0767 Rev B);
  - Block Plan Planning Application Sheet 2 of 6 (drawing JN.639065.0Z0762 Rev B);
  - Block Plan Planning Application Sheet 3 of 6 (drawing JN.639065.0Z0768 Rev B);
  - Block Plan Planning Application Sheet 4 of 6 (drawing JN.639065.0Z0764 Rev C);
  - Block Plan Planning Application Sheet 5 of 6 (drawing JN.639065.0Z0769 Rev B);
  - Block Plan Planning Application Sheet 6 of 6 (drawing JN.639065.0Z0766 Rev C);
  - Air Valve (drawing A81945.1205 Rev E);
  - Odour Control vent Column (drawing JN.639065.0Z0778 Rev A);
  - Washout Chamber (drawing A81945.1302 Rev E);

save as varied by the conditions hereafter.

*Reason: To secure a satisfactory development.*

### **Vent Stacks**

3. Prior to their installation, the details of any individual vent stack (in general accordance with that detailed on the approved plans JN.639065.0Z0762 Rev B, JN.639065.0Z0768 Rev B, JN.639065.0Z0778 Rev A) shall be submitted to and approved in writing by the County Planning Authority. The details shall include their location, method of connection to the pipeline, and external finishes. Thereafter, vent stacks shall be implemented as approved.

*Reason: In the interests of the amenities and landscape of the locality.*

### **Air Valve/Washout Chambers and Manholes**

4. Prior to their installation, the details of any individual air valve chamber, washout chamber or manhole (in general accordance with that detailed on the approved plans JN.639065.0Z0767 Rev B, JN.639065.0Z0762 Rev B, JN.639065.0Z0768 Rev B, JN.639065.0Z0764 Rev C, JN.639065.0Z0769 Rev B, JN.639065.0Z0766 Rev C, A81945.1205 Rev E, A81945.1302 Rev E) shall be

submitted to and approved in writing by the County Planning Authority. The details shall include their location and all above ground features. Thereafter, all air valve chambers, washout chambers and manholes shall be implemented as approved.

*Reason: In the interests of the amenities and landscape of the locality.*

#### **Odour Management Plan**

5. All mitigation measures as identified in the Odour Management Plan (639065\_N\_RPT\_Odour\_Management\_Plan\_Rev 1 dated May 2108) shall be implemented and adhered to in full throughout the operation of the development hereby approved.

*Reason: To reduce the potential for odour emissions in the interests of amenity.*

#### **Landscape and Ecological Management Plan**

6. No works shall commence until an updated Landscape Ecological Management Plan (in general accordance with the principles set out in the Landscape and Ecological Management Plan 639065\_N\_RPT\_Landscape\_Ecology\_Managment\_Plan\_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of the measures to ensure any vegetation removal to create visibility splays is minimised, revised tree protection measures to reflect existing trees currently missing from surveys, a programme for the submission and implementation of detailed planting/re-seeding plans for reinstatement of any individual area of the development, and a timetable for the implementation of all ecological mitigation and enhancement measures. Thereafter the approved Landscape and Ecological Management Plan shall be implemented in full.

*Reason: To reduce impacts upon biodiversity, ensure appropriate protection for retained trees and ecology, and ensure the appropriate reinstatement of land affected by temporary construction activities.*

#### **Construction Environmental Management Plan**

7. No works shall commence until an updated Construction Environmental Management Plan (in general accordance with the Construction Environmental Management Plan 639065\_N\_RPT\_CEMP \_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include a revised scheme of PROW management to include full details of temporary crossing arrangements, temporary surfacing, gates, maintenance of minimum widths, diversion within the working corridor, and provision for the approval of reinstatement in consultation with the WSCC PROW team. Thereafter, the approved Construction Environmental Management Plan shall be implemented in full.

*Reason: In the interests of the amenities and environment of the locality and to avoid the potential for pollution of land/water*

#### **Construction Noise and Vibration Management Plan**

8. The proposed development shall be carried out in full accordance with the submitted Noise and Vibration Management Plan (639065\_N\_RPT\_NVMP\_Rev 4 dated August 2018) including all noise control & management measures and monitoring procedures, specified therein.

*Reason: To minimise the potential for noise emissions and ensure effective management of noise mitigation measures in the interests of amenity.*

#### **Contamination Remediation Strategy**

9. If during development contamination not previously identified is found to be present, no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented as approved in full.

*Reason: To avoid the potential for pollution of land/water.*

#### **Temporary access from the A27/A285 roundabout**

10. Prior to commencement of operations at site compounds 12/12A, the visibility splay at its access to/from the A27/A285 roundabout (to and beyond the stop line for the A27 westbound off slip) shall be provided in accordance with DMRB Volume 6 Section 6 Part 3 TD16/07 and subsequently maintained for the duration of the works period.

*Reason: To ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, to satisfy the reasonable requirements of road safety and to prevent environmental damage.*

#### **Deposit of Material onto the Highway**

11. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence until a scheme detailing the measures to ensure that no vehicle shall leave the site in such a condition that earth, mud and debris adhere to the wheels in a quantity which may introduce hazard or nuisance on the highway and actions to be taken in the event of earth, mud or debris arising from the development being present on the highway (to include specific provisions for the use of compounds 12/12A), has been submitted to and approved in writing by the County Planning Authority. Thereafter, the approved scheme shall be implemented in full throughout the development.

*Reason: In the interests of highway safety, and to protect the amenity of local residents from dust and mud.*

#### **Construction Traffic Management Plan**

12. No works shall commence until an updated Construction Traffic Management Plan (in general accordance with the submitted Construction Traffic Management Plan - 639065\_N\_RPT\_CTMP\_Rev2), has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of additional measures to manage conflict between construction traffic and other access users to be

implemented at the proposed temporary accesses at A286 Broyle Road and Old Place Lane. Thereafter, the approved Construction Traffic Management Plan shall be implemented in full.

*Reason: In the interests of highway safety and to promote sustainable transport initiatives.*

### **Hours of Construction**

13. Construction work for the development including any construction-related traffic movements to or from any site of the works shall not take place other than between 0730 hours and 1800 hours Monday to Friday and between 0800 hours and 1400 hours on Saturdays, with no activity on Sundays, public holidays or bank holidays, save as may be approved in advance and in writing by the County Planning Authority.

*Reason: In the interests of the amenity of the locality and of local residents.*

### **Temporary Access Details**

14. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the temporary access arrangements serving the respective area has been constructed in accordance with the plans and details included within the 'Construction Bellmouth Visibility Splay and HGV Tracking Drawings dated May 2018', save for any variation thereto which may be submitted to and approved in advance in writing by the County Planning Authority. Upon completion of construction works the use of all temporary accesses shall cease and they shall be reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of highway Safety and to ensure the appropriate reinstatement of the site where necessary.*

### **Temporary lay-down areas/compounds**

15. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the details of their extent, layout, fencing, gates, and surfacing, has been submitted to and approved in writing by the County Planning Authority. Thereafter, all temporary lay-down area/compound or other such area used for the construction of the development shall only be implemented as approved. Upon completion of construction works the use of all temporary lay-down area/compound or other such area used for the construction of the development shall cease and land reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of the amenities of local residents and landscape of the locality, and in the interests of Highway Safety.*

### **Watercourse Crossings**

16. All watercourse crossings using culverts must be removed and channel bed reinstated upon completion of construction works. There shall be no

modification of channel dimensions from that prior to construction. Any gravel removed from the River Lavant shall be returned to its original location as part of reinstatement works.

*Reason: To secure the reinstatement of watercourses and important wildfire habitats.*

### Informatives

a) In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:

- Providing pre-application advice;
- Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
- Discussing issues of concern as early as possible, including those raised by consultees and third parties;
- Giving them the opportunity to provide further information/changes to overcome material impacts;
- Working with consultees

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

- b) The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority for any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, traffic management upon the highway, the temporary closure of on-street parking bays, road closures, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, and the provision of cranes over-sailing the highway.
- c) In accordance with the Construction Traffic Management Plan the applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act at the earliest opportunity, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Manager (01243 642105) in order to commence this process.
- d) The applicant is advised to contact the Area Highway Manager to agree the final detailed specification for those works proposed within the adopted highway and to obtain formal approval to carry out such works.

- e) In addition to planning permission, the applicant may need to apply to the Environment Agency for an Environmental Permit for Flood Risk Activities (formerly known as Flood Defence Consent prior to 06 April 2016) as including work in, under, over or within 8 metres of the River Lavant.

There are a number of elements of work which will require an Environmental Permit. For further information please visit:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

It should be borne in mind that the approval of a planning permission does not mean that any future Permit for Flood Risk Activity application will be approved by the Environment Agency.

- f) The applicant's attention is drawn to the Environment Agency Flood Warning Service. Consideration should be given to use of flood mitigation measures at Pumping Station 2 to reduce the impact of flooding. Flood mitigation measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels, positioning electrical equipment on raised plinths, etc. More information can be found in the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at:  
<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>
- g) The applicant is advised that should protected species, including any species of bat, be present work must stop and Natural England informed. A licence may be required from Natural England before works can re-commence. Natural England will advise.
- h) For all watercourse crossings, Land Drainage or Flood Defence consent will be required from either the Lead Local Flood Authority or Environment Agency. All watercourse crossings and subsequent reinstatement must be carried out in full accordance with all terms and conditions as may be required by those consents.
- i) The eastern end of the pipeline route crosses former military land and there is the possibility that unexploded ordnance will be encountered. Prior to construction works in the areas covered by Tangmere military airfield, an investigation should be carried out to check for unexploded ordnance.
- j) The submitted information indicates that monitoring of groundwater levels will be undertaken before, during and post-construction throughout the study area. The LLFA is seeking to collate groundwater monitoring data across West Sussex, to better understand groundwater levels and their affects upon groundwater and other forms of flooding. Access to this 3 year monitoring data would be valuable to the LLFA and it is requested that consideration be given to making this available to the LLFA throughout the project's duration.



## **Appendix 2: Conditions and Informatives for WSCC/003/18/CC (Pumping Station 1 – West of Chichester)**

### **Commencement**

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

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

### **Approved Plan/Documents**

2. The proposed development shall not take place other than in accordance with the particulars of the application and the approved drawings;
  - Location Plan (drawing JN.639065.0Z0708 Rev A);
  - Site Layout Plan (drawing JN.639065.0Z0705 Rev A);
  - Plan of Pumping Station PS01 (drawing JN.639065.0Z0706 Rev A);
  - Site Elevations (drawing JN.639065.0Z0703 Rev A);
  - Landscaping Detail Plan (drawing JN.639065.0Z0707 Rev A);
  - Surface Detail Plan (drawing JN.639065.0Z0709 Rev A);
  - Section Views (drawing JN.639065.0C2902 Rev B);
  - Chemical Dosing Unit (drawing JN639065.0Z0784 Rev A);
  - MCC Kiosk (drawing JN.639065.0Z0771 Rev A);
  - Wash Water Boost kiosk (drawing JN.639065.0Z0772 Rev A);
  - Emergency Shower and Eyebath (drawing JN.639065.0Z0773 Rev A);
  - Road Kerb and Bollards (drawing JN.639065.0Z0775 Rev A);
  - Jib Crane (drawing JN.639065.0Z0776 Rev A);
  - Concrete Access Road (drawing A81945.1503 Rev E);
  - Security Fence (drawing A81945.1902 Rev D);
  - Security Gate (drawing A81945.1903 Rev C);

save as varied by the conditions hereafter.

*Reason: To secure a satisfactory development.*

### **Odour Management Plan**

3. All mitigation measures as identified in the Odour Management Plan (639065\_N\_RPT\_Odour\_Management\_Plan\_Rev 1 dated May 2108) shall be implemented and adhered to in full throughout the operation of the development hereby approved.

*Reason: To reduce the potential for odour emissions in the interests of amenity.*

### **Materials and Finishes**

4. No above ground development shall take place until a schedule of materials (including finishes and colours) to be used in the construction of above ground structures, plant and equipment hereby permitted have been submitted to and

approved in writing by the County Planning Authority. Thereafter, development shall be carried out in full accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development in the interests of the landscape and visual amenities of the locality.*

#### **External Lighting**

5. No external lighting shall be installed until details of its specification, siting, direction and operational hours have been submitted to and approved in writing by the County Planning Authority. Thereafter, external lighting shall be installed in accordance with the approved details.

*Reason: To minimise the potential for light spill outside of the site in the interests of the landscape and amenities of the locality.*

#### **Landscape and Ecological Management Plan**

6. No works shall commence until an updated Landscape Ecological Management Plan (in general accordance with the principles set out in the Landscape and Ecological Management Plan 639065\_N\_RPT\_Landscape\_Ecology\_Managment \_Plan\_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of the measures to ensure any vegetation removal to create visibility splays is minimised, revised tree protection measures to reflect existing trees currently missing from surveys, a programme for the submission and implementation of detailed planting/re-seeding plans for reinstatement of any individual area of the development, and a timetable for the implementation of all ecological mitigation and enhancement measures. Thereafter, the approved Landscape and Ecological Management Plan shall be implemented in full.

*Reason: To reduce impacts upon biodiversity, ensure appropriate protection for retained trees and ecology, and ensure the appropriate reinstatement of land affected by temporary construction activities.*

#### **Construction Environmental Management Plan**

7. No works shall commence until an updated Construction Environmental Management Plan (in general accordance with the Construction Environmental Management Plan 639065\_N\_RPT\_CEMP \_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include a revised scheme of PROW management to include full details of temporary crossing arrangements, temporary surfacing, gates, maintenance of minimum widths, diversion within the working corridor, and provision for the approval of reinstatement in consultation with the WSCC PROW team. Thereafter, the approved Construction Environmental Management Plan shall be implemented in full.

*Reason: In the interests of the amenities and environment of the locality and to avoid the potential for pollution of land/water*

#### **Construction Noise and Vibration Management Plan**

8. The proposed development shall be carried out in full accordance with the submitted Noise and Vibration Management Plan (639065\_N\_RPT\_NVMP\_Rev 4 dated August 2018) including all noise control & management measures and monitoring procedures, specified therein.

*Reason: To minimise the potential for noise emissions and ensure effective management of noise mitigation measures in the interests of amenity.*

#### **Contamination Remediation Strategy**

9. If during development contamination not previously identified is found to be present, no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented in full as approved.

*Reason: To avoid the potential for pollution of land/water.*

#### **Deposit of Material onto the Highway**

10. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until a scheme detailing the measures to ensure that no vehicle shall leave the site in such a condition that earth, mud and debris adhere to the wheels in a quantity which may introduce hazard or nuisance on the highway and actions to be taken in the event of earth, mud or debris arising from the development being present on the highway, has been submitted to and approved in writing by the County Planning Authority. Thereafter, the approved scheme shall be implemented in full throughout the development.

*Reason: In the interests of highway safety, and to protect the amenity of local residents from dust and mud.*

#### **Construction Traffic Management Plan**

11. No works shall commence until an updated Construction Traffic Management Plan (in general accordance with the submitted Construction Traffic Management Plan - 639065\_N\_RPT\_CTMP\_Rev2), has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of additional measures to manage conflict between construction traffic and other access users to be implemented at the proposed temporary accesses at A286 Broyle Road and Old Place Lane. Thereafter, the approved Construction Traffic Management Plan shall be implemented in full throughout the development.

*Reason: In the interests of highway safety and to promote sustainable transport initiatives.*

#### **Hours of Construction**

12. Construction work for the development including any construction-related traffic movements to or from any site of the works shall not take place other than between 0730 hours and 1800 hours Monday to Friday and between 0800 hours and 1400 hours on Saturdays, with no activity on Sundays, public holidays or

bank holidays, save as may be approved in advance and in writing by the County Planning Authority.

*Reason: In the interests of the amenity of the locality and of local residents.*

**Temporary Access Details**

- 13.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the temporary access arrangements serving the respective area has been constructed in accordance with the plans and details included within the 'Construction Bellmouth Visibility Splay and HGV Tracking Drawings dated May 2018', save for any variation thereto which may be submitted to and approved in advance in writing by the County Planning Authority. Upon completion of construction works, the use of all temporary accesses shall cease and they shall be reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of highway Safety and to ensure the appropriate reinstatement of the site where necessary.*

**Temporary lay-down areas/compounds**

- 14.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the details of their extent, layout, fencing, gates, and surfacing, has been submitted to and approved in writing by the County Planning Authority. Thereafter, all temporary lay-down area/compound or other such area used for the construction of the development shall only be implemented as approved. Upon completion of construction works the use of all temporary lay-down area/compound or other such area used for the construction of the development shall cease and land reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of the amenities of local residents and landscape of the locality, and in the interests of Highway Safety.*

**Surface Water Drainage**

- 15.No development shall take place until a scheme of surface water drainage has been submitted to and approved in writing by the County Planning Authority. Once approved, the surface water drainage scheme shall be implemented in full.

*Reason: To protect the water environment.*

Informatives

- a) In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:
- Providing pre-application advice;

- Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
- Discussing issues of concern as early as possible, including those raised by consultees and third parties;
- Giving them the opportunity to provide further information/changes to overcome material impacts;
- Working with consultees

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

- b) The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority for any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, traffic management upon the highway, the temporary closure of on-street parking bays, road closures, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, and the provision of cranes over-sailing the highway.
- c) In accordance with the Construction Traffic Management Plan the applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act at the earliest opportunity, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Manager (01243 642105) in order to commence this process.
- d) The applicant is advised to contact the Area Highway Manager to agree the final detailed specification for those works proposed within the adopted highway and to obtain formal approval to carry out such works.
- e) The applicant is advised that should protected species, including any species of bat, be present work must stop and Natural England informed. A licence may be required from Natural England before works can re-commence. Natural England will advise.

### **Appendix 3: Conditions and Informatives for WSCC/004/18/WH (Pumping Station 2 – Westhampnett)**

#### **Commencement**

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

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

#### **Approved Plan/Documents**

2. The proposed development shall not take place other than in accordance with the particulars of the application and the approved drawings;
  - Location Plan (drawing JN.639065.0Z0738 Rev B);
  - Site Layout Plan (drawing JN.639065.0Z0735 Rev B);
  - Plan of Pumping Station PS02 (drawing JN.639065.0Z0736 Rev B);
  - Site Elevations (drawing JN.639065.0Z0733 Rev B);
  - Landscaping Detail Plan (drawing JN.639065.0Z0737 Rev B);
  - Surface Detail Plan (drawing JN.639065.0Z0739 Rev B);
  - Section Views (drawing JN.639065.0C2912 Rev B);
  - Chemical Dosing Unit (drawing JN639065.0Z0774 Rev A);
  - MCC Kiosk (drawing JN.639065.0Z0771 Rev A);
  - Wash Water Boost kiosk (drawing JN.639065.0Z0772 Rev A);
  - Emergency Shower and Eyebath (drawing JN.639065.0Z0773 Rev A);
  - Road Kerb and Bollards (drawing JN.639065.0Z0775 Rev A);
  - Jib Crane (drawing JN.639065.0Z0776 Rev A);
  - Concrete Access Road (drawing A81945.1503 Rev E);
  - Security Fence (drawing A81945.1902 Rev D);
  - Security Gate (drawing A81945.1903 Rev C);

save as varied by the conditions hereafter.

*Reason: To secure a satisfactory development.*

#### **Odour Management Plan**

3. All mitigation measures as identified in the Odour Management Plan (639065\_N\_RPT\_Odour\_Management\_Plan\_Rev 1 dated May 2108) shall be implemented and adhered to in full throughout the operation of the development hereby approved.

*Reason: To reduce the potential for odour emissions in the interests of amenity.*

#### **Materials and Finishes**

4. No above ground development shall take place until a schedule of materials (including finishes and colours) to be used in the construction of above ground structures, plant and equipment hereby permitted have been submitted to and

approved in writing by the County Planning Authority. Thereafter, development shall be carried out in full accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development in the interests of the landscape and visual amenities of the locality.*

#### **External Lighting**

5. No external lighting shall be installed until details of its specification, siting, direction and operational hours have been submitted to and approved in writing by the County Planning Authority. Thereafter, external lighting shall be installed in accordance with the approved details.

*Reason: To minimise the potential for light spill outside of the site in the interests of the landscape and amenities of the locality.*

#### **Landscape and Ecological Management Plan**

6. No works shall commence until an updated Landscape Ecological Management Plan (in general accordance with the principles set out in the Landscape and Ecological Management Plan 639065\_N\_RPT\_Landscape\_Ecology\_Managment \_Plan\_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of the measures to ensure any vegetation removal to create visibility splays is minimised, revised tree protection measures to reflect existing trees currently missing from surveys, a programme for the submission and implementation of detailed planting/re-seeding plans for reinstatement of any individual area of the development, and a timetable for the implementation of all ecological mitigation and enhancement measures. Thereafter, the approved Landscape and Ecological Management Plan shall be implemented in full.

*Reason: To reduce impacts upon biodiversity, ensure appropriate protection for retained trees and ecology, and ensure the appropriate reinstatement of land affected by temporary construction activities.*

#### **Construction Environmental Management Plan**

7. No works shall commence until an updated Construction Environmental Management Plan (in general accordance with the Construction Environmental Management Plan 639065\_N\_RPT\_CEMP \_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include a revised scheme of PROW management to include full details of temporary crossing arrangements, temporary surfacing, gates, maintenance of minimum widths, diversion within the working corridor, and provision for the approval of reinstatement in consultation with the WSCC PROW team. Thereafter, the approved Construction Environmental Management Plan shall be implemented in full.

*Reason: In the interests of the amenities and environment of the locality and to avoid the potential for pollution of land/water*

#### **Construction Noise and Vibration Management Plan**

8. The proposed development shall be carried out in full accordance with the submitted Noise and Vibration Management Plan (639065\_N\_RPT\_NVMP\_Rev 4 dated August 2018) including all noise control & management measures and monitoring procedures, specified therein.

*Reason: To minimise the potential for noise emissions and ensure effective management of noise mitigation measures in the interests of amenity.*

#### **Contamination Remediation Strategy**

9. If during development contamination not previously identified is found to be present, no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented in full as approved.

*Reason: To avoid the potential for pollution of land/water.*

#### **Deposit of Material onto the Highway**

10. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until a scheme detailing the measures to ensure that no vehicle shall leave the site in such a condition that earth, mud and debris adhere to the wheels in a quantity which may introduce hazard or nuisance on the highway and actions to be taken in the event of earth, mud or debris arising from the development being present on the highway, has been submitted to and approved in writing by the County Planning Authority. Thereafter, the approved scheme shall be implemented in full throughout development.

*Reason: In the interests of highway safety, and to protect the amenity of local residents from dust and mud.*

#### **Construction Traffic Management Plan**

11. No works shall commence until an updated Construction Traffic Management Plan (in general accordance with the submitted Construction Traffic Management Plan - 639065\_N\_RPT\_CTMP\_Rev2), has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of additional measures to manage conflict between construction traffic and other access users to be implemented at the proposed temporary accesses at A286 Broyle Road and Old Place Lane. Thereafter, the approved Construction Traffic Management Plan shall be implemented in full.

*Reason: In the interests of highway safety and to promote sustainable transport initiatives.*

#### **Hours of Construction**

12. Construction work for the development including any construction-related traffic movements to or from any site of the works shall not take place other than between 0730 hours and 1800 hours Monday to Friday and between 0800 hours and 1400 hours on Saturdays, with no activity on Sundays, public holidays or



bank holidays, save as may be approved in advance and in writing by the County Planning Authority.

*Reason: In the interests of the amenity of the locality and of local residents.*

**Temporary Access Details**

- 13.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the temporary access arrangements serving the respective area has been constructed in accordance with the plans and details included within the 'Construction Bellmouth Visibility Splay and HGV Tracking Drawings dated May 2018', save for any variation thereto which may be submitted to and approved in advance in writing by the County Planning Authority. Upon completion of construction works the use of all temporary accesses shall cease and they shall be reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of highway Safety and to ensure the appropriate reinstatement of the site where necessary.*

**Temporary lay-down areas/compounds**

- 14.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the details of their extent, layout, fencing, gates, and surfacing, has been submitted to and approved in writing by the County Planning Authority. Thereafter, all temporary lay-down area/compound or other such area used for the construction of the development shall only be implemented as approved. Upon completion of construction works the use of all temporary lay-down area/compound or other such area used for the construction of the development shall cease and land reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of the amenities of local residents and landscape of the locality, and in the interests of Highway Safety.*

**Surface Water Drainage**

- 15.No development shall take place until a scheme of surface water drainage has been submitted to and approved in writing by the County Planning Authority. Once approved, the surface water drainage scheme shall be implemented in full.

*Reason: To protect the water environment.*

Informatives

- a) In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:

- Providing pre-application advice;
- Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
- Discussing issues of concern as early as possible, including those raised by consultees and third parties;
- Giving them the opportunity to provide further information/changes to overcome material impacts;
- Working with consultees

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

- b) The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority for any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, traffic management upon the highway, the temporary closure of on-street parking bays, road closures, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, and the provision of cranes over-sailing the highway.
- c) In accordance with the Construction Traffic Management Plan the applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act at the earliest opportunity, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Manager (01243 642105) in order to commence this process.
- d) The applicant's attention is drawn to the Environment Agency Flood Warning Service. Consideration should be given to use of flood mitigation measures to reduce the impact of flooding. Flood mitigation measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels, positioning electrical equipment on raised plinths, etc. More information can be found in the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at:  
<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>
- e) The applicant is advised that should protected species, including any species of bat, be present work must stop and Natural England informed. A licence may be required from Natural England before works can re-commence. Natural England will advise.

## **Appendix 4: Conditions and Informatives for WSCC/005/18/TG (Pumping Station 3 – Tangmere)**

### **Commencement**

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

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

### **Approved Plan/Documents**

2. The proposed development shall not take place other than in accordance with the particulars of the application and the approved drawings;

- Location Plan (drawing JN.639065.0Z0758 Rev B);
- Site Layout Plan (drawing JN.639065.0Z0755 Rev B);
- Plan of Pumping Station PS03 (drawing JN.639065.0Z0756 Rev B);
- Site Elevations (drawing JN.639065.0Z0753 Rev B);
- Landscaping Detail Plan (drawing JN.639065.0Z0757 Rev B);
- Surface Detail Plan (drawing JN.639065.0Z0759 Rev B);
- Section Views (drawing JN.639065.0C2922 Rev B);
- Generator (drawing JN.639065.0Z0777 Rev B)
- Chemical Dosing Unit (drawing JN639065.0Z0784 Rev A);
- MCC Kiosk (drawing JN.639065.0Z0771 Rev A);
- Wash Water Boost kiosk (drawing JN.639065.0Z0772 Rev A);
- Emergency Shower and Eyebath (drawing JN.639065.0Z0773 Rev A);
- Road Kerb and Bollards (drawing JN.639065.0Z0775 Rev A);
- Jib Crane (drawing JN.639065.0Z0776 Rev A);
- Concrete Access Road (drawing A81945.1503 Rev E);
- Security Fence (drawing A81945.1902 Rev D);
- Security Gate (drawing A81945.1903 Rev C);

save as varied by the conditions hereafter.

*Reason: To secure a satisfactory development.*

### **Odour Management Plan**

3. All mitigation measures as identified in the Odour Management Plan (639065\_N\_RPT\_Odour\_Management\_Plan\_Rev 1 dated May 2108) shall be implemented and adhered to in full throughout the operation of the development hereby approved.

*Reason: To reduce the potential for odour emissions in the interests of amenity.*

### **Materials and Finishes**

4. No above ground development shall take place until a schedule of materials (including finishes and colours) to be used in the construction of above ground structures, plant and equipment hereby permitted have been submitted to and

approved in writing by the County Planning Authority. Thereafter, development shall be carried out in full accordance with the approved details.

*Reason: To ensure a satisfactory appearance to the development in the interests of the landscape and visual amenities of the locality.*

#### **External Lighting**

5. No external lighting shall be installed until details of its specification, siting, direction and operational hours have been submitted to and approved in writing by the County Planning Authority. Thereafter, external lighting shall be installed in accordance with the approved details.

*Reason: To minimise the potential for light spill outside of the site in the interests of the landscape and amenities of the locality.*

#### **Landscape and Ecological Management Plan**

6. No works shall commence until an updated Landscape Ecological Management Plan (in general accordance with the principles set out in the Landscape and Ecological Management Plan 639065\_N\_RPT\_Landscape\_Ecology\_Managment\_Plan\_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of the measures to ensure any vegetation removal to create visibility splays is minimised, revised tree protection measures to reflect existing trees currently missing from surveys, a programme for the submission and implementation of detailed planting/re-seeding plans for reinstatement of any individual area of the development, and a timetable for the implementation of all ecological mitigation and enhancement measures. Thereafter, the approved Landscape and Ecological Management Plan shall be implemented in full.

*Reason: To reduce impacts upon biodiversity, ensure appropriate protection for retained trees and ecology, and ensure the appropriate reinstatement of land affected by temporary construction activities.*

#### **Construction Environmental Management Plan**

7. No works shall commence until an updated Construction Environmental Management Plan (in general accordance with the Construction Environmental Management Plan 639065\_N\_RPT\_CEMP \_Rev 3 dated May 2018) has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include a revised scheme of PROW management to include full details of temporary crossing arrangements, temporary surfacing, gates, maintenance of minimum widths, diversion within the working corridor, and provision for the approval of reinstatement in consultation with the WSCC PROW team. Thereafter, the approved Construction Environmental Management Plan shall be implemented in full.

*Reason: In the interests of the amenities and environment of the locality and to avoid the potential for pollution of land/water.*

#### **Construction Noise and Vibration Management Plan**

8. The proposed development shall be carried out in full accordance with the submitted Noise and Vibration Management Plan (639065\_N\_RPT\_NVMP\_Rev 4 dated August 2018) including all noise control & management measures and monitoring procedures, specified therein.

*Reason: To minimise the potential for noise emissions and ensure effective management of noise mitigation measures in the interests of amenity.*

#### **Contamination Remediation Strategy**

9. If during development contamination not previously identified is found to be present, no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented as approved in full.

*Reason: To avoid the potential for pollution of land/water.*

#### **Deposit of Material onto the Highway**

10. No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until a scheme detailing the measures to ensure that no vehicle shall leave the site in such a condition that earth, mud and debris adhere to the wheels in a quantity which may introduce hazard or nuisance on the highway and actions to be taken in the event of earth, mud or debris arising from the development being present on the highway, has been submitted to and approved in writing by the County Planning Authority. Thereafter, the approved scheme shall be implemented in full throughout development.

*Reason: In the interests of highway safety, and to protect the amenity of local residents from dust and mud.*

#### **Construction Traffic Management Plan**

11. No works shall commence until an updated Construction Traffic Management Plan (in general accordance with the submitted Construction Traffic Management Plan - 639065\_N\_RPT\_CTMP\_Rev2), has been submitted to and approved in writing by the County Planning Authority. In addition to that set out, the updated management plan shall include details of additional measures to manage conflict between construction traffic and other access users to be implemented at the proposed temporary accesses at A286 Broyle Road and Old Place Lane. Thereafter, the approved Construction Traffic Management Plan shall be implemented in full.

*Reason: In the interests of highway safety and to promote sustainable transport initiatives.*

#### **Hours of Construction**

12. Construction work for the development including any construction-related traffic movements to or from any site of the works shall not take place other than between 0730 hours and 1800 hours Monday to Friday and between 0800 hours and 1400 hours on Saturdays, with no activity on Sundays, public holidays or

bank holidays, save as may be approved in advance and in writing by the County Planning Authority.

*Reason: In the interests of the amenity of the locality and of local residents.*

#### **Temporary Access Details**

- 13.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the temporary access arrangements serving the respective area has been constructed in accordance with the plans and details included within the 'Construction Bellmouth Visibility Splay and HGV Tracking Drawings dated May 2018', save for any variation thereto which may be submitted to and approved in advance by the County Planning Authority. Upon completion of construction works, the use of all temporary accesses shall cease and they shall be reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of highway Safety and to ensure the appropriate reinstatement of the site where necessary.*

#### **Temporary lay-down areas/compounds**

- 14.No works for the implementation or use of any individual temporary lay-down area/compound or other such area used for the construction of the development shall commence, until the details of their extent, layout, fencing, gates, and surfacing, has been submitted to and approved in writing by the County Planning Authority. Thereafter, all temporary lay-down area/compound or other such area used for the construction of the development shall only be implemented as approved. Upon completion of construction works the use of all temporary lay-down area/compound or other such area used for the construction of the development shall cease and land reinstated in accordance with plans and details to be submitted to and approved in writing by the County Planning Authority.

*Reason: In the interests of the amenities of local residents and landscape of the locality, and in the interests of Highway Safety.*

#### **Surface Water Drainage**

- 15.No development shall take place until a scheme of surface water drainage has been submitted to and approved by the County Planning Authority. Once approved, the surface water drainage scheme shall be implemented in full.

*Reason: To protect the water environment.*

#### Informatives

- a) In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:

- Providing pre-application advice;

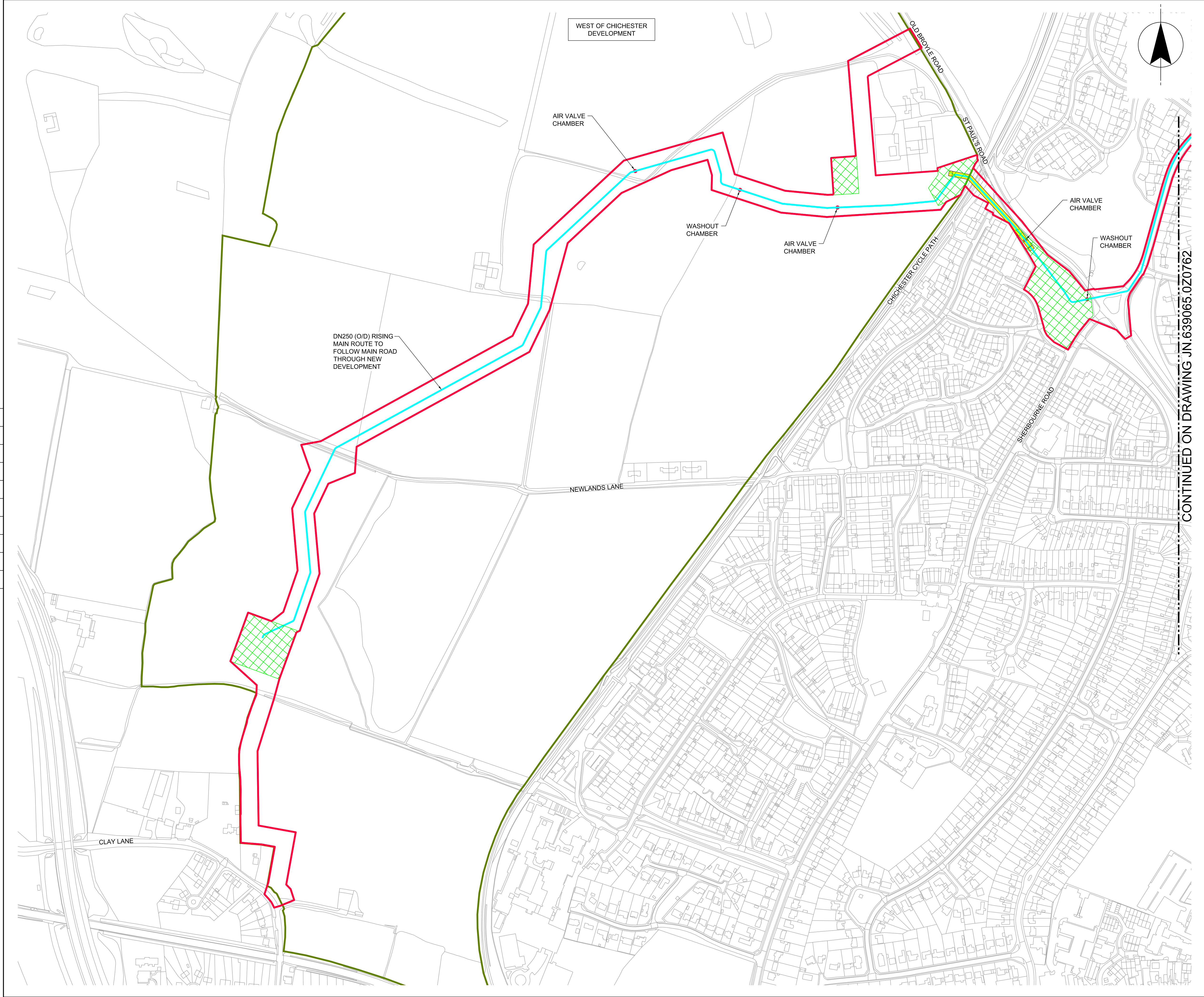
- Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
- Discussing issues of concern as early as possible, including those raised by consultees and third parties;
- Giving them the opportunity to provide further information/changes to overcome material impacts;
- Working with consultees

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

- b) The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority for any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, traffic management upon the highway, the temporary closure of on-street parking bays, road closures, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, and the provision of cranes over-sailing the highway.
- c) In accordance with the Construction Traffic Management Plan the applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act at the earliest opportunity, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Manager (01243 642105) in order to commence this process.
- d) The applicant is advised to contact the Area Highway Manager to agree the final detailed specification for any temporary crossover works proposed within the adopted highway and to obtain formal approval to carry out such works.
- e) The permanent vehicular access onto Gamecock Terrace will require a Section 278 agreement for final detailed design and specifications to secure appropriate integration to the highway. The Applicant is advised to contact the Highway Agreements Team Manager (033022 25704) in order to commence this process.
- f) The applicant is advised that should protected species, including any species of bat, be present work must stop and Natural England informed. A licence may be required from Natural England before works can re-commence. Natural England will advise.
- g) The eastern end of the pipeline route crosses former military land and there is the possibility that unexploded ordnance will be encountered. Prior to construction works in the areas covered by Tangmere military airfield, an investigation should be carried out to check for unexploded ordnance.

This page is intentionally left blank





S.W. DRAWING NO.  
**JN.639065.0Z0767**

REVISION  
**B**

REFERENCES

JN.639065.0Z0700  
JN.639065.0Z0701  
JN.639065.0Z0731  
JN.639065.0Z0751  
JN.639065.0Z0702

JN.639065.0Z0732  
JN.639065.0Z0752  
JN.639065.0Z0703  
JN.639065.0Z0733  
JN.639065.0Z0753  
JN.639065.0Z0704  
JN.639065.0Z0734  
JN.639065.0Z0754  
JN.639065.0Z0762  
JN.639065.0Z0763  
JN.639065.0Z0764  
JN.639065.0Z0765  
JN.639065.0Z0766  
JN.639065.0Z0768

JN.639065.0Z0769  
JN.639065.0Z0771  
JN.639065.0Z0772  
JN.639065.0Z0773  
JN.639065.0Z0774  
JN.639065.0Z0784  
JN.639065.0Z0775  
JN.639065.0Z0776  
JN.639065.0Z0777  
JN.639065.0Z0778  
JN639065.0C2902  
JN639065.0C2912  
JN639065.0C2922  
JN639065.0C2903  
JN639065.0C2913  
JN639065.0C2923  
A81945.1302  
A81945.1205

PLANNING APPLICATION GENERAL AREA LOCATION PLAN  
PS01 PLANNING APPLICATION AREA LOCATION PLAN  
PS02 PLANNING APPLICATION AREA LOCATION PLAN  
PS03 PLANNING APPLICATION AREA LOCATION PLAN  
PUMPING STATION PS01 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS02 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS03 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS01 PLANNING APPLICATION SITE ELEVATIONS  
PUMPING STATION PS02 PLANNING APPLICATION SITE ELEVATIONS  
PUMPING STATION PS03 PLANNING APPLICATION SITE ELEVATIONS  
PLAN OF PUMPING STATION PS01 PLANNING APPLICATION  
PLAN OF PUMPING STATION PS02 PLANNING APPLICATION  
BLOCK PLAN PLANNING APPLICATION SHEET 2 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 4 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 6 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6 (PUMPING STATION NOT SHOWN)  
BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6 (PUMPING STATION NOT SHOWN)  
MCC KIOSK PLANNING APPLICATION  
WASH WATER BOOST KIOSK PLANNING APPLICATION  
EMERGENCY SHOWER AND EYEBATH PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION  
ROAD KERB AND BOLLARDS PLANNING APPLICATION  
JIB CRANE PLANNING APPLICATION  
GENERATOR PS03 PLANNING APPLICATION  
ODOUR CONTROL VENT COLUMN PLANNING APPLICATION  
SECTION VIEWS PUMPING STATION PS01  
SECTION VIEWS PUMPING STATION PS02  
SECTION VIEWS PUMPING STATION PS03  
PUMPING STATION PS01 LANDSCAPING SITE PLAN  
PUMPING STATION PS02 LANDSCAPING SITE PLAN  
PUMPING STATION PS03 LANDSCAPING SITE PLAN  
WASHOUT CHAMBER  
AIR VALVE CHAMBER

LEGEND

DEVELOPMENT REQUIRING PLANNING PERMISSION

CONTRACTORS COMPOUND AREA

PIPELINE ROUTE

PIPEWORK TO BE INSTALLED BY DIRECT DRILL

ALLOCATED HOUSING SITE BOUNDARY

SCALE 1 : 2500

m1000100m

CURRENT VERSION INFORMATION

B. 1 No AIR VALVE AND 1 No WASHOUT CHAMBER ADDED. COMPOUNDS AND RED LINE TO SUIT CHANGED.

14.12.2017	DWH	JN	LM	A	FOR PLANNING
15.05.2018	DWH	JN	MFH	B	FOR PLANNING
DATE	DRWN	CHKD	REVD	REV	REASON FOR ISSUE

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER

PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED

DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK

**Southern Water**

In Partnership with

**MWH.**

Southern House  
Yeoman Road  
Worthing  
West Sussex  
BN13 3NX  
telephone (01903) 264444  
fax (01903) 691435

PROJECT TITLE

CHICHESTER GROWTH

DRAWING TITLE

BLOCK PLAN  
PLANNING APPLICATION  
SHEET 1 OF 6  
(PUMPING STATION NOT SHOWN)

SITE UNIT  
MNEMONIC

PRN  
639065

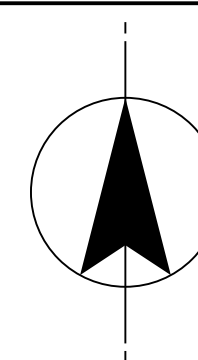
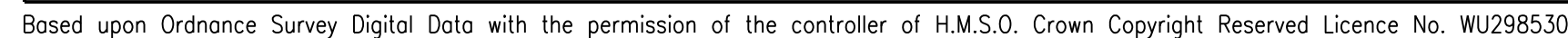
SCALE  
1:2500

MASTER  
SIZE  
A1

S.W. DRAWING NO.  
JN.639065.0Z0767

REVISION  
B





JN.639065.0Z0762

B

JN.639065.027070	PLANNING APPLICATION GENERAL AREA LOCATION PLAN
JN.639065.027071	PS01 PLANNING APPLICATION AREA LOCATION PLAN
JN.639065.027071	PS02 PLANNING APPLICATION AREA LOCATION PLAN
JN.639065.027071	PS03 PLANNING APPLICATION AREA LOCATION PLAN
JN.639065.027072	PUMPING STATION PS01 PLANNING APPLICATION SITE LAYOUT PLAN
JN.639065.027072	PUMPING STATION PS02 PLANNING APPLICATION SITE LAYOUT PLAN
JN.639065.027072	PUMPING STATION PS03 PLANNING APPLICATION SITE LAYOUT PLAN
JN.639065.027073	PUMPING STATION PS01 PLANNING APPLICATION SITE ELEVATIONS
JN.639065.027073	PUMPING STATION PS02 PLANNING APPLICATION SITE ELEVATIONS
JN.639065.027073	PUMPING STATION PS03 PLANNING APPLICATION SITE ELEVATIONS
JN.639065.027074	PLAN OF PUMPING STATION PS01 PLANNING APPLICATION
JN.639065.027074	PLAN OF PUMPING STATION PS02 PLANNING APPLICATION
JN.639065.027074	PLAN OF PUMPING STATION PS03 PLANNING APPLICATION
JN.639065.027075	BLOCK PLAN PLANNING APPLICATION SHEET 1 OF 6
JN.639065.027075	BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6
JN.639065.027076	BLOCK PLAN PLANNING APPLICATION SHEET 4 OF 6
JN.639065.027076	BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6
JN.639065.027076	BLOCK PLAN PLANNING APPLICATION SHEET 6 OF 6
JN.639065.027077	MANHOLE PLANNING APPLICATION
JN.639065.027077	WASH WATER BOOST KIOSK PLANNING APPLICATION
JN.639065.027077	EMERGENCY SHOWER AND EYEWASH

9063.020/68 (BLOC)

DEVELOPMENT REQUIRING PLANNING PERMISSION

CONTRACTORS COMPOUND AREA

PIPELINE ROUTE

PIPEWORK TO BE INSTALLED BY DIRECT DRILL

PIPEWORK TO BE INSTALLED BY TIMBER HEADING

ALLOCATED HOUSING SITE BOUNDARY

SCALE 1 : 2500

m100 0

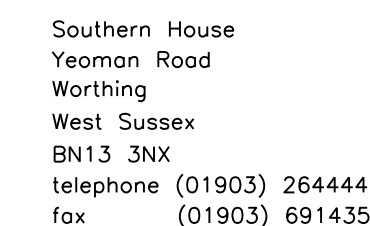
B. BLOCK PLAN AND BLOCK PLAN, PUMPING STATION NOT SHOWN ADDED TO  
CONTINUED ON DRAWING REFERENCE.

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS  
NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES  
UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER

PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED

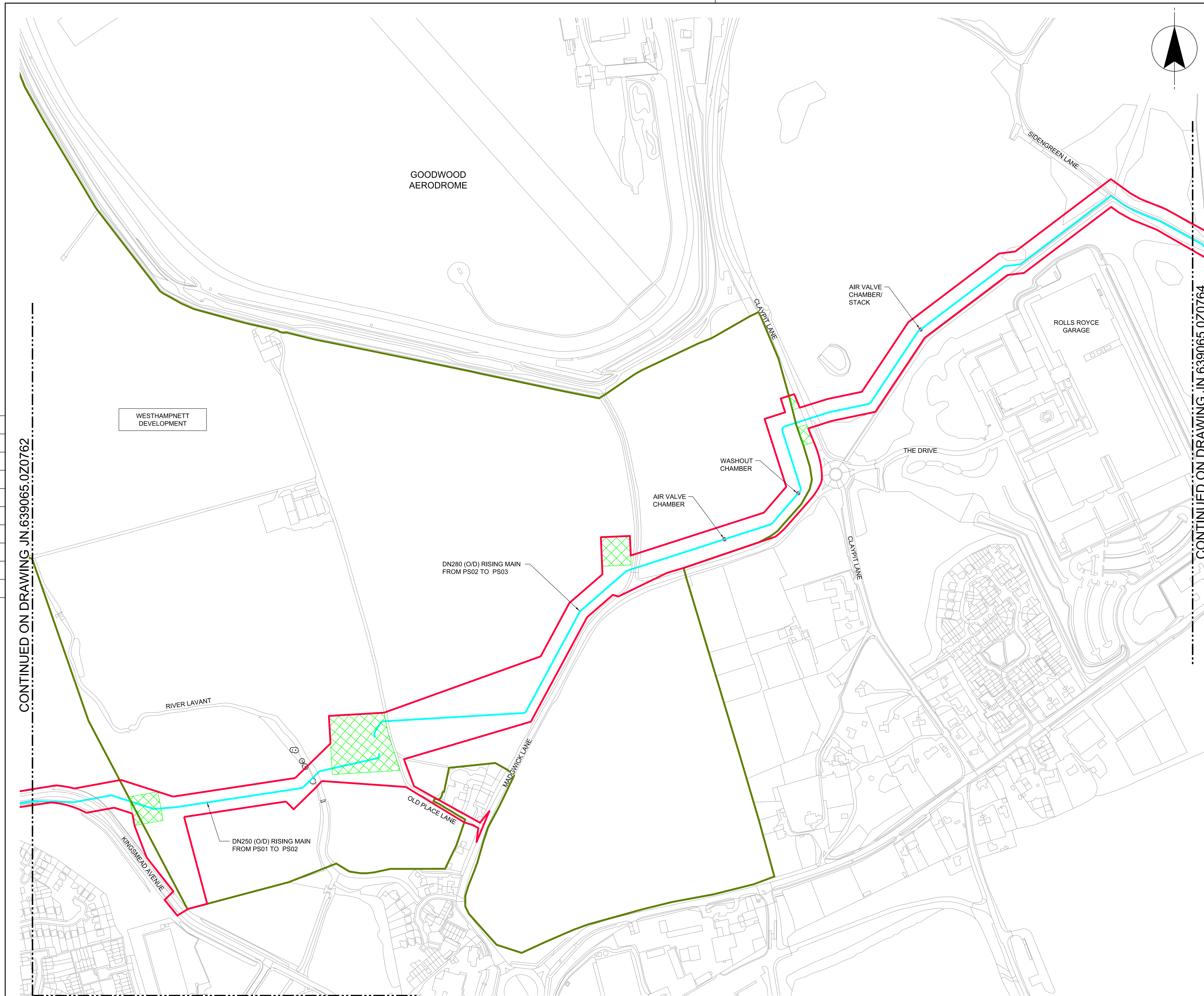
DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK

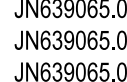
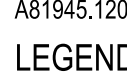



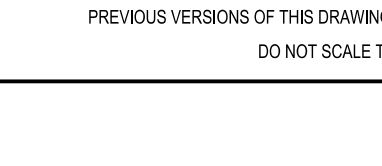
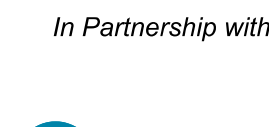
- (C)
- (D)



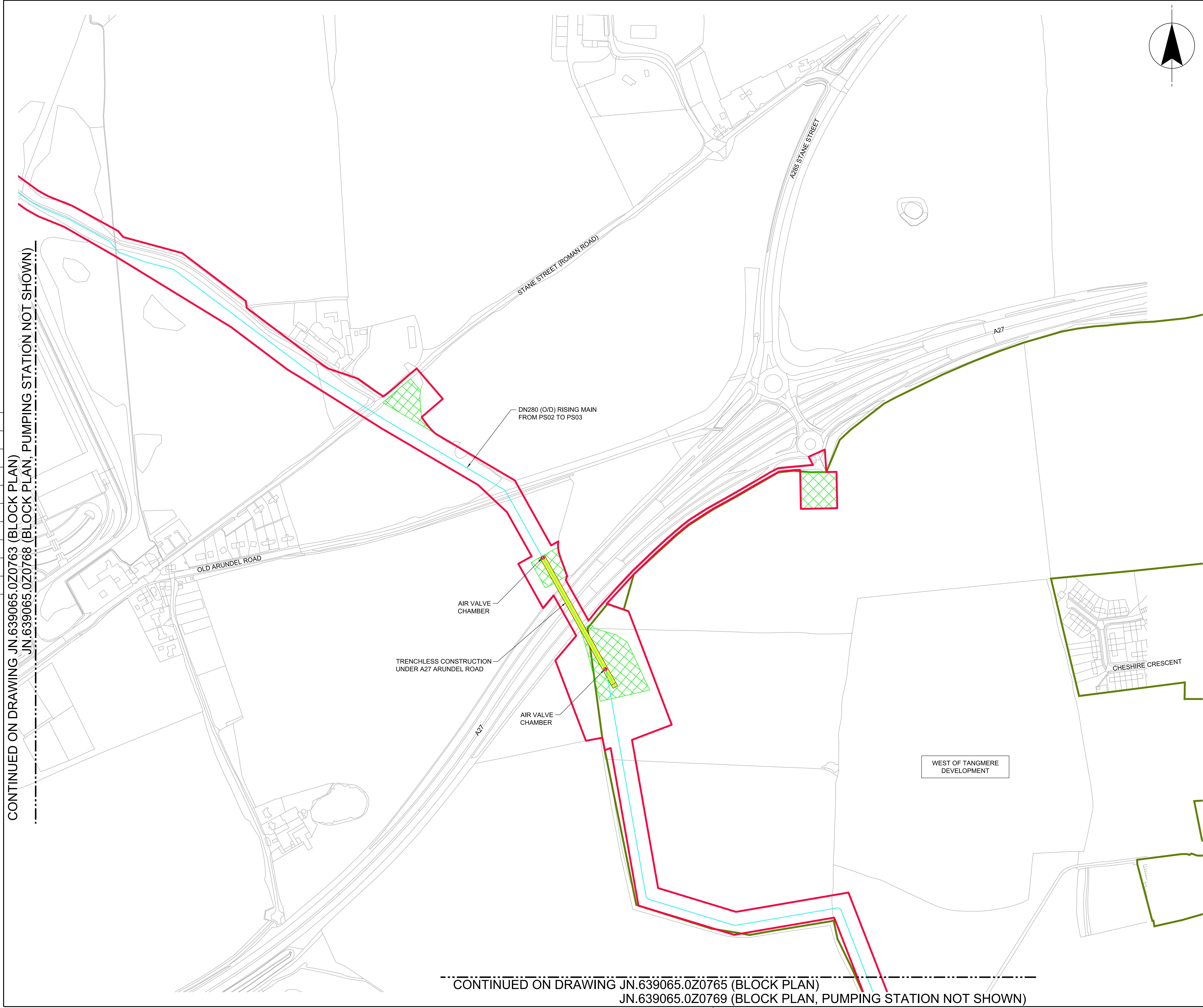
S.W. DRAWING NO.	IN 000005 070700	REVISION
------------------	------------------	----------





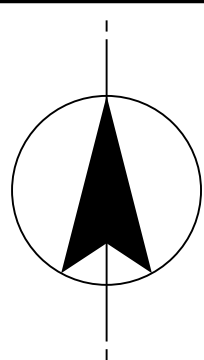
S.W. DRAWING NO.		B			
JN.639065.OZ0768					
REFERENCES					
JN.639065.OZ0700	PLANNING APPLICATION GENERAL AREA LOCATION PLAN				
JN.639065.OZ0701	PS01 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.OZ0731	PS02 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.OZ0751	PS03 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.OZ0702	PUMPING STATION PS01 PLANNING APPLICATION				
JN.639065.OZ0732	SITE LAYOUT PLAN				
JN.639065.OZ0752	PUMPING STATION PS02 PLANNING APPLICATION				
JN.639065.OZ0703	SITE LAYOUT PLAN				
JN.639065.OZ0733	PUMPING STATION PS03 PLANNING APPLICATION				
JN.639065.OZ0753	SITE ELEVATIONS				
JN.639065.OZ0704	PLAN OF PUMPING STATION PS01 PLANNING APPLICATION				
JN.639065.OZ0734	PLAN OF PUMPING STATION PS02 PLANNING APPLICATION				
JN.639065.OZ0754	PLAN OF PUMPING STATION PS03 PLANNING APPLICATION				
JN.639065.OZ0762	BLOCK PLAN PLANNING APPLICATION SHEET 2 OF 6				
JN.639065.OZ0763	BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6				
JN.639065.OZ0764	BLOCK PLAN PLANNING APPLICATION SHEET 4 OF 6				
JN.639065.OZ0765	BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6				
JN.639065.OZ0766	BLOCK PLAN PLANNING APPLICATION SHEET 6 OF 6				
JN.639065.OZ0767	BLOCK PLAN PLANNING APPLICATION SHEET 1 OF 6 (PUMPING STATION NOT SHOWN)				
JN.639065.OZ0769	BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6 (PUMPING STATION NOT SHOWN)				
JN.639065.OZ0771	MCC KIOSK PLANNING APPLICATION				
JN.639065.OZ0772	WASH WATER BOOST KIOSK PLANNING APPLICATION				
JN.639065.OZ0773	EMERGENCY SHOWER AND EYEBATH PLANNING APPLICATION				
JN.639065.OZ0774	CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION				
JN.639065.OZ0775	CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION				
JN.639065.OZ0776	ROAD KERB AND BOLLARDS PLANNING APPLICATION				
JN.639065.OZ0777	JIB CRANE PLANNING APPLICATION				
JN.639065.OZ0778	GENERATOR PS03 PLANNING APPLICATION				
JN639065.OZC2902	ODOUR CONTROL VENT COLUMN PLANNING APPLICATION				
JN639065.OZC2912	SECTION VIEWS PUMPING STATION PS01				
JN639065.OZC2922	SECTION VIEWS PUMPING STATION PS02				
JN639065.OZC2932	SECTION VIEWS PUMPING STATION PS03				
JN639065.OZC2913	PUMPING STATION PS01 LANDSCAPING SITE PLAN				
JN639065.OZC2923	PUMPING STATION PS02 LANDSCAPING SITE PLAN				
A81945.1302	PUMPING STATION PS03 LANDSCAPING SITE PLAN				
A81945.1205	WASHOUT CHAMBER				
	AIR VALVE CHAMBER				
LEGEND					
	DEVELOPMENT REQUIRING PLANNING PERMISSION				
	CONTRACTORS COMPOUND AREA				
	PIPELINE ROUTE				
	ALLOCATED HOUSING SITE BOUNDARY				
SCALE 1 : 2500					
					
CURRENT VERSION INFORMATION					
B. PIPELINE REROUTED ON WEST SIDE OF RIVER LAVANT. AREA REQUIRING PLANNING PERMISSION CHANGED TO SUIT. COMPOUND AREA AROUND PS02 CHANGED.					
14.12.2017	DWH	JN	LM	A	FOR PLANNING
15.05.2018	DWH	JN	MFH	B	FOR PLANNING
DATE	DRWN	CHKD	REV'D	REV	REASON FOR ISSUE
THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK					
<div> Southern House Yeoman Road Worthing West Sussex BN13 3NX telephone (01903) 264444 fax (01903) 691435</div> <div> In Partnership with</div>					
PROJECT TITLE					
CHICHESTER GROWTH					
DRAWING TITLE					
BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6 (PUMPING STATION NOT SHOWN)					
SITE UNIT MINEMONIC				SITE UNIT NO.	
PRN 639065		SCALE 1:2500		MASTER SIZE A1	
S.W. DRAWING NO.		B			
JN.639065.OZ0768					





CONTINUED ON DRAWING JN.639065.0Z0763 (BLOCK PLAN)  
JN.639065.0Z0768 (BLOCK PLAN, PUMPING STATION NOT SHOWN)

CONTINUED ON DRAWING JN.639065.0Z0765 (BLOCK PLAN)  
JN.639065.0Z0769 (BLOCK PLAN, PUMPING STATION NOT SHOWN)



S.W. DRAWING NO.  
**JN.639065.0Z0764**

REVISION  
**C**

**REFERENCES**  
JN.639065.0Z0700 PLANNING APPLICATION GENERAL AREA LOCATION PLAN  
JN.639065.0Z0701 PS01 PLANNING APPLICATION AREA LOCATION PLAN  
JN.639065.0Z0731 PS02 PLANNING APPLICATION AREA LOCATION PLAN  
JN.639065.0Z0751 PS03 PLANNING APPLICATION AREA LOCATION PLAN  
JN.639065.0Z0702 PUMPING STATION PS01 PLANNING APPLICATION SITE LAYOUT PLAN  
JN.639065.0Z0732 PUMPING STATION PS02 PLANNING APPLICATION SITE LAYOUT PLAN  
JN.639065.0Z0752 PUMPING STATION PS03 PLANNING APPLICATION SITE LAYOUT PLAN  
JN.639065.0Z0703 PUMPING STATION PS01 PLANNING APPLICATION SITE ELEVATIONS  
JN.639065.0Z0733 PUMPING STATION PS02 PLANNING APPLICATION SITE ELEVATIONS  
JN.639065.0Z0753 PUMPING STATION PS03 PLANNING APPLICATION SITE ELEVATIONS  
JN.639065.0Z0704 PLAN OF PUMPING STATION PS01 PLANNING APPLICATION  
JN.639065.0Z0734 PLAN OF PUMPING STATION PS02 PLANNING APPLICATION  
JN.639065.0Z0754 PLAN OF PUMPING STATION PS03 PLANNING APPLICATION  
JN.639065.0Z0761 BLOCK PLAN-PLANNING APPLICATION SHEET 1 OF 6  
JN.639065.0Z0762 BLOCK PLAN-PLANNING APPLICATION SHEET 2 OF 6  
JN.639065.0Z0763 BLOCK PLAN-PLANNING APPLICATION SHEET 3 OF 6  
JN.639065.0Z0765 BLOCK PLAN-PLANNING APPLICATION SHEET 5 OF 6  
JN.639065.0Z0766 BLOCK PLAN-PLANNING APPLICATION SHEET 6 OF 6  
JN.639065.0Z0771 MCC KIOSK PLANNING APPLICATION  
JN.639065.0Z0772 WASH WATER BOOST KIOSK PLANNING APPLICATION  
JN.639065.0Z0773 EMERGENCY SHOWER AND EYEBATH PLANNING APPLICATION  
JN.639065.0Z0774 CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION  
JN.639065.0Z0784 CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION  
JN.639065.0Z0775 ROAD KERB AND BOLLARDS PLANNING APPLICATION  
JN.639065.0Z0776 JIB CRANE-PLANNING APPLICATION  
JN.639065.0Z0777 GENERATOR PS03 PLANNING APPLICATION  
JN639065.0C2902 SECTION VIEWS PUMPING STATION PS01  
JN639065.0C2912 SECTION VIEWS PUMPING STATION PS02  
JN639065.0C2922 SECTION VIEWS PUMPING STATION PS03  
JN639065.0C2903 PUMPING STATION PS01 LANDSCAPING SITE PLAN  
JN639065.0C2913 PUMPING STATION PS02 LANDSCAPING SITE PLAN  
JN639065.0C2923 PUMPING STATION PS03 LANDSCAPING SITE PLAN  
A81945.1302 WASHOUT CHAMBER  
A81945.1205 AIR VALVE CHAMBER

**LEGEND**  

DEVELOPMENT REQUIRING PLANNING PERMISSION

CONTRACTORS COMPOUND AREA

PIPELINE ROUTE

PIPEWORK TO BE INSTALLED BY DIRECT DRILL

ALLOCATED HOUSING SITE BOUNDARY

SCALE 1 : 2500  
m100 0 100m

**CURRENT VERSION INFORMATION**  
C. RED LINE UPDATED.

05.12.2017	DWH	JN	LM	A	FOR PLANNING
05.01.2018	DWH	LM	JN	B	FOR PLANNING
15.05.2018	DWH	JN	MFH	C	FOR PLANNING
DATE	DRWN	CHKD	REVD	REV	REASON FOR ISSUE

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED, EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER. PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED. DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK.

Southern Water  
In Partnership with  
 MWH

Southern House  
Yeoman Road  
Worthing  
West Sussex  
BN13 3NX  
telephone (01903) 264444  
fax (01903) 691435

PROJECT TITLE  
**CHICHESTER GROWTH**

DRAWING TITLE  
**BLOCK PLAN  
PLANNING APPLICATION  
SHEET 4 OF 6**

SITE UNIT  
MNEMONIC  
PRN  
**639065**

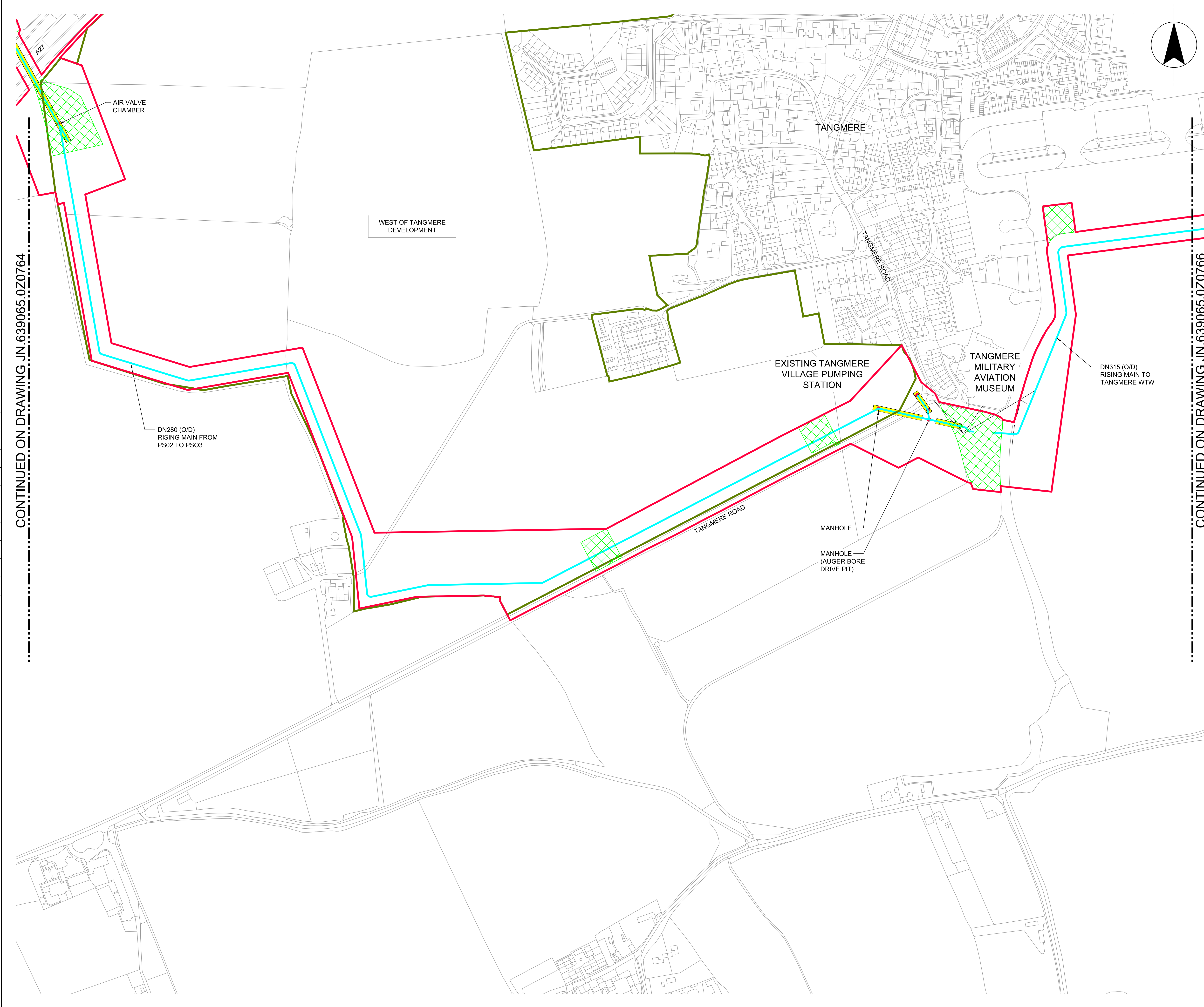
SITE UNIT  
NO.  
SCALE  
**1:2500**

MASTER  
SIZE  
**A1**

S.W. DRAWING NO.  
**JN.639065.0Z0764**

REVISION  
**C**





S.W. DRAWING NO.  
**JN.639065.0Z0769**

REVISION  
**B**

REFERENCES

JN.639065.0Z0700  
JN.639065.0Z0701  
JN.639065.0Z0731  
JN.639065.0Z0751  
JN.639065.0Z0702

JN.639065.0Z0732  
JN.639065.0Z0752  
JN.639065.0Z0703  
JN.639065.0Z0733  
JN.639065.0Z0753  
JN.639065.0Z0704  
JN.639065.0Z0734  
JN.639065.0Z0754  
JN.639065.0Z0762  
JN.639065.0Z0763  
JN.639065.0Z0764  
JN.639065.0Z0765  
JN.639065.0Z0766  
JN.639065.0Z0767

JN.639065.0Z0768  
JN.639065.0Z0771  
JN.639065.0Z0772  
JN.639065.0Z0773

JN.639065.0Z0774  
JN.639065.0Z0784  
JN.639065.0Z0775  
JN.639065.0Z0776  
JN.639065.0Z0777  
JN.639065.0Z0778  
JN639065.0C2902  
JN639065.0C2912  
JN639065.0C2922  
JN639065.0C2903  
JN639065.0C2913  
JN639065.0C2923  
A81945.1302  
A81945.1205

PLANNING APPLICATION GENERAL AREA LOCATION PLAN  
PS01 PLANNING APPLICATION AREA LOCATION PLAN  
PS02 PLANNING APPLICATION AREA LOCATION PLAN  
PS03 PLANNING APPLICATION AREA LOCATION PLAN  
PUMPING STATION PS01 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS02 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS03 PLANNING APPLICATION SITE LAYOUT PLAN  
PUMPING STATION PS01 PLANNING APPLICATION SITE ELEVATIONS  
PUMPING STATION PS02 PLANNING APPLICATION SITE ELEVATIONS  
PUMPING STATION PS03 PLANNING APPLICATION SITE ELEVATIONS  
PLAN OF PUMPING STATION PS01 PLANNING APPLICATION  
PLAN OF PUMPING STATION PS02 PLANNING APPLICATION  
PLAN OF PUMPING STATION PS03 PLANNING APPLICATION  
BLOCK PLAN PLANNING APPLICATION SHEET 2 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 4 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 6 OF 6  
BLOCK PLAN PLANNING APPLICATION SHEET 1 OF 6 (PUMPING STATION NOT SHOWN)  
BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6 (PUMPING STATION NOT SHOWN)  
MCC KIOSK PLANNING APPLICATION  
WASH WATER BOOST KIOSK PLANNING APPLICATION  
EMERGENCY SHOWER AND EYEBATH PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION  
ROAD KERB AND BOLLARDS PLANNING APPLICATION  
JIB CRANE PLANNING APPLICATION  
GENERATOR PS03 PLANNING APPLICATION  
ODOUR CONTROL VENT COLUMN PLANNING APPLICATION  
SECTION VIEWS PUMPING STATION PS01  
SECTION VIEWS PUMPING STATION PS02  
SECTION VIEWS PUMPING STATION PS03  
PUMPING STATION PS01 LANDSCAPING SITE PLAN  
PUMPING STATION PS02 LANDSCAPING SITE PLAN  
PUMPING STATION PS03 LANDSCAPING SITE PLAN  
WASHOUT CHAMBER  
AIR VALVE CHAMBER

LEGEND

DEVELOPMENT REQUIRING PLANNING PERMISSION

CONTRACTORS COMPOUND AREA

PIPELINE ROUTE

PIPEWORK TO BE INSTALLED BY DIRECT DRILL OR AUGER BORE

ALLOCATED HOUSING SITE BOUNDARY

SCALE 1 : 2500

m100

0

100m

CURRENT VERSION INFORMATION

B. DEVELOPMENT REQUIRING PLANNING PERMISSION AMENDED ALONG TANGMERE ROAD.  
PIPEWORK AROUND PS03 CHANGED.

14.12.2017	DWH	JN	LM	A	FOR PLANNING
15.05.2018	DWH	JN	MFH	B	FOR PLANNING
DATE	DRWN	CHKD	REVD	REV	REASON FOR ISSUE

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER

PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED

DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK

**Southern Water**

In Partnership with

**MWH**

Southern House  
Yeoman Road  
Worthing  
West Sussex  
BN13 3NX  
telephone (01903) 264444  
fax (01903) 691435

PROJECT TITLE

CHICHESTER GROWTH

DRAWING TITLE


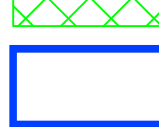


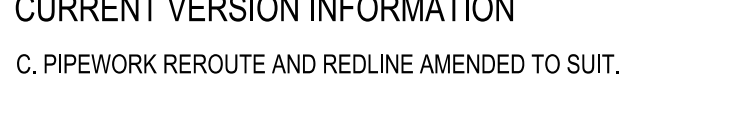
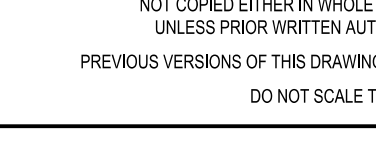

BLOCK PLAN  
PLANNING APPLICATION  
SHEET 5 OF 6  
(PUMPING STATION NOT SHOWN)

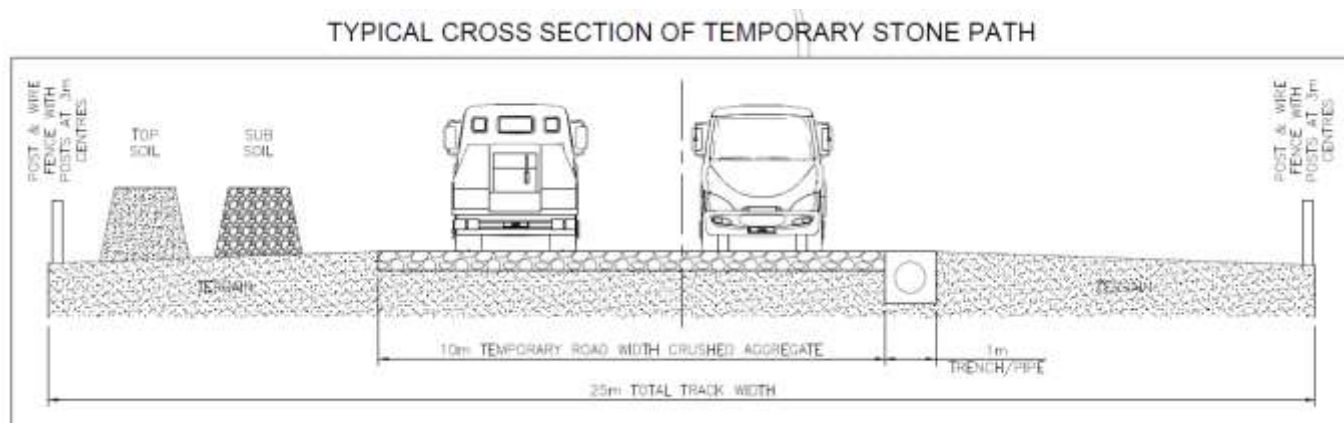
SITE UNIT MNEMONIC	SITE UNIT NO.
PRN 639065	SCALE 1:2500
S.W. DRAWING NO. JN.639065.0Z0769	MASTER SIZE A1
REVISION B	





Based upon Ordnance Survey Digital Data with the permission of the controller of H.M.S.O. Crown Copyright Reserved Licence No. WU298530

S.W. DRAWING NO.		REVISION			
JN.639065.0Z0766		C			
REFERENCES					
JN.639065.0Z0700	PLANNING APPLICATION GENERAL AREA LOCATION PLAN				
JN.639065.0Z0701	PS01 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.0Z0731	PS02 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.0Z0751	PS03 PLANNING APPLICATION AREA LOCATION PLAN				
JN.639065.0Z0702	PUMPING STATION PS01 PLANNING APPLICATION				
	SITE LAYOUT PLAN				
JN.639065.0Z0732	PUMPING STATION PS02 PLANNING APPLICATION				
	SITE LAYOUT PLAN				
JN.639065.0Z0752	PUMPING STATION PS03 PLANNING APPLICATION				
	SITE LAYOUT PLAN				
JN.639065.0Z0703	PUMPING STATION PS01 PLANNING APPLICATION				
	SITE ELEVATIONS				
JN.639065.0Z0733	PUMPING STATION PS02 PLANNING APPLICATION				
	SITE ELEVATIONS				
JN.639065.0Z0753	PUMPING STATION PS03 PLANNING APPLICATION				
	SITE ELEVATIONS				
JN.639065.0Z0704	PLAN OF PUMPING STATION PS01 PLANNING APPLICATION				
JN.639065.0Z0734	PLAN OF PUMPING STATION PS02 PLANNING APPLICATION				
JN.639065.0Z0754	PLAN OF PUMPING STATION PS03 PLANNING APPLICATION				
JN.639065.0Z0761	BLOCK PLAN PLANNING APPLICATION SHEET 1 OF 6				
JN.639065.0Z0762	BLOCK PLAN PLANNING APPLICATION SHEET 2 OF 6				
JN.639065.0Z0763	BLOCK PLAN PLANNING APPLICATION SHEET 3 OF 6				
JN.639065.0Z0764	BLOCK PLAN PLANNING APPLICATION SHEET 4 OF 6				
JN.639065.0Z0765	BLOCK PLAN PLANNING APPLICATION SHEET 5 OF 6				
JN.639065.0Z0771	MCC KIOSK PLANNING APPLICATION				
JN.639065.0Z0772	WASH WATER BOOST KIOSK PLANNING APPLICATION				
JN.639065.0Z0773	EMERGENCY SHOWER AND EYEBATH				
	PLANNING APPLICATION				
JN.639065.0Z0774	CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION				
JN.639065.0Z0784	CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION				
JN.639065.0Z0775	ROAD KERB AND BOLLARDS PLANNING APPLICATION				
JN.639065.0Z0776	JIB CRANE PLANNING APPLICATION				
JN.639065.0Z0777	GENERATOR PS03 PLANNING APPLICATION				
JN.639065.0C2902	SECTION VIEWS PUMPING STATION PS01				
JN.639065.0C2912	SECTION VIEWS PUMPING STATION PS02				
JN.639065.0C2902	SECTION VIEWS PUMPING STATION PS03				
JN.639065.0C2903	PUMPING STATION PS01 LANDSCAPING SITE PLAN				
JN.639065.0C2913	PUMPING STATION PS02 LANDSCAPING SITE PLAN				
A61945.1302	PUMPING STATION PS03 LANDSCAPING SITE PLAN				
A61945.1205	WASHOUT CHAMBER				
	AIR VALVE CHAMBER				
LEGEND					
	DEVELOPMENT REQUIRING PLANNING PERMISSION				
	CONTRACTORS COMPOUND AREA				
	TANGMERE WTW SITE BOUNDARY				
	PIPELINE ROUTE				
SCALE 1 : 2500					
					
CURRENT VERSION INFORMATION					
C. PIPEWORK REROUTE AND REDLINE AMENDED TO SUIT.					
05.12.2017	DWH	JN	LM	A	FOR PLANNING
05.01.2018	DWH	LM	JN	B	FOR PLANNING
15.05.2018	DWH	JN	MFH	C	FOR PLANNING
DATE	DRWN	CHKD	REV'D	REV	REASON FOR ISSUE
THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER. PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK					
<div> <i>In Partnership with</i>  <div>Southern Water Yeoman Road Worthing West Sussex telephone (01903) 264444 fax (01903) 691435</div></div>					
PROJECT TITLE					
CHICHESTER GROWTH					
DRAWING TITLE					
BLOCK PLAN PLANNING APPLICATION SHEET 6 OF 6					
SITE UNIT MINEMONIC				SITE UNIT NO.	
PRN	639065			SCALE	1:2500
S.W. DRAWING NO.				MASTER SIZE	A1
JN.639065.0Z0766				REVISION	C

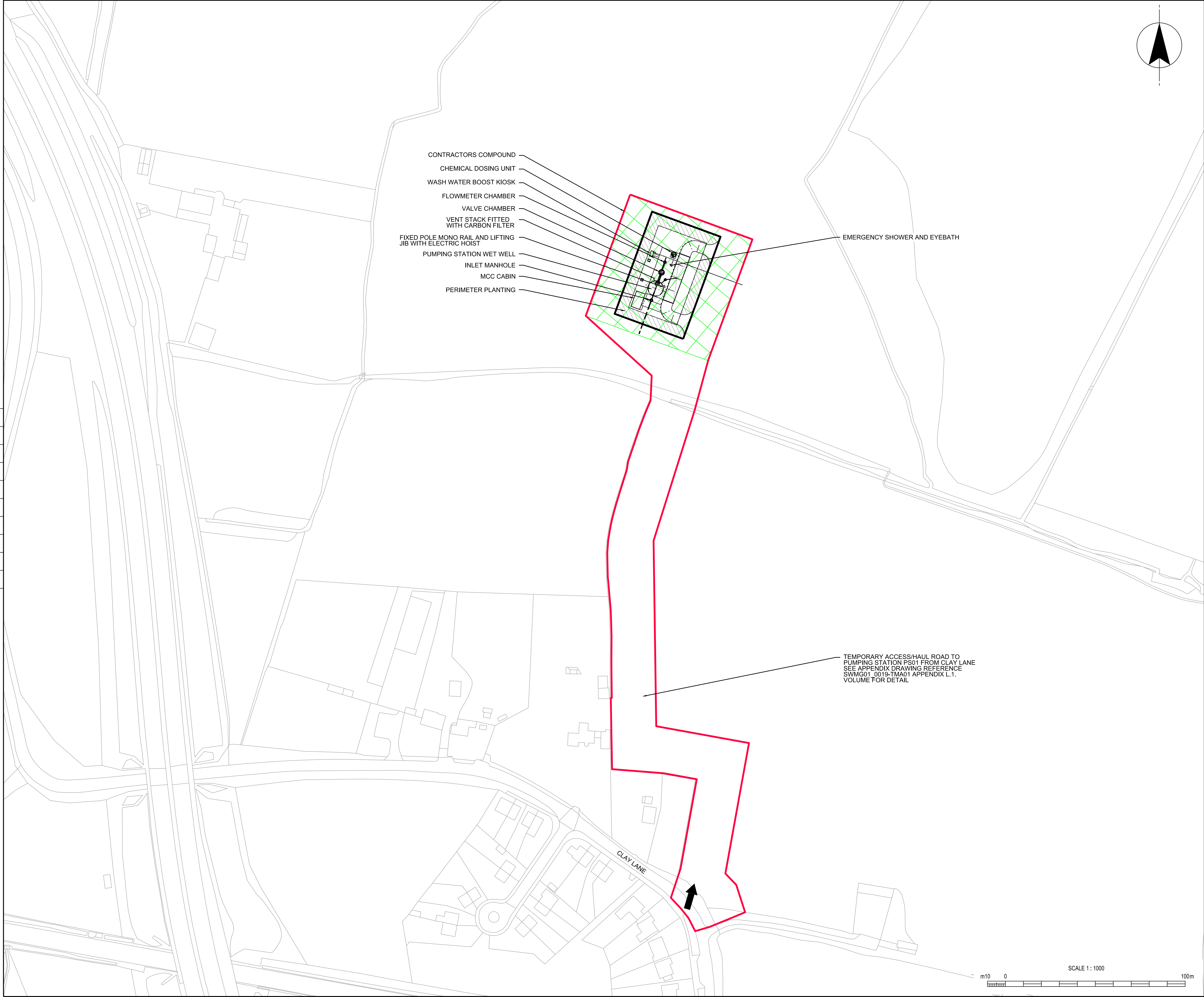


\*For reference only: Temporary crushed aggregate tracks would only be required in three locations. For the remainder of the pipeline route a limited installation team would traverse subsoils with Tractor & Trailer and Excavtors.



This page is intentionally left blank





S.W. DRAWING NO.  
**JN.639065.0Z0705**

REVISION  
**A**

REFERENCES

JN.639065.0Z0700  
JN.639065.0Z0701  
JN.639065.0Z0731  
JN.639065.0Z0751  
JN.639065.0Z0702

PLANNING APPLICATION  
GENERAL AREA LOCATION PLAN  
PS01 PLANNING APPLICATION  
AREA LOCATION PLAN  
PS02 PLANNING APPLICATION  
AREA LOCATION PLAN  
PS03 PLANNING APPLICATION  
AREA LOCATION PLAN  
PUMPING STATION PS01 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS02 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS03 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS01 PLANNING APPLICATION  
SITE ELEVATIONS  
PUMPING STATION PS02 PLANNING APPLICATION  
SITE ELEVATIONS  
PUMPING STATION PS03 PLANNING APPLICATION  
SITE ELEVATIONS  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS01 PLANNING APPLICATION  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS02 PLANNING APPLICATION  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS03 PLANNING APPLICATION  
PUMPING STATION PS02 PLANNING APPLICATION  
RED LINE SITE LAYOUT PLAN  
PUMPING STATION PS03 PLANNING APPLICATION  
RED LINE SITE LAYOUT PLAN  
MCC KIOSK PLANNING APPLICATION  
WASH WATER BOOST KIOSK PLANNING APPLICATION  
EMERGENCY SHOWER AND EYEBATH  
PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION  
ROAD KERB AND BOLLARDS PLANNING APPLICATION  
JIB CRANE-PLANNING APPLICATION  
GENERATOR PS03 PLANNING APPLICATION  
ODOUR CONTROL VENT COLUMN PLANNING APPLICATION  
SECTION VIEWS PUMPING STATION PS01  
SECTION VIEWS PUMPING STATION PS02  
SECTION VIEWS PUMPING STATION PS03  
PUMPING STATION PS01 LANDSCAPING SITE PLAN  
PUMPING STATION PS02 LANDSCAPING SITE PLAN  
PUMPING STATION PS03 LANDSCAPING SITE PLAN  
WASHOUT CHAMBER  
AIR VALVE CHAMBER  
SECURITY FENCE TYPE 'B'  
SECURITY GATE

SEE TRAFFIC MANAGEMENT DRAWING SWMG01\_0019-TMA01 APPENDIX L.1. VOLUME 2 FOR DETAIL ON CONSTRUCTION COMPOUNDS

LEGEND

RED LINE BOUNDARY

CONTRACTORS COMPOUND AREA

PERMANENT CHANGE OF LAND USE/EXTENT OF PUMPING STATION COMPOUND

PERIMETER PLANTING

ACCESS TO PUMPING STATION

CURRENT VERSION INFORMATION

12.12.2017	DWH	JN	MFH	A	FOR PLANNING
DATE	DRWN	CHKD	REVD	REV	REASON FOR ISSUE

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER

PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED

DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK

Southern House  
Yeoman Road  
Worthing  
West Sussex  
BN13 3NX  
telephone (01903) 264444  
fax (01903) 691435

MWH®

PROJECT TITLE  
**CHICHESTER GROWTH**

DRAWING TITLE  
**PUMPING STATION PS01  
PLANNING APPLICATION  
RED LINE  
SITE LAYOUT PLAN**

SITE UNIT  
MNEMONIC  
**PRN 639065**

SITE UNIT  
NO.  
**SCALE 1:1000**

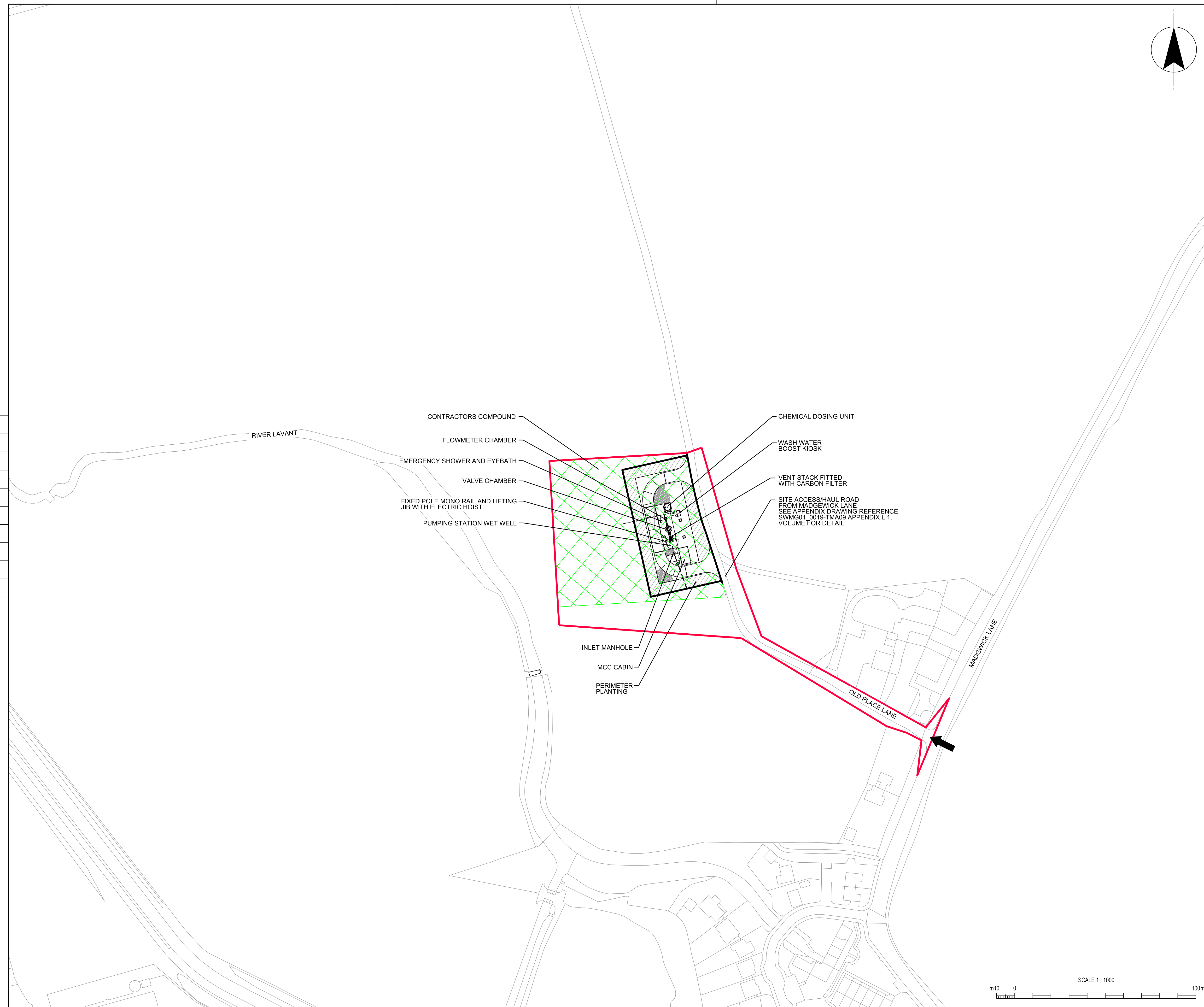
MASTER  
SIZE  
**A1**


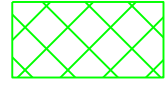





S.W. DRAWING NO.  
**JN.639065.0Z0705**

REVISION  
**A**

This page is intentionally left blank

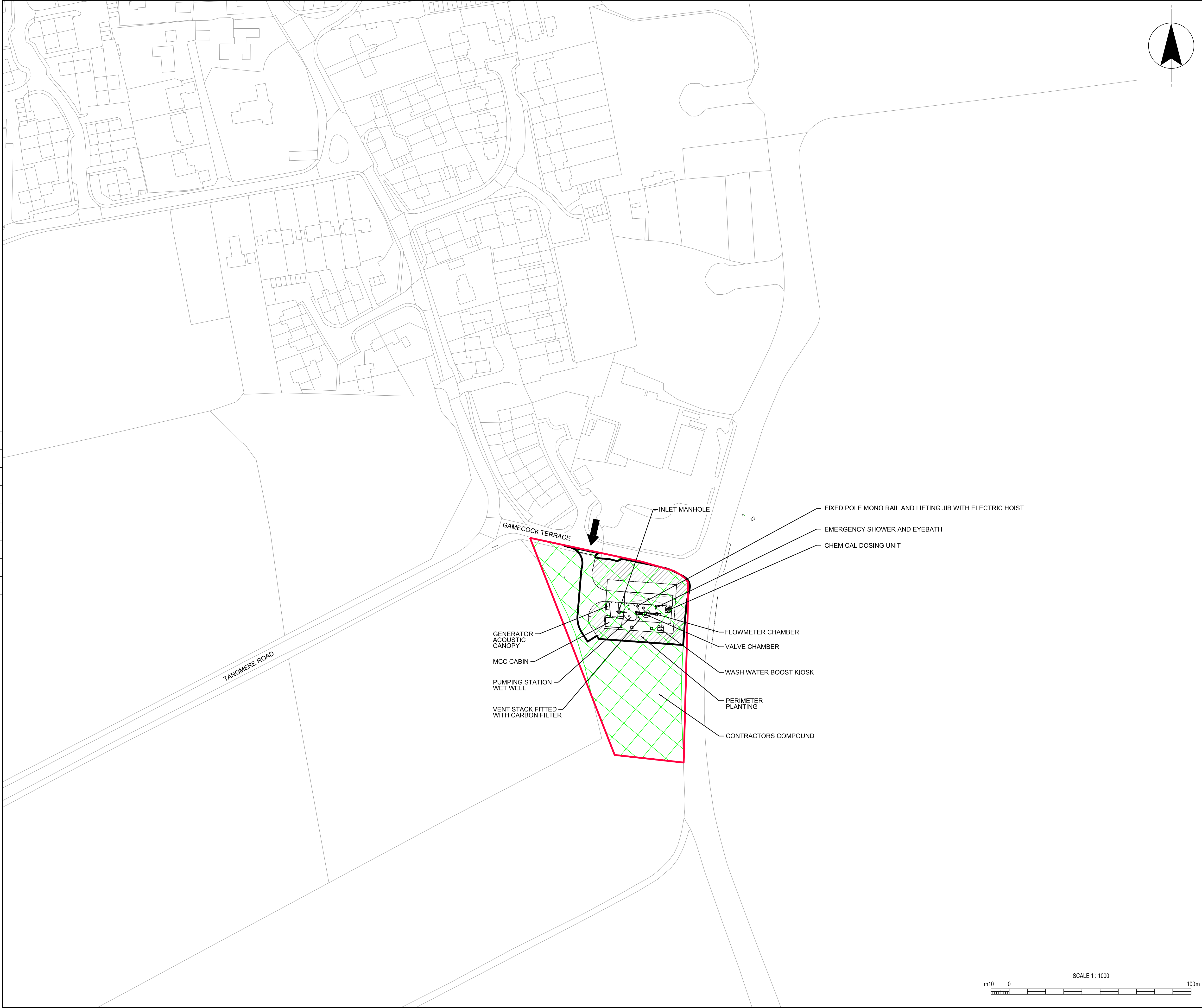




S.W. DRAWING NO.		JN.639065.0Z0735		REVISION		B																																									
REFERENCES																																															
JN.639065.0Z0700		PLANNING APPLICATION GENERAL AREA LOCATION PLAN																																													
JN.639065.0Z0701		PS01 PLANNING APPLICATION AREA LOCATION PLAN																																													
JN.639065.0Z0731		PS02 PLANNING APPLICATION AREA LOCATION PLAN																																													
JN.639065.0Z0751		PS03 PLANNING APPLICATION AREA LOCATION PLAN																																													
JN.639065.0Z0702		PUMPING STATION PS01 PLANNING APPLICATION SITE LAYOUT PLAN																																													
JN.639065.0Z0732		PUMPING STATION PS02 PLANNING APPLICATION SITE LAYOUT PLAN																																													
JN.639065.0Z0752		PUMPING STATION PS03 PLANNING APPLICATION SITE LAYOUT PLAN																																													
JN.639065.0Z0703		PUMPING STATION PS01 PLANNING APPLICATION SITE ELEVATIONS																																													
JN.639065.0Z0733		PUMPING STATION PS02 PLANNING APPLICATION SITE ELEVATIONS																																													
JN.639065.0Z0753		PUMPING STATION PS03 PLANNING APPLICATION SITE ELEVATIONS																																													
JN.639065.0Z0704		DETAILED SITE LAYOUT																																													
JN.639065.0Z0734		PLAN OF PUMPING STATION PS01 PLANNING APPLICATION DETAILED SITE LAYOUT																																													
JN.639065.0Z0754		PLAN OF PUMPING STATION PS02 PLANNING APPLICATION DETAILED SITE LAYOUT																																													
JN.639065.0Z0705		PLAN OF PUMPING STATION PS03 PLANNING APPLICATION DETAILED SITE LAYOUT																																													
JN.639065.0Z0755		RED LINE SITE LAYOUT PLAN																																													
JN.639065.0Z0771		PUMPING STATION PS01 PLANNING APPLICATION RED LINE SITE LAYOUT PLAN																																													
JN.639065.0Z0772		PUMPING STATION PS02 PLANNING APPLICATION RED LINE SITE LAYOUT PLAN																																													
JN.639065.0Z0773		PUMPING STATION PS03 PLANNING APPLICATION RED LINE SITE LAYOUT PLAN																																													
JN.639065.0Z0774		MCC KIOSK PLANNING APPLICATION																																													
JN.639065.0Z0784		WASH WATER BOOST KIOSK PLANNING APPLICATION																																													
JN.639065.0Z0775		EMERGENCY SHOWER AND EYEBATH PLANNING APPLICATION																																													
JN.639065.0Z0776		CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION																																													
JN.639065.0Z0777		CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION																																													
JN.639065.0Z0778		ROAD KERB AND BOLLARDS PLANNING APPLICATION																																													
JN.639065.0Z0779		JOB CRANE-PLANNING APPLICATION																																													
JN.639065.0Z0780		GENERATOR PS03 PLANNING APPLICATION																																													
JN.639065.0Z0781		ODOUR CONTROL VENT COLUMN PLANNING APPLICATION																																													
JN.639065.0Z0782		SECTION VIEWS PUMPING STATION PS01																																													
JN.639065.0Z0783		SECTION VIEWS PUMPING STATION PS02																																													
JN.639065.0Z0784		SECTION VIEWS PUMPING STATION PS03																																													
JN.639065.0Z0785		PUMPING STATION PS01 LANDSCAPING SITE PLAN																																													
JN.639065.0Z0786		PUMPING STATION PS02 LANDSCAPING SITE PLAN																																													
JN.639065.0Z0787		PUMPING STATION PS03 LANDSCAPING SITE PLAN																																													
JN.639065.0Z0788		AIR VALVE CHAMBER																																													
JN.639065.0Z0789		SECURITY FENCE TYPE 'B'																																													
JN.639065.0Z0790		SECURITY GATE																																													
SEE TRAFFIC MANAGEMENT DRAWING SWIMG01_0019-TMA09 APPENDIX L.1. VOLUME 2 FOR DETAIL ON CONSTRUCTION COMPOUNDS																																															
LEGEND																																															
		RED LINE BOUNDARY																																													
		CONTRACTORS COMPOUND AREA																																													
		PERMANENT CHANGE OF LAND USE/EXTENT OF PUMPING STATION COMPOUND																																													
		PERIMETER PLANTING																																													
		ACCESS TO PUMPING STATION																																													
CURRENT VERSION INFORMATION																																															
B. PS02 RELOCATED																																															
<table><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>12.12.2017</td><td>DWH</td><td>JN</td><td>MFH</td><td>A</td><td colspan="3">FOR PLANNING</td></tr><tr><td>11.05.2018</td><td>DWH</td><td>JN</td><td>MFH</td><td>B</td><td colspan="3">FOR PLANNING</td></tr><tr><td>DATE</td><td>DRWN</td><td>CHKD</td><td>REV'D</td><td>REV</td><td colspan="3">REASON FOR ISSUE</td></tr></table>																								12.12.2017	DWH	JN	MFH	A	FOR PLANNING			11.05.2018	DWH	JN	MFH	B	FOR PLANNING			DATE	DRWN	CHKD	REV'D	REV	REASON FOR ISSUE		
12.12.2017	DWH	JN	MFH	A	FOR PLANNING																																										
11.05.2018	DWH	JN	MFH	B	FOR PLANNING																																										
DATE	DRWN	CHKD	REV'D	REV	REASON FOR ISSUE																																										
THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER																																															
PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED																																															
DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK																																															
<div><div> <i>In Partnership with</i> </div><div><div>Southern House Yeoman Road Worthing West Sussex BN13 3NX telephone (01903) 264444 fax (01903) 691435</div><div>© ① ②</div></div></div>																																															
PROJECT TITLE																																															
CHICHESTER GROWTH																																															
DRAWING TITLE																																															
PUMPING STATION PS02 PLANNING APPLICATION  RED LINE SITE LAYOUT PLAN																																															
SITE UNIT MNEMONIC				SITE UNIT NO.																																											
PRN		639065		SCALE		1:1000																																									
MASTER SIZE		A1																																													
S.W. DRAWING NO.						REVISION																																									
JN.639065.0Z0735						B																																									

This page is intentionally left blank





S.W. DRAWING NO.  
**JN.639065.0Z0755**

REVISION  
**B**

REFERENCES

JN.639065.0Z0700  
JN.639065.0Z0701  
JN.639065.0Z0731  
JN.639065.0Z0751  
JN.639065.0Z0702

PLANNING APPLICATION GENERAL AREA LOCATION PLAN  
PS01 PLANNING APPLICATION AREA LOCATION PLAN  
PS02 PLANNING APPLICATION AREA LOCATION PLAN  
PS03 PLANNING APPLICATION AREA LOCATION PLAN  
PUMPING STATION PS01 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS02 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS03 PLANNING APPLICATION  
SITE LAYOUT PLAN  
PUMPING STATION PS01 PLANNING APPLICATION  
SITE ELEVATIONS  
PUMPING STATION PS02 PLANNING APPLICATION  
SITE ELEVATIONS  
PUMPING STATION PS03 PLANNING APPLICATION  
SITE ELEVATIONS  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS01 PLANNING APPLICATION  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS02 PLANNING APPLICATION  
DETAILED SITE LAYOUT  
PLAN OF PUMPING STATION PS03 PLANNING APPLICATION  
PUMPING STATION PS01 PLANNING APPLICATION  
RED LINE SITE LAYOUT PLAN  
PUMPING STATION PS02 PLANNING APPLICATION  
RED LINE SITE LAYOUT PLAN  
MCC KIOSK PLANNING APPLICATION  
WASH WATER BOOST KIOSK PLANNING APPLICATION  
EMERGENCY SHOWER AND EYEBATH  
PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS02 PLANNING APPLICATION  
CHEMICAL DOSING UNIT PS01 & 03 PLANNING APPLICATION  
ROAD KERB AND BOLLARDS PLANNING APPLICATION  
JIB CRANE-PLANNING APPLICATION  
GENERATOR PS03 PLANNING APPLICATION  
ODOUR CONTROL VENT COLUMN PLANNING APPLICATION  
SECTION VIEWS PUMPING STATION PS01  
SECTION VIEWS PUMPING STATION PS02  
SECTION VIEWS PUMPING STATION PS03  
PUMPING STATION PS01 LANDSCAPING SITE PLAN  
PUMPING STATION PS02 LANDSCAPING SITE PLAN  
PUMPING STATION PS03 LANDSCAPING SITE PLAN  
WASHOUT CHAMBER  
AIR VALVE CHAMBER  
FENCE TYPE 'B' 1.8m HIGH MESH SECURITY FENCE  
MESH SECURITY GATE  
SEE TRAFFIC MANAGEMENT DRAWING SWMG01\_0019-TMA16 APPENDIX L1. VOLUME 2  
FOR DETAIL ON CONSTRUCTION COMPOUNDS

LEGEND

RED LINE BOUNDARY

CONTRACTORS COMPOUND AREA

PERMANENT CHANGE OF LAND USE/EXTENT OF PUMPING STATION COMPOUND

PERIMETER PLANTING

ACCESS TO PUMPING STATION

CURRENT VERSION INFORMATION

B. PUMPING STATION PS03 RELOCATED.

DATE	DRWN	CHKD	REV'D	REV	REASON FOR ISSUE
12.12.2017	DWH	JN	MFH	A	FOR PLANNING
16.05.2018	DWH	JN	MFH	B	FOR PLANNING

THIS DRAWING IS ISSUED BY SOUTHERN WATER SUBJECT TO THE CONDITIONS THAT IT IS NOT COPIED EITHER IN WHOLE OR IN PART OR DISCLOSED TO THIRD PARTIES UNLESS PRIOR WRITTEN AUTHORISATION IS GIVEN BY SOUTHERN WATER  
PREVIOUS VERSIONS OF THIS DRAWING SHOULD BE STAMPED SUPERSEDED OR DESTROYED  
DO NOT SCALE THIS DRAWING - IF IN DOUBT ASK

Southern House  
Yeoman Road  
Worthing  
West Sussex  
BN13 3NX  
telephone (01903) 264444  
fax (01903) 691435

PROJECT TITLE

CHICHESTER GROWTH

DRAWING TITLE

PUMPING STATION PS03  
PLANNING APPLICATION  
RED LINE  
SITE LAYOUT PLAN

SITE UNIT  
MNEMONIC

639065

S.W. DRAWING NO.  
**JN.639065.0Z0755**

SITE UNIT  
NO.

1:1000

REVISION  
**B**

PRN

639065

SCALE

1:1000

MASTER  
SIZE

A1

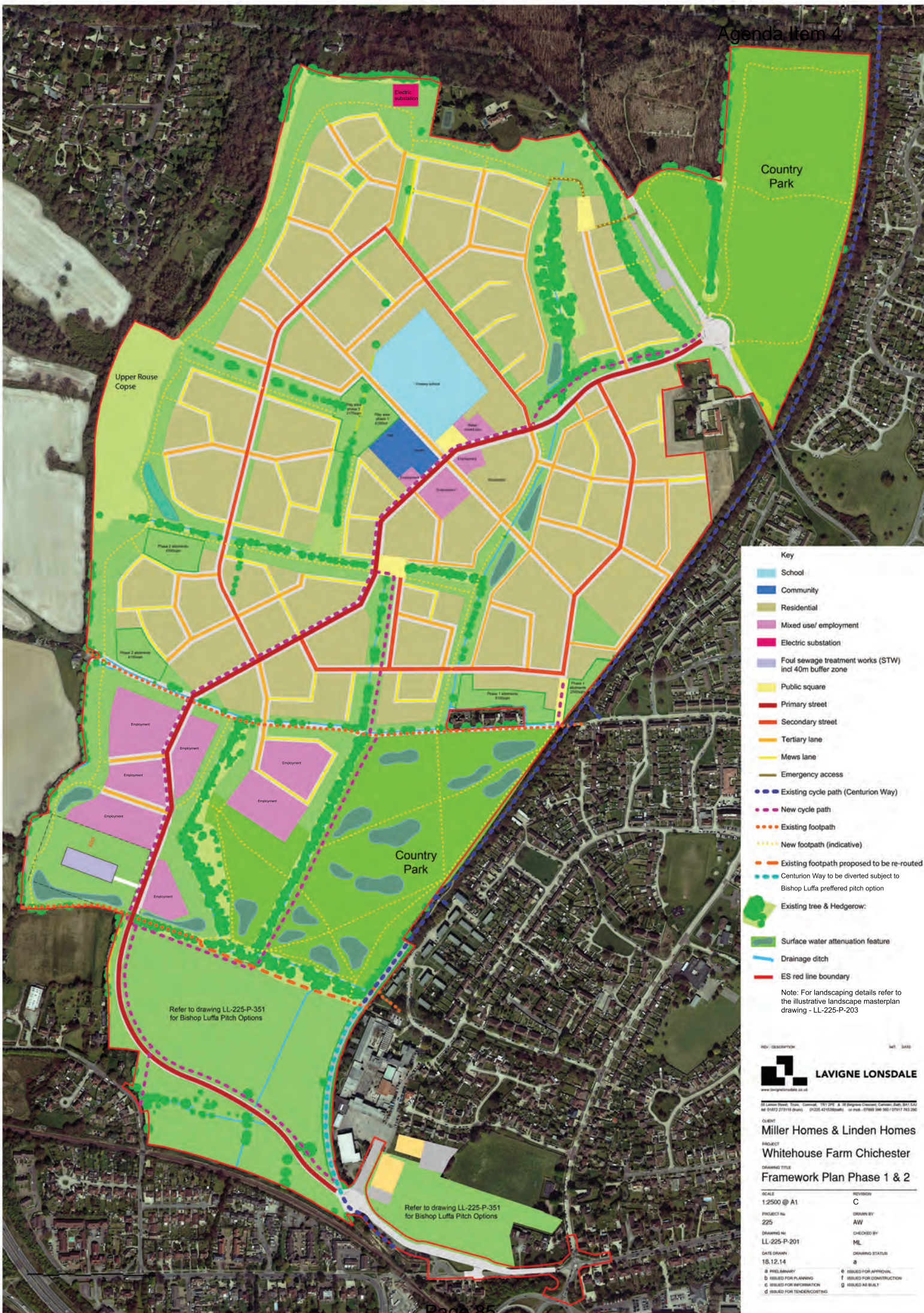
This page is intentionally left blank





This page is intentionally left blank





- Key**
- School
  - Community
  - Residential
  - Mixed use/ employment
  - Electric substation
  - Foul sewage treatment works (STW) incl 40m buffer zone
  - Public square
  - Primary street
  - Secondary street
  - Tertiary lane
  - Mews lane
  - Emergency access
  - Existing cycle path (Centurion Way)
  - New cycle path
  - Existing footpath
  - New footpath (indicative)
  - Existing footpath proposed to be re-routed
  - Centurion Way to be diverted subject to Bishop Luffa preferred pitch option
  - Existing tree & Hedgerow:
  - Surface water attenuation feature
  - Drainage ditch
  - ES red line boundary
- Note: For landscaping details refer to the illustrative landscape masterplan drawing - LL-225-P-203

**LAVIGNE LONSDALE**  
www.lavignelonsdale.co.uk

25 Lenton Road, Evesham, Warwick, CV22 7PR & 18 Bingley Crescent, Chichester, West Sussex, PO19 1SU  
Tel: 01243 271818 (Evesham) 01243 620300 (Chichester) Fax: 01243 620301 (Chichester) Email: info@lavignelonsdale.co.uk

**CLIENT**  
Miller Homes & Linden Homes

**PROJECT**  
Whitehouse Farm Chichester

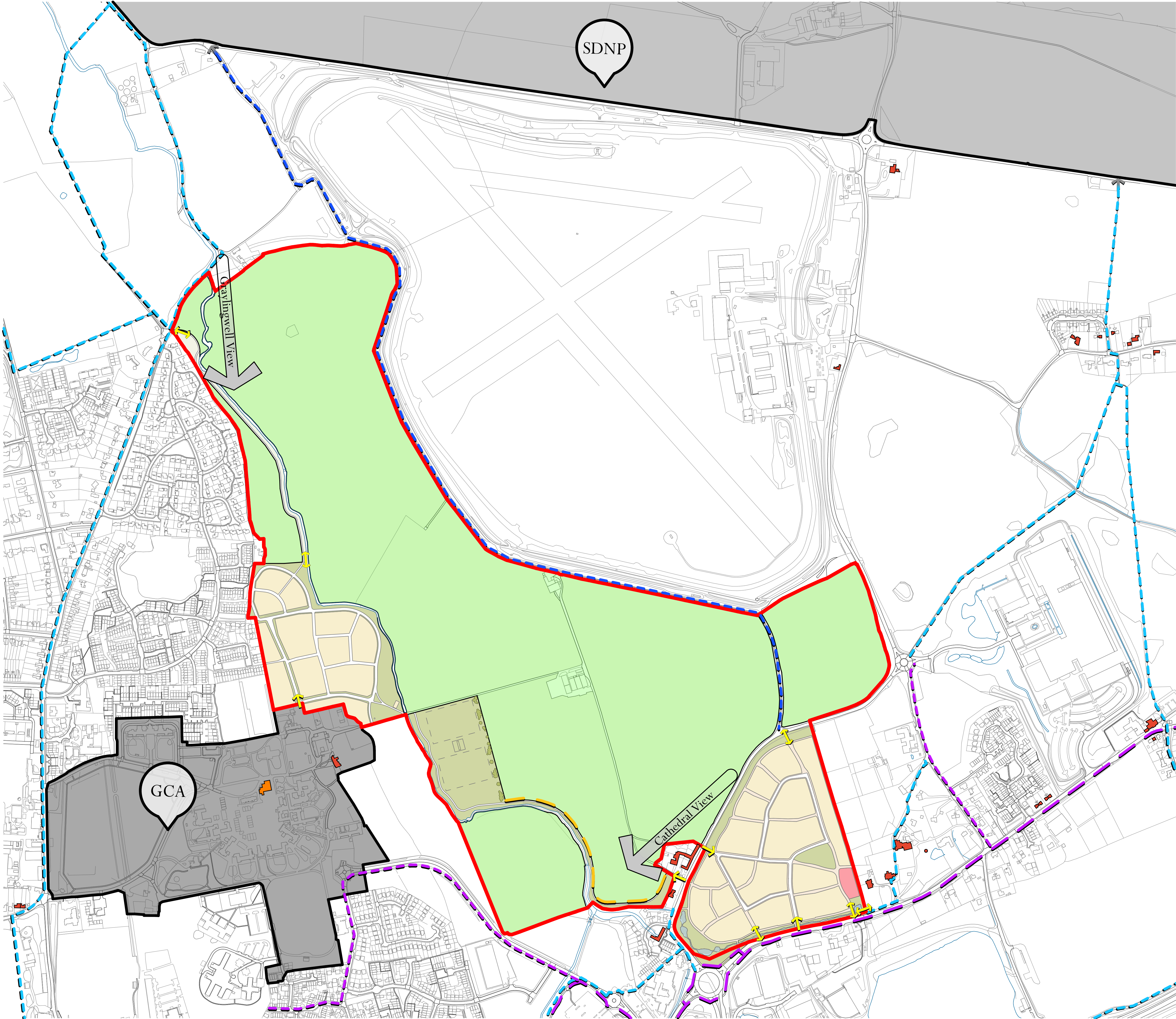
**DRAWING TITLE**  
Framework Plan Phase 1 & 2

<b>SCALE</b> 1:2500 @ A1	<b>REVISION</b> C
<b>PROJECT No</b> 225	<b>DRAWN BY</b> AW
<b>DRAWING No</b> LL-225-P-201	<b>CHECKED BY</b> ML
<b>DATE DRAWN</b> 18.12.14	<b>DRAWING STATUS</b> A
<b>REVISIONS</b>	<b>ISSUED FOR APPROVAL</b>
A PRELIMINARY	F ISSUED FOR CONSTRUCTION
B ISSUED FOR PLANNING	G ISSUED AS BUILT
C ISSUED FOR INFORMATION	
D ISSUED FOR TENDER/COSTING	



This page is intentionally left blank





Adjacent Properties and Boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.  
All areas shown are approximate and should be verified before forming the basis of a decision.  
Do not scale other than for Planning Application purposes.  
All dimensions must be checked by the contractor before commencing work on site.  
No deviation from this drawing will be permitted without the prior written consent of the Architect.  
The copyright of this drawing remains with the Architect and may not be reproduced in any form without prior written consent.  
Ground Floor Slabs, Foundations, Sub-Structures, etc. All work below ground level is shown provisionally. Inspection of ground condition is essential prior to work commencing.  
Reassessment is essential when the ground conditions are apparent, and redesign may be necessary in the light of soil conditions found. The responsibility for establishing the soil and sub-soil conditions rests with the contractor.



- Strategic Development Location
- Retained Agricultural Land
- South Downs National Park
- Graylingwell Conservation Area
- Listed Buildings
- Graylingwell Water Tower
- Bridleway
- Pedestrian Routes
- Tangmere Cycle Route
- Other Cycle Routes
- Gateway Views
- Pedestrian, Cycle & Vehicular Route Access
- Pedestrian & Cycle Route Only Access
- Temporary Vehicular Access (Indicative to Pitches)  
Temporary access and routing to be agreed as part of planning application for the Green Infrastructure Phase associated with Phase 1.
- Residential Land
- Open Space / Green Infrastructure Land
- Community Facility Land

Rev.	Date	Description	Initials
------	------	-------------	----------

PROJECT Westthampnett/North East Chichester Strategic Development Location

TITLE SDL Masterplan

DATE 08/2015

SCALE 1:4000@A1

DRAWING No. 5753/SK59

DRAWN BY CMB

ADAM

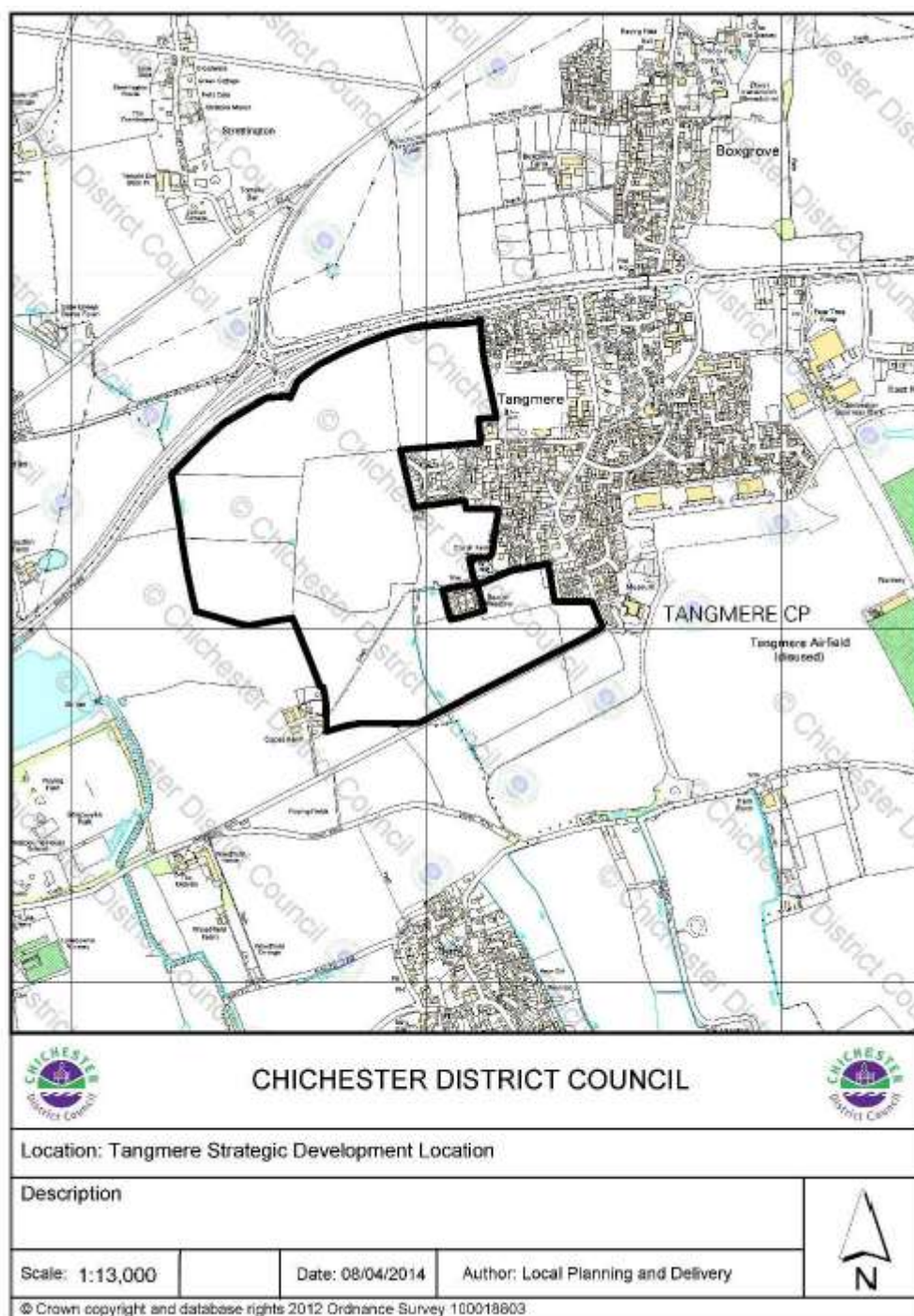
URBANISM

OLD HYDE HOUSE, 75 HYDE STREET  
WINCHESTER, HAMPSHIRE, SO23 7DW  
TELEPHONE: 01962 843843 FACSIMILE: 01962 843303  
www.adamarchitecture.com contact@adamarchitecture.com

LONDON OFFICE: 6 QUEEN SQUARE, WC1N 3AT  
TELEPHONE: 020 7841 0140 FACSIMILE: 01962 843303  
ADAM URBANISM IS A TRADING NAME OF ADAM ARCHITECTURE LIMITED



This page is intentionally left blank



This page is intentionally left blank





Site Context Plan

Page 91

Agenda Item 4



This page is intentionally left blank



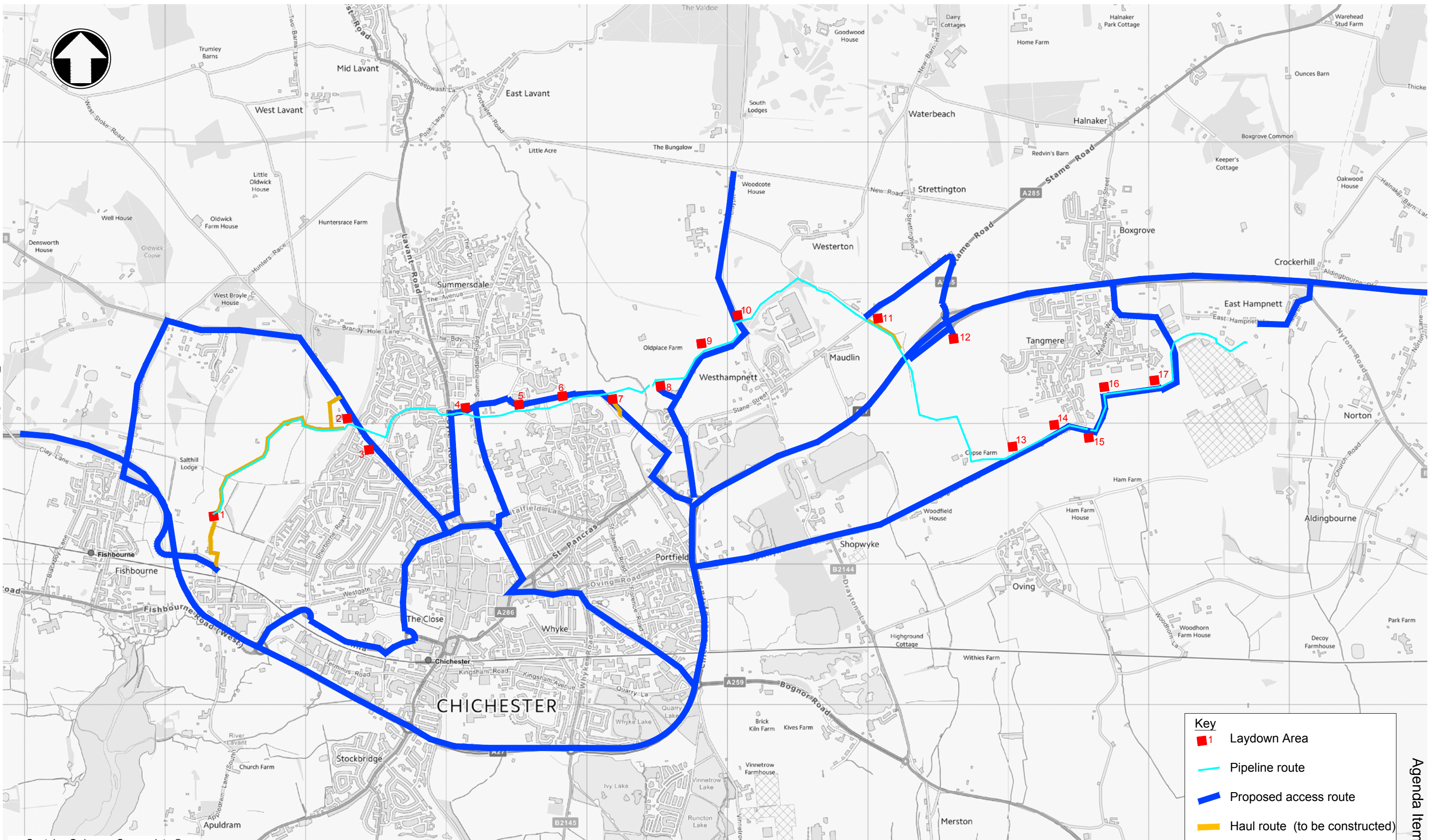


**Plate 4. Photomontage (Point G) - Facing west from gate post to private access track near to southwest corner of property boundary of Old Place House) – water tower indicated by arrow on left - proposed position of PS02 highlighted by arrow to right.**

This page is intentionally left blank



Figure 12.1 Proposed Routes for construction traffic<sup>1</sup>



Page 95

Agenda Item 4

Contains Ordnance Survey data ©  
Crown copyright and database right 2017

This document should not be relied on or used in circumstances other than those for which it was prepared and for which Mott MacDonald Limited was commissioned. Mott MacDonald Limited accepts no responsibility for this document to any other party other than the person by whom it was commissioned  
P:\Southampton\ITW\Projects\353183 Chichester Pipeline EIA\Drawings\Internally Produced\Figures\Pipeline And Road Routes.dwg

<sup>1</sup> “Proposed access route” denotes all roads which may be used during the construction period. During each work phase, only certain roads of those highlighted will be used by construction vehicles.

1:25000 METRIC  
500m 0 500m 1000m

This page is intentionally left blank

## Planning Committee

**11 September 2018**

### County Matter Mineral Application

#### Applications

- **WSCC/032/18/WC - Amendment of Condition 1 of planning permission WSCC/029/17/WC to extend the permission by 18 months to enable the completion of phase 4 site retention and restoration**
- **WSCC/033/18/WC - Amendment of condition no. 1 of planning permission WSCC/032/17/WC to enable the retention of security fencing, gates and cabins for a further 18 months**

**At Woodbarn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex, RH14 9ED**

#### Report by Head of Planning Services

**Local Member: Pat Arculus**

**District: Horsham**

#### **Executive Summary**

This report concerns proposals for an extension of time for a period of 18 months to retain the well site (WSCC/032/18/WC) and the associated fencing, gates and structures (WSCC/033/18/WC) further to the restoration of the site at Wood Barn Farm, Broadford Bridge, near Billingshurst.

The applications are seeking a further period of time to enable data review and evaluation and propose that the site will be restored if no viable hydrocarbon resource is found or, if a viable resource is found, to retain the site whilst a further planning application is prepared. No further drilling or testing activities are sought in the current applications and operations at the site have been suspended.

The site benefits from planning permission for the exploration, testing and evaluation of hydrocarbons until 15 September 2017, and the fencing until 30 September 2018.

The report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework from national to local level.

The main policies of relevance to this application are policies M7a, M12, M15, M16, M17, M18, M19, M20, M22 and M24 of the West Sussex Joint Minerals Local Plan (2018) and policies 1, 10, 24, 25, 26, 32 and 33 of the Horsham District Planning Framework (2015).

No objections were raised by statutory consultees, although West Chiltington Parish Council objected to both applications. Thirty-four representations were received from members of the public and public bodies for the well-site application (WSCC/032/18/WC), of which 27 objected to the development, six were in support,



and one raising concern. The application for the retention of the fencing (WSSC/033/18/WC) received eleven representations, all objecting.

### **Consideration of Key Issues**

The main material planning considerations are whether:

- there is a need for the development;
- the development is acceptable in terms of impact on local residents; and
- the development is acceptable in terms of impact on the environment.

### ***Need for the Development***

The NPPF gives 'great weight' to the benefits of mineral extraction, including to the economy and highlights that minerals can only be worked where they are found. Planning Policy Guidance on Minerals notes that oil and gas will continue to form part of the national energy supply, and gives a clear steer from Government that there is a continuing need for indigenous oil and gas. The Joint Minerals Local Plan (JMLP) notes that planning permission for oil and gas exploration will be permitted, subject to being located outside designated landscape areas, being the least sensitive, deliverable location from which the target reservoir can be reached, any unacceptable impacts being minimised and/or mitigated; that restoration/aftercare would be to a high quality standard; and that no unacceptable impacts would arise from the on-site storage or treatment of hazardous substances or contaminated fluids above or below ground. The present proposals are considered to meet all of the criteria specified in Policy M7a of the JMLP. It is, therefore, concluded that there is an identified need for development on this site to establish whether there are any viable hydrocarbons that could be exploited.

### ***Impact on Local Residents***

It is not considered that the proposals would result in unacceptable impacts on local residents. Vehicular movements associated with the final phase (restoration) would be low; noise emissions have been shown to be within an acceptable range and the noise management plan would ensure the operator complies with identified noise limits. Given the low key, temporary nature of the development, it is considered acceptable with regards to its impact upon local residents.

### ***Impact on the Environment***

Although the site use is of an industrial nature within a rural setting, it is well-screened from public views and, therefore, it is considered that the proposal is acceptable in terms of landscape and visual impact. Other than restoration, no physical works are proposed and so the development does not pose a risk to the water environment, either at the surface or groundwater. The potential impact of the development on habitats and species would be minimal. Overall, given the temporary nature of the development and subject to the imposition of the suitable conditions and approved documents, the impact of the development on the immediate environment and the surrounding landscape is considered to be minimal.

### **Conclusion**

The 18 month extension of time to allow for evaluation of the borehole testing and

collaboration of results with other sites in the wider area and to retain the fencing at the hydrocarbon site at the Broadford Bridge has the potential to result in impacts on the highway, local residents, and the environment, issues that have been raised in the large number of objections to the application. However, no statutory objections have been received, although the local parish council has raised an objection to both applications.

It is concluded that the number of vehicles required to carry out the remainder of the development would not be significant enough to raise concerns regarding highway capacity or road safety. The retention of the site would not involve any activity, has limited visibility and would be temporary in nature, and the restoration operations would be over a limited time period and so, again, would not have an adverse impact on the character of the area. The impacts of the development would be controlled through the planning regime as well as through the environmental permitting and health and safety regimes to ensure that water quality would not be compromised.

Overall, the extensions of time to enable an overarching evaluation of the results of hydrocarbon exploration are considered to have minimal impacts on people or the environment, and would help to meet an identified need for local hydrocarbon exploration and appraisal. Both developments accord with the development plan and other material considerations, including the National Planning Policy Framework. Therefore, it is considered that the proposals are acceptable subject to the imposition of appropriate conditions to control the potential impacts as it progresses through the final stage of development.

### **Recommendation**

It is **recommended**, therefore, that planning permission be granted for both applications subject to the conditions and informatives set out at Appendices 1 and 2.

## **1. Introduction**

- 1.1 This report concerns two planning applications to retain, for an extended period of 18 months, the hydrocarbon well site and associated fencing, gates and structures at Wood Barn Farm, Broadford Bridge, near Billingshurst.
- 1.2 The site benefits from planning permission for the exploration, testing and evaluation of hydrocarbons until 15 September 2018 (ref. WSCC/029/17/WC), and the fencing until 30 September 2018 (ref. WSCC/032/17/WC). The applications propose that the site will be restored and fencing removed if no viable hydrocarbon resource is found or, if a viable resource is found, to retain the site and fencing whilst a further planning application is prepared.
- 1.3 The construction/site set-up (Phase 1), mobilisation and drilling (Phase 2) and the testing (Phase 3) have been completed. The present applications seek the additional time in order to complete the review of the technical data as well as data from other boreholes in the wider Weald Basin formations.

## 2. **Site and Description**

- 2.1 The proposed application site is located in the countryside in the parish of West Chiltington, in Horsham District, approximately 7km to the south east of Horsham and 3km to the south of Billingshurst.
- 2.2 The drilling pad and main operational area is set back some 430m from the western side of Adversane Lane (the B2133), accessed via a purpose-built crushed stone track (**Appendix 3 – Site Location Plan**). Currently the only visible elements on site are the well-pad itself with a container protecting the well-head/borehole, the access track and the surrounding fencing and gates. All drilling equipment, storage tanks, pumps, separators and any other plant required for the testing phase has been removed (**Appendix 4 –Retention Mode**).
- 2.3 The site is surrounded in all directions by woodland and arable fields, typically enclosed with hedgerows. The most significant areas of woodland consist of Pocock's Wood to the north-west and Prince's Wood approximately 150m to the east, the latter designated as Ancient Woodland.
- 2.4 The local area is generally characterised by gently undulating farmland enclosed by mature hedgerows and scattered woodland blocks. The settlement pattern comprises a network of farmsteads and associated agricultural workings alongside smaller villages, groups of residential properties and individual cottages and homes, some of which are Listed Buildings (the closest of which being Broadford Bridge Farmhouse some 500m to the south-east). The closest area of development lies approximately 300m to the south east and consists of a number of poultry houses at Homefield Farm. Further to the east of the poultry houses is the main farmhouse and other detached properties associated with the hamlet of Broadford Bridge. The most significant area of development is the village of Billingshurst which lies approximately 3km to the north of the site, while Pulborough is some 4km to the south-west.
- 2.5 There is a network of public footpaths and bridleways in the locality. The closest public right of way passes approximately 320m to the north-west between Wood Barn Farm and Gay Street Farm.

## 3. **Relevant Planning History**

- 3.1 Following approval by the Planning Committee, a temporary planning permission was granted in September 2017 for "*Amendment of condition no. 2 of planning permission WSCC/052/12/WC to allow for a further 12 months of continued operations to enable the completion of phase 3 testing and phase 4 restoration or retention on land at Wood Barn Farm, Broadford Bridge.*" (ref. WSCC/029/17/WC). No hydraulic fracturing was proposed or approved. The permission expires on 15 September 2018.
- 3.2 The timescales set out in the Environmental Statement that accompanied the original 2012 application (as set out in the Planning Committee Report for that application) are summarised below:

Phase	Best Case Scenario	Worst Case Scenario
Phase 3a Testing (gas)	1 week (includes	2 weeks (includes



	mobilisation, 1 week test with rig and flaring)	mobilisation, 2 weeks test with rig and flaring)
<b>Phase 3b</b> Testing (oil)	2 weeks – (1 week mobilisation, 1 week testing with rig and flaring)	14 weeks (2 weeks mobilisation, 12 weeks testing, but rig would not be at site during an extended test such as this)
<b>Phase 4a</b> Restoration	6 weeks	6 weeks
<b>Phase 4b</b> Retention	1 month	30 months

3.3 Phase 3 was completed in March 2018, with the site now in the 'retention' phase.

3.4 In addition, planning permission was granted in October 2017 under delegated powers for the "Amendment of Condition no.2 of planning permission ref: WSCC/037/14/WC to allow for the retention of security fencing, gates & cabins for a further 12 months" on the exploration site (ref. WSCC/032/17/WC). The permission expires on 30 September 2018.

#### 4. The Proposal

4.1 A planning application (WSCC/032/18/WC) has been submitted to amend condition 1 of planning permission WSCC/029/17/WC which states:

*"This permission shall be for a limited period only expiring on 15th September 2018, by which date the operations hereby permitted shall have ceased, all buildings, plant and machinery, including foundations, hard standings shall have been removed from the site, and the site shall be restored in accordance with the approved restoration scheme (ref. Proposed Site - Restoration Plan 3261/BB/18).*

*Reason: To secure the proper restoration of the site following the approved period for this temporary development*

4.2 A separate planning application (WSCC/033/18/WC) seeks to vary condition 1 of planning permission WSCC/032/17/WC which states:

*"The fencing, gates and structures hereby approved shall be removed from the site, and the site restored in accordance with the restoration scheme approved under planning permission WSCC/029/17/WC either:*

*a) on or before the period ending 30 September 2018; or*

*b) within three months of the cessation of the operations and need of the site whichever occurs soonest.*

*Reason: To secure the proper restoration of the site following the approved period for this temporary development.*

4.3 Permission is now sought to extend both permissions until 31 March 2020 to allow for a further 18 month period to review the technical data obtained from the exploratory borehole.

- 4.4 In addition, the applicant states that the future of the site will be informed by data retrieved from other boreholes which are targeting similar reserves within the wider Weald Basin formations. In particular, testing is currently being undertaken at the Horse Hill well-site in Surrey, with the evaluation of data from this site anticipated in 2019.
- 4.5 If the data from the application site and the wider area show that there is not a viable hydrocarbon resource, the well would be plugged and abandoned. All structures, buildings, plant and machinery including foundations and hardstanding would be removed and the land would be returned to its former use, using the native soils from the stored sub and top soil bunds. The site surface would be re-formed using the stored soils, and allowed to regenerate naturally. In addition, the surrounding fencing, gates and structures approved under WSCC/032/17/WC would also be removed (**Appendix 5 – Restoration Layout Plan**).
- 4.6 The applicant states that the period of data review and evaluation would be followed immediately by site restoration (phase 4), and would be completed within the planting season from October 2019-March 2020.
- 4.7 If there is a favourable review of the data, the applicant's stated intention is that a new planning application would be submitted seeking either further testing or a further side-track of the borehole.

## 5. **Environmental Impact Assessment (EIA)**

- 5.1 The proposals does not comprise Schedule 1 development, as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017)(‘the EIA Regulations’).
- 5.2 The original application submitted in respect of the currently approved development proposals (WSCC/052/12/WC) was voluntarily accompanied by an EIA as proposals which may fall within Schedule 2, Part 2 (e) ‘Surface industrial installations for the extraction of coal, petroleum, natural gas and ores, as well as bituminous shale’. The Screening threshold set out in column 2 to Schedule 2 for such development is where ‘The area of the development exceeds 0.5 hectare.
- 5.3 The development proposals are considered to fall within Schedule 2 to the EIA Regulations, namely Part 13(b) as relating to a ‘change to or extension of development of a description listed in paragraphs 1 to 12 of Column 1 of this table (Schedule 2), where that development is already authorised, executed or in the process of being executed.’
- 5.4 The site is not located within a ‘sensitive area’ as defined in regulation 2(1) of the EIA Regulations, however, the site measures 2.12 hectares exceeding the 0.5 hectare threshold set out in column 2 to Schedule 2.
- 5.5 As a result of the above, with reference to Schedule 3 to the EIA Regulations, consideration needs to be given as to whether the proposed variations amendments to the approved developments, along with the existing, approved development has the potential to result in ‘significant environmental effects’ which require an EIA.

- 5.6 The Annex to PPG: Environmental Impact Assessment (6 March 2014) sets out indicative thresholds when considering whether EIA is necessary. For part 2(e) the indicative thresholds refer to a development site of 10 hectares or more, or where production is expected to be more than 100,000 tonnes of petroleum per year. The present proposals would not fall within either of these criteria.
- 5.7 The key issues to consider are noted in this annex as the scale of development, emissions to air, discharges to water, risk of accidents and arrangements for transporting the fuel.
- 5.8 The scale of the present developments and emissions associated with it are not considered to be significant, particularly as the use would be temporary. The risk of accidents is not considered to be significant and significant amounts of fuel would not require transportation. No potentially significant impacts have been identified when considering the key issues.
- 5.9 Taking into account the EIA Regulations, it was considered that the proposals would not have the potential for significant effects on the environment within the meaning of the EIA Regulations. Therefore, EIA was not considered necessary for either application proposals.

## 6. **Policy**

### ***Statutory Development Plan***

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory development plan unless material considerations indicate otherwise (as confirmed in paragraph 2 of the National Planning Policy Framework ('the NPPF')) 2018. For the purposes of the application, the following approved or adopted planning policy documents form the statutory development plan: the West Sussex Joint Minerals Local Plan (2018) ('JMLP') and the Horsham District Planning Framework (2015) ('HDPF').
- 6.2 The key policies in the development plan that are material to the determination of the application are summarised below, and their conformity or otherwise with the NPPF considered. In addition, reference is made to relevant national planning policy guidance, emerging planning policies and other policies that guide the decision-making process and which are material to the determination of the application.

### ***West Sussex Joint Minerals Local Plan (2018)(JMLP)***

- 6.3 The JMLP was adopted in July 2018 and forms part of the 'Development Plan'. The relevant policies are:
- Policy M7a: Hydrocarbon development not involving hydraulic fracturing
  - Policy M12: Character
  - Policy M15: Air and Soil
  - Policy M16: Water Resources
  - Policy M17: Biodiversity and Geodiversity
  - Policy M18: Public Health and Amenity

- Policy M19: Flood Risk Management
- Policy M20: Transport
- Policy M22: Cumulative Impact
- Policy M24: Restoration and Aftercare

***Horsham District Planning Framework (2015)(HDPF)***

6.4 The HDPF was adopted in November 2015 and forms part of the 'Development Plan'. The relevant policies are:

- Policy 1 - Sustainable Development;
- Policy 10 – Rural Economic Development
- Policy 24 - Environmental Protection;
- Policy 25 - Natural Environment and Landscape Character;
- Policy 26 - Countryside Protection; and
- Policy 33 - Development Principles

***National Planning Policy Framework (2018)(NPPF)***

6.8 The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. The Framework is a material consideration in determining planning applications. At the heart of the NPPF is a presumption in favour of sustainable development.

6.9 Paragraph 203 sets out the importance of minerals to support sustainable economic growth, highlighting that minerals can only be worked where they are found, and the importance of making best use of them to secure their long-term conservation.

6.10 Paragraph 205 sets out matters to consider in determining applications for minerals development including (in summary): giving great weight to the benefits of mineral extraction including to the economy; ensuring that there are no unacceptable adverse impacts on the natural and historic environment, human health, or aviation safety, and taking into account cumulative impacts; ensure that unavoidable noise, dust and vibrations are mitigated; and providing for restoration at the earliest opportunity to the highest standard.

6.11 Paragraph 209 instructs Minerals Planning Authorities to "*recognise the benefits of on-shore oil and gas development, including unconventional hydrocarbons, for the security of energy supplies and supporting the transition to a low-carbon economy; and put in place policies to facilitate their exploration and extraction*" and that "*when planning for on-shore oil and gas development, clearly distinguish between, and plan positively for, the three phases of development (exploration, appraisal and production), whilst ensuring appropriate monitoring and site restoration is provided for*".

6.12 The other paragraphs in the NPPF of relevance to the application are:

Paragraph 8 (three dimensions of sustainable development); paragraph 11 (presumption in favour of sustainable development, and approving development that accords with the development plan); 38 (approach decisions

in a positive and creative way); 47 (determining applications in accordance with the development plan); 54-56 (use of planning conditions); 170 (protection and enhancement of the natural and local environment); 180 (ensuring new development appropriate for location taking into account impact of pollution on health and the environment and impact of noise on health and quality of life).

### ***Planning Practice Guidance (PPG)***

- 6.13 Planning Practice Guides (PPGs) were first published in March 2014 to accompany the NPPF. As with the NPPF, these are a material consideration in considering planning applications.

#### ***PPG: Minerals***

- 6.14 PPG: Minerals (October 2014) sets out the Government's approach to planning for mineral extraction in both plan-making and the planning application process.
- 6.15 Paragraph 12 sets out the relationship between planning and other regulatory regimes noting that *"the planning system controls development and the use of land in the public interest"* including ensuring development is appropriate for its location and an acceptable use of land.
- 6.16 It notes that *"the focus of the planning system should be on whether the development itself is an acceptable use of the land and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under regimes. Mineral planning authorities should assume that these non-planning regimes will operate effectively."*
- 6.17 Paragraph 13 sets out the environmental issues minerals planning authorities should address including noise, air quality, lighting, visual impact, traffic, risk of contamination to land, geological structure, flood risk, impacts on protected landscapes, surface and in some cases ground water issues, and water abstraction.
- 6.18 Paragraph 14 sets out issues which are for other regulatory regimes to address. For hydrocarbon extraction this links to paragraphs 110 to 112 which sets out the key regulators in addition to the Mineral Planning Authority, namely:
- Oil and Gas Authority (formerly Department of Energy and Climate Change (DECC)): issues petroleum licences, gives consent to drill, responsibility for assessing risk of and monitoring seismic activity, grant consent for flaring or venting.
  - Environment Agency: protect water resources (including groundwater aquifers), ensure appropriate treatment of mining waste, emissions to air, and suitable treatment/management of naturally occurring radioactive materials (NORMs). Assess chemical content of fluids used in operations.
  - Health and Safety Executive: regulates safety aspects of all phases of extraction, particularly ensuring the appropriate design and construction of a well casing for any borehole.
- 6.19 Paragraph 17 notes that the cumulative impact of mineral development can be a material consideration in determining planning applications.

6.20 Paragraphs 91 to 128 relate specifically to hydrocarbon extraction.

6.21 Paragraph 93 notes that planning permission is required for each phase of hydrocarbon extraction, while paragraph 94 notes that applications can cover more than one phase and paragraph 118 notes that both vertical and horizontal drilling can be included in one application.

6.22 Paragraph 95 explains that the exploratory phase of hydrocarbon extraction:

*"seeks to acquire geological data to establish whether hydrocarbons are present. It may involve seismic surveys, exploratory drilling and, in the case of shale gas, hydraulic fracturing."*

6.23 Paragraph 100 explains that the appraisal phase

*"...can take several forms including additional seismic work, longer-term flow tests, or the drilling of further wells. This may involve additional drilling at another site away from the exploration site or additional wells at the original exploration site...Much will depend on the size and complexity of the hydrocarbon reservoir involved."*

6.24 Paragraph 124 states that Mineral Planning Authorities should take account of Government energy policy which makes it clear that energy supplies should come from a variety of sources' including onshore oil and gas. It also refers (and electronically links) to the Annual Energy Statement 2013 which notes, among other things, that the UK needs to make the transition to low carbon in order to meet legally-binding carbon emission reduction targets (paragraph 1.2) and that levels of production from the UK continental shelf are declining so the UK will become increasingly reliant on imported energy (paragraph 1.3). The three stated priorities in delivering the UK's energy policies in the near term are:

- *"helping households and businesses take control of their energy bills and keep their costs down;*
- *unlocking investment in the UK's energy infrastructure that will support economic growth; and*
- *playing a leading role in efforts to secure international action to reduce greenhouse gas emissions and tackle climate change."* (paragraph 1.6).

6.25 Paragraph 3.69 states:

*"With oil and gas remaining key elements of the energy system for years to come (especially for transport and heating), the Government is committed to maximising indigenous resources, onshore and offshore, where it is cost-effective and in line with safety and environmental regulations to help ensure security of supply."*

#### Other PPGs

6.26 PPG: Air Quality notes that when deciding whether air quality is relevant to a planning application, considerations could include whether the development would (in summary): significantly affect traffic (through congestion, volumes,

speed, or traffic composition on local roads); introducing new point sources of air pollution; give rise to potentially unacceptable impact (such as dust) during construction; or affect biodiversity (paragraph 5).

- 6.27 PPG: Noise notes that noise can override other planning concerns (paragraph 2), and that the acoustic environment should be taken account of in making decisions, including consideration of (in summary) whether a significant adverse effect is likely to occur; whether an adverse effect is likely to occur; and whether a good standard of amenity can be achieved (paragraph 3).
- 6.28 PPG: Climate Change notes that addressing climate change is one of the core land use planning principles the NPPF expects to underpin decision taking.

## 7. Consultations

### ***Application WSCC/032/18/WC***

- 7.1 ***Horsham District Council:*** No response received
- 7.2 ***West Chiltington Parish Council:*** Objection; concerns that a scheme of work with timelines has not been provided; 18 months seems an excessive amount of time. Query whether West Sussex County Council would underwrite the returning of the site to its original state.
- 7.3 ***Pulborough Parish Council:*** No objection, but queries the length of time required.
- 7.4 ***Billingshurst Parish Council:*** No comments to make.
- 7.5 ***Health & Safety Executive:*** No response received.
- 7.6 ***WSCC Tree Officer:*** No objection; notes that the approved landscaping should have established more successfully.
- 7.7 ***WSCC Ecology:*** No objection.
- 7.8 ***WSCC Councillor Patricia Arculus:*** No comments received.

### ***Application WSCC/033/18/WC***

- 7.9 ***Horsham District Council:*** No comments to make
- 7.10 ***West Chiltington Parish Council:*** Objection due to concerns that a scheme of work with time lines has not been provided by the applicant and that 18 months seems an excessive amount of time. They also query whether West Sussex County Council would underwrite the returning of the site to its original state.
- 7.11 ***Pulborough Parish Council:*** No objection, but queries the length of time required.
- 7.12 ***Billingshurst Parish Council:*** No comments to make.

7.13 **WSCC Councillor Patricia Arculus:** *No comments received.*

## 8. **Representations**

8.1 The applications were publicised in accordance with The Town and Country Planning (Development Management Procedure)(England) Order 2015. This involved the erection of site notices located around the application site, and (for the well-pad application) advertisement in the local newspaper, and neighbour notification letters were sent out.

8.2 In total, thirty-four representations were received from members of the public and public bodies for the well-site application (WSCC/032/18/WC), of which 27 objected to the development, six were in support, and one raised concern. The application for the retention of the fencing (WSCC/033/18/WC) received eleven representations, all objecting. Representations were received from local residents and interested parties, including the Broadford Bridge Action Group (BBAG), Keep Kirdford and Wisborough Green (KKWG) and Campaign to Protect Rural England Sussex Countryside Trust (CPRE).

8.3 Issues raised through objections, were, in summary:

- Local area is faulted;
- Drilling has caused water pollution;
- Risk of use of toxic chemicals without adequate assessment being done;
- Justification for extension of time is unclear;
- Lack of adequate, independent monitoring;
- Impact of HGVs on condition of road, and amenity;
- Increase the risk of traffic accidents;
- Industrialisation of rural area;
- Impact on ecology, including adjacent ancient woodland and local birds;
- Oppose fracking: operation now appears to involve and/or require hydraulic fracturing (fracking), including through acidisation;
- Lack of bond and no information on insurance in case of accident;
- Potential pollution of local aquifers;
- Waste of water resources (site is classified as water stressed by the EA);
- Impact of fossil fuel extraction on climate change;
- Increased impact when site goes into production;
- Health impacts;
- No local facilities to deal with toxic waste;
- Few economic benefits for local residents;
- Risks of transportation of hazardous material;
- WSCC should be promoting renewable energy;
- Continuing visual impact; and
- Loss of amenity and value in properties.



8.4 Of those in support of the development, the following issues were raised:

- Operator should be allowed adequate time to evaluate;
- Application is not for fracking so no justification for refusal;
- Fencing is required due to on-going protestors;
- Important to make use of on-shore resources for national security; and
- Need to stop importing oil.

## 9. **Consideration of Key Issues**

9.1 The main material planning considerations in relation to this application are whether:

- there is a need for the development;
- the development is acceptable in terms of impact on local residents; and
- the development is acceptable in terms of impact on the environment.

### ***Need for the Development***

9.2 In considering the need for oil/gas exploration, the NPPF notes at paragraph 205 that in determining planning applications minerals planning authorities should *"give great weight to the benefits of mineral extraction, including to the economy"*, though this must be balanced against the weight given to environmental impacts of a development. It continues, stating that minerals planning authorities should *"recognise the benefits of on-shore oil and gas development...for the security of energy supplies and supporting the transition to a low-carbon economy"* (NPPF paragraph 209).

9.3 Paragraph 124 of PPG: Minerals provides a clear steer that nationally, energy, including oil and gas, should come from a variety of sources, giving the following response to the hypothetical question:

*"Do mineral planning authorities need to assess demand for, or consider alternatives to oil and gas resources when determining planning applications?"*

*Mineral planning authorities should take account of Government energy policy, which makes it clear that energy supplies should come from a variety of sources. This includes onshore oil and gas, as set out in the Government's Annual Energy Statement published in October 2013."*

9.4 The Annual Energy Statement referred to in this paragraph notes that energy policy is underpinned by two key factors: the need to reduce carbon emissions and to ensure energy security (paragraph 1.1). It makes it clear that while renewable energy must form an increasing part of the national energy picture, oil and gas remain key elements of the energy system for years to come (paragraph 3.69).

9.5 One of the three key priorities outlined in the Annual Energy Statement is *'unlocking investment in the UK's energy infrastructure that will support economic growth'* (paragraph 1.6). Paragraph 3.69 of the Statement notes the Government is committed to maximising indigenous resources, subject to safety and environmental considerations.

- 9.6 Taking this into account, the present proposals are considered to accord with the approach set in national guidance by investing in energy infrastructure to establish whether indigenous oil and/or gas reserves are available and worth exploiting at Broadford Bridge.
- 9.7 At the local level, Policy M7a supports proposals for oil and gas exploration and appraisal not involving hydraulic fracturing subject to certain criteria, in summary:
- i. They are located outside South Downs National Park and Areas of Outstanding Natural Beauty;
  - ii. The site is the least sensitive, deliverable location from which the target reservoir can be reached;
  - iii. Any unacceptable impacts can be minimised and/or mitigated;
  - iv. Restoration/aftercare would be to a high quality standard; and
  - v. No unacceptable impacts would arise from the on-site storage or treatment of hazardous substances or contaminated fluids above or below ground.
- 9.8 The site is not within the national park or an area of outstanding natural beauty and so meets this requirement.
- 9.9 In terms of consideration of whether the site is the 'least sensitive, deliverable location from which the target reservoir can be reached', exploration, appraisal and production of oil and gas can only take place within areas which are covered by a Petroleum Exploration and Development Licence (PEDL). As hydrocarbons can only be exploited within a given PEDL area, it is considered reasonable to limit consideration of alternative sites to a single PEDL area.
- 9.10 The application site is within PEDL 234, a reverse-L shaped area of some 300 square kilometres. The area covered by the PEDL is generally rural with scattered, small settlements and, therefore, any oil/gas site tapping into this reserve is likely to be within the West Sussex countryside. PEDL 234 is therefore the 'search area' for the purposes of this application.
- 9.11 By retaining the existing site, the operator can make use of existing geological data, and the associated infrastructure on site including the well pad and access road. It is considered that making use of an existing site and data is the best option for establishing whether the reserves are viable to exploit.
- 9.12 Policy M7a indicates a presumption in favour of allowing temporary hydrocarbon exploration and appraisal, subject to environmental matters. In this regard, criteria iii) and v) of Policy M7a (impacts arising from the development) are considered in further detail in the separate sections below.
- 9.13 In terms of the restoration of the site, a restoration scheme has already been agreed. This also relates to landscaping matters and includes a restoration methodology for removing the well-pad as well as the access track. In general terms, the site would be restored to its original state as an agricultural field. A scheme of aftercare shall be sought by condition which would seek the details of aftercare following the restoration of the site.

- 9.14 For the avoidance of doubt, no further drilling or testing activities are sought in the current applications and the operations at the well site have been suspended. The applicant states that the period of data review and evaluation would be followed immediately by Phase 4: Restoration commencing and completing within the planting season (October 2019 - March 2020), unless a further application is submitted.
- 9.15 Further to this, hydraulic fracturing ('fracking') was not permitted under any previous permissions, is not proposed under the current applications, and it cannot be carried out at the site without further permissions and authorisations being secured.
- 9.16 *The NPPF gives 'great weight' to the benefits of mineral extraction, including to the economy and highlights that minerals can only be worked where they are found. Planning Policy Guidance on Minerals notes that oil and gas will continue to form part of the national energy supply, and gives a clear steer from Government that there is a continuing need for indigenous oil and gas. The JMLP notes that planning permission for oil and gas exploration will be permitted, subject to being located outside designated landscape areas, being the least sensitive, deliverable location from which the target reservoir can be reached, any unacceptable impacts being minimised and/or mitigated; that restoration/aftercare would be to a high quality standard; and that no unacceptable impacts would arise from the on-site storage or treatment of hazardous substances or contaminated fluids above or below ground. The present proposals are considered to meet all of the criteria specified in Policy M7a of the JMLP. It is, therefore, concluded that there is an identified need for development on this site to establish whether there are any viable hydrocarbons that could be exploited.*

### **Impact on Local Residents**

- 9.17 The potential impacts of the proposed applications are considered to result from vehicular movements and noise when carrying out the restoration of the site because for the remainder of the time the site would remain inactive. The nearest dwelling to the site is Gatewick Farm, some 400 metres south of the development site, with Adversane Road (B2133) being the nearest roadway.
- 9.18 The original application in 2012 assessed the traffic and transport attributed to the development. It was broken down into the four phases, anticipating that the fourth phase (restoration) would result in up to 22 HGV movements/day (11 HGVs travelling to/from the site) for the six weeks of restoration to take place.
- 9.19 In response to the 2012 application, WSCC Highways confirmed that the vehicles generated by the development would have an imperceptible impact on the highway network. It should be noted that this assessment covered all four phases of the development, with the second phase generating the greatest impact. The extension of time would not increase the movements that have already been considered as acceptable.
- 9.20 Given the relatively low levels of vehicle movements associated with the final phase of the developments, it is not considered that there is a potential for these to result in unacceptable impacts on the amenity of local residents.

- 9.21 Restoration of the site would be undertaken during the day, from 07.00 to 19.00 Monday to Friday, and 08.00 to 13.00 on Saturdays, which would minimise the risk of disturbance, particularly that resulting from noise.
- 9.22 A Noise Management Plan (NMP) was required and discharged under Condition 8 of the original application. The NMP requires the monitoring of the development to ensure that noise from the site does not exceed the noise limits used in the assessments for the original Environmental Statement. Should the application be approved, the NMP would still form part of the approved documents to which the operator would be required to adhere.
- 9.23 Under these circumstances and given the controls that the conditions would provide, it is not considered that the proposals would result in adverse noise impacts on residential amenity.
- 9.24 Taking into account these factors, the temporary nature of the proposals and, and the separation distances involved, it is considered that the impact on neighbouring residents, is likely to be minimal.
- 9.25 *It is not considered that the proposals would result in unacceptable impacts on local residents. Vehicular movements associated with the final phase (restoration) would be low; noise emissions have been shown to be within an acceptable range and the noise management plan would ensure the operator complies with identified noise limits. Given the low key, temporary nature of the development, it is considered acceptable with regards to its impact upon local residents.*

### ***Impact on the Environment***

#### ***Landscape/character***

- 9.26 The application site is located adjacent to agricultural land within a rural area characterised by open fields and woodlands. The key visible elements of the site would comprise the well-pad and the on-site security accommodation, access track and the surrounding fencing and gates. Access to the site for the final phases of the development would utilise the existing site access, which itself was an existing field access prior to the permitted development.
- 9.27 Although the site use is industrial in nature, it is enclosed to the north, west and south with mature woodland, with a bund to the east. The distance and screening from Adversane Lane by mature trees and hedgerows is significant, meaning that there are limited public views into the site. Furthermore, any such views are transient, primarily as people travel in vehicles along Adversane Lane.
- 9.28 Comments have been made regarding the poor quality of the metal heras fencing along Adversane Lane and that this additional fencing is unnecessary and unsightly. The agent has been informed regarding this fencing and has agreed that the metal heras fencing at the front of the site and internal to the site is not required and is to be removed.
- 9.29 Depending upon the results of the evaluation, the site would either be restored to agricultural use or retained in a safe state pending the preparation of a planning application for production. Whether the applicant opts for restoration

or retention of the site by 31 March 2020, proposed condition 1 would require the site be restored. Therefore, there would be no long-term impact on the landscape as a result of the current proposal.

- 9.30 WSCC's Trees and Woodland Officer raises no objection to the extension of the time period. No changes are proposed to the well-pad itself and access road that would affect surrounding trees and hedgerows.
- 9.31 Given the temporary nature of the proposals and the location of the site within a heavily wooded area, the impact on the visual amenity and landscape is considered to be minimal. The site would be restored to a standard that would blend in with its surroundings, as has been previously agreed, and so any visual impacts would be temporary.

#### *Water Environment*

- 9.32 One of the concerns raised in objections to the retention of the site is the potential impact on the water environment. PPG: Minerals notes that "*surface, and in some cases ground water issues*" should be addressed by minerals planning authorities as well as flood risk and water (paragraph 13). The impact on the water environment is, therefore, a material planning consideration.
- 9.33 The site is not within an area considered to be at increased risk of flooding, nor is it within a groundwater source protection zone.
- 9.34 In considering the potential impacts on the water environment, it is important to note that the County Council must assume that other, non-planning regimes operate effectively (PPG: Minerals, paragraph 112). In relation to water, this means assuming that the construction, design and operation of the borehole have been undertaken appropriately, in accordance with Health and Safety Executive (HSE) requirements. It also means assuming that the Environment Agency will ensure that surface equipment operates satisfactorily, and that mining waste and naturally occurring radioactive materials (NORMs) are appropriately managed. Nonetheless, as already noted, paragraph 112 of PPG: Minerals notes that before granting permission the County Council will need to be satisfied that the issues dealt with under other regimes can be adequately addressed 'by taking advice from the relevant regulatory body'.
- 9.35 The main risks to groundwater are through failure of the well casing, leaking of chemicals and hydrocarbons, and through migration of liquid from the borehole. All of these matters are addressed through regulation by the Environment Agency and HSE.
- 9.36 Furthermore, this application is only seeking an extension of time to allow the evaluation of the results from the testing phase. No further drilling or on-site operations are proposed as part of these applications, apart from the eventual restoration of the site.
- 9.37 It has been suggested by objectors that a bond or financial guarantee should be sought to cover remediation in the event that contamination occurs or that the operator finds itself in financial trouble. However, for minerals projects, typically quarries and similar, financial guarantees are only justified in 'exceptional cases' involving very long-term projects, novel approaches, or reliable evidence of the likelihood of financial or technical failure (PPG: Minerals,

paragraph 48). For oil and gas projects, the operator is explicitly liable for any damage or pollution caused by their operations, with the Oil & Gas Authority checking that operators have appropriate insurance against these liabilities in granting a PEDL Licence. It is not, therefore, considered appropriate to secure a bond in relation to the present applications.

- 9.38 Taking the above into account, it is considered that the development does not pose a risk to the water environment.

#### *Ecology*

- 9.39 The application site abuts woodland to the north, west and south, with ancient woodland some 125m to the east. It is otherwise relatively distant from any ecological designations, none being within 1km of the site. The nearest Site of Special Scientific Interest (SSSI) is some 2.8 kilometres north of the site; the Coneyhurst Cutting. WSCC's Ecology Officers have raised no objection to the proposals to retain the site and fencing until 2020.

- 9.40 Taking into account the inactivity at the site, aside from the restoration, for the duration of the applications, it is considered that the impacts of the proposed developments would not adversely affect the ecological habitats and species surrounding the site.

- 9.41 *Although the site use is of an industrial nature within a rural setting, it is well-screened from public views, and, therefore, it is considered that the proposal is acceptable in terms of landscape and visual impact. Other than restoration, no physical works are proposed so the development does not pose a risk to the water environment, either at the surface or groundwater and the potential impact of the development on habitats and species would be minimal. Overall, given the temporary nature of the development and subject to the imposition of the suitable conditions and approved documents, the impact of the development on the immediate environment and the surrounding landscape is considered to be minimal.*

## **10. Overall Conclusion and Recommendation**

- 10.1 The proposed 18 month extension of time to allow for evaluation of the borehole testing and collaboration of results with other sites in the wider area and the proposal to retain the fencing at the hydrocarbon site at the Broadford Bridge has the potential to result in impacts on the highway, local residents, and the environment, issues that have been raised in the large number of objections to the application. However, no statutory objections have been received, although the local parish council has raised an objection to both applications.

- 10.2 It is concluded that the number of vehicles required to carry out the remainder of the development would not be significant enough to raise concerns regarding highway capacity or road safety. The retention of the site would not involve any activity, has limited visibility and would be temporary in nature, and the restoration operations would be over a limited time period and so, again, would not have an adverse impact on the character of the area. The impacts of the development would be controlled through the planning regime as well as through the environmental permitting and health and safety regimes to ensure that water quality would not be compromised.

10.3 Overall, the extensions of time to enable an overarching evaluation of the results of hydrocarbon exploration are considered to have minimal impacts on people or the environment, and would help to meet an identified need for local hydrocarbon exploration and appraisal. Both developments accord with the development plan and other material considerations, including the National Planning Policy Framework. Therefore, it is considered that the proposals are acceptable subject to the imposition of appropriate conditions to control the potential impacts as it progresses through the final stage of development.

10.4 It is **recommended**, therefore, that planning permission be granted for both applications subject to the conditions and informatives set out at Appendices 1 and 2.

10.5 The conditions would be carried over from the 2017 planning permissions, unless they have been formally discharged and are no longer required (for example, where they relate to Phases 1, 2 or 3).

## 11. **Resource Implications and Value for Money**

11.1 This is not a material planning consideration and cannot, therefore, be considered in determining this application. There will be no requirement for additional resources unless the decision is challenged and there is a requirement to defend the County Council's position at any subsequent appeal.

## 12. **Equality Duty**

12.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act 2010. Officers considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

## 13. **Risk Management Implications**

13.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of planning applications must be made in accordance with the policies of the development plan unless material considerations indicate otherwise. If this is not done, any decision could be susceptible to an application for Judicial Review.

## 14. **Crime and Disorder Act Implications**

14.1 This decision has no implications in relation to crime and disorder.

## 15. **Human Rights Act Implications**

15.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in

accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

- 15.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.
- 15.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

**Michael Elkington**

Head of Planning Services

**Contact:** Chris Bartlett (phone 0330 222 6946).

**Background Papers**

As set out in Section 6

**List of Appendices**

Appendix 1 – Conditions and Informatives for WSCC/032/18/WC

Appendix 2 – Conditions and Informatives for WSCC/033/18/WC

Appendix 3 – Site Location Plan

Appendix 4 – Retention Mode

Appendix 5 – Restoration Layout Plan



## **Appendix 1: Conditions and Informatives for WSCC/032/18/WC**

### **CONDITIONS**

#### **TIME LIMITS**

1. This permission shall be for a limited period only expiring on 31 March 2020, by which date the operations hereby permitted shall have ceased, all buildings, plant and machinery, including foundations, hard standings shall have been removed from the site, and the site shall be restored in accordance with the approved restoration scheme (ref. Well Site Restoration Layout Plan – KOGL-BB-PA-XX-09).

*Reason: To secure the proper restoration of the site following the approved period for this temporary development.*

#### **APPROVED OPERATIONS PROGRAMME**

2. Only Phase 4 - Restoration/retention is permitted under this approval. Phase 1 – Construction, Phase 2 - Mobilisation and Drilling and Phase 3 – Testing shall not be carried out or revised in the lifetime of this approval. For the avoidance of doubt, hydraulic fracturing ('fracking') is not permitted under this permission.

*Reason: To ensure the development is carried out as proposed*

3. The development hereby approved shall not take place other than in accordance with the approved drawings:
  - Site Location Plan - 26059 P1
  - Existing Site Entrance Layout Plan - KOGL-BB-PA-XX-03;
  - Existing Access Track 2 Layout Plan - KOGL-BB-PA-XX-04;
  - Existing Site Entrance Layout Plan - KOGL-BB-PA-XX-05;
  - Existing Well Site Retention Mode Layout Plan - UKOG-BB-PA-XX-06;
  - Existing Well Site Retention Mode Sections - KOGL-BB-PA-XX-07;
  - Well Site Parking Layout Plan - KOGL-BB-PA-XX-08; and
  - Well Site Restoration Layout Plan – KOGL-BB-PA-XX-09,
 except as modified by condition hereafter.

*Reason: To ensure the development is carried out as proposed*

4. Prior written notification of the date of commencement of Phase 4a - Restoration hereby approved shall be sent to the Minerals Planning Authority not less than seven days before commencement of each Phase.

*Reason: To inform the Minerals Planning Authority of potential disruptive periods in the interests of amenity.*

5. A copy of this decision notice together with the approved plans and any schemes and/or details subsequently approved pursuant to this permission shall be kept at the site office at all times and the terms and contents thereof shall be made known to supervising staff on the site.

*Reason: To ensure the site operatives are conversant with the terms of the planning permission.*

## **HOURS OF WORKING**

6. Work at the site, including HGVs entering and leaving the site, shall only be undertaken between the hours of 0700 and 1900 Mondays to Fridays and 0800 to 1300 on Saturdays. No work shall occur on Sundays, Bank Holidays and Public Holidays.

*Reason: To protect the amenities of occupiers of nearby residential properties*

## **NOISE**

7. No plant or equipment shall be used on the site unless fitted and operated at all times with silencing measures to a standard not less than the manufacturer's UK standard specification for that equipment.

*Reason: In the interests of the amenities of occupiers of nearby residential properties*

8. The approved Noise Management Plan (ref KOGL-BB-DOC-XX-06 and dated 21 August 2014) shall be adhered to and retained throughout the duration of the permission. Should monitoring of noise indicate that the limits (which are specified within Chapter 9 of the Environmental Statement) are being exceeded, details of further mitigation and a timetable for implementation will be submitted to the County Planning Authority for approval.

*Reason: In the interests of the amenities of the residents of the locality; to ensure that noise from the site does not exceed the noise limits set out in the Environmental Statement.*

## **LANDSCAPING AND ACCESS TRACK RESTORATION**

9. The approved plans and documents relating to landscaping matters and restoration methodology, namely:

- Tree Protection Plans – KOGL-BB-DOC-XX-01;
- Tree Protection Plan Methodology – KOGL-BB-DOC-XX-02;
- Methodology for the removal and reinstatement of the access track and no-dig surfacing at the access off Adversane Lane – KOGL-BB-DOC-XX-03; and the
- Landscape Proposals – KOGL-BB-DOC-XX-05;

shall be adhered to and where relevant form part of the overall restoration of the site which shall be completed in full.

*Reason: To ensure the landscape and ecology of the area is protected after the development has been completed.*

10. A scheme of aftercare specifying the steps to be taken to manage restored land shall be submitted for the written approval of the Minerals Planning Authority prior to the commencement of restoration. Thereafter the approved strategy shall be implemented in full.

*Reason: To ensure effective restoration and afteruse of the land to protect the landscape and ecology of the area.*

## **ACCESS / HIGHWAYS**

11. The vehicular access and visibility splays, shown on drawing KOGL-BB-PA-XX-05, shall be retained and maintained throughout the duration of the permission.

*Reason: In the interests of highway safety*

12. The discharged Construction Traffic Management Plan document (ref KOGL-BB-DOC-XX-04 and dated 14 August 2014) shall be adhered to and retained throughout the duration of the permission.

*Reason: In the interests of highway safety and the amenities of the area.*

## **FIRE FIGHTING**

13. The fire water tanks shown on approved plan UKOG-BB-PA-XX-06 shall remain on site, in the approved position and available for immediate use throughout the development.

*Reason: In the interests of fire safety*

## **GROUNDWATER PROTECTION/DRAINAGE**

14. The approved groundwater protection/drainage scheme to dispose of foul and surface water and accompanying drawings 'Surface Water Distribution at Site Entrance Plan - KOGL-BB-PA-XX-10' and 'Site Ditch Construction Details - KOGL-BB-PA-XX-11' shall be adhered to and retained throughout the duration of the permission.

*Reason: To protect water quality and ensure compliance with the NPPF*

15. The approved Construction Method Statement and accompanying drawings 'Cellar Construction Detail - KOGL-BB-PA-XX-12' and 'Site Ditch Construction Details - KOGL-BB-PA-XX-11' shall be adhered to and retained throughout the duration of the permission.

*Reason: To protect water quality and ensure compliance with the NPPF*

## **INFORMATIVES**

- A. In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:

- Providing pre-application advice;
- Discussing issues of concern as early as possible, including those raised by consultees and third parties; and
- Giving them the opportunity to provide further information/changes to overcome material impacts

As a result, the Minerals Planning Authority has been able to recommend the grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

## **Appendix 2: Conditions and Informatives for WSCC/033/18/WC**

### **CONDITIONS**

#### **TIME LIMITS**

1. The fencing, gates and structures hereby approved shall be removed from the site, and the site restored in accordance with the restoration scheme approved under planning permission WSCC/032/18/WC either;
  - a) on or before the period ending 31 March 2020; or
  - b) within 3 months of the cessation of the operations and need of the site whichever occurs soonest.

*Reason: To secure the proper restoration of the site following the approved period for this temporary development.*

#### **APPROVED PLANS/DOCUMENTS**

2. The proposed development shall not take place other than in accordance with the approved drawings:
  - Site Location Plan – KOGL-BB-PA-YY-01;
  - Site of Application - KOGL-BB-PA-YY-02;
  - Existing Compound Fence & Cabins Layout Plan - KOGL-BB-PA-YY-03;
  - Existing Fencing Sections - KOGL-BB-PA-YY-04;
  - Existing Well Site Security Cabins Sections - KOGL-BB-PA-YY-05;
  - Existing Gates and Entrance Cabin Layout Plan - KOGL-BB-PA-YY-06;
  - Existing Entrance Gates – Sections – UKOG-BB-PA-YY-07;
  - Existing Entrance Security Cabins – Layout, Plan and Sections - KOGL-BB-PA-YY-08;

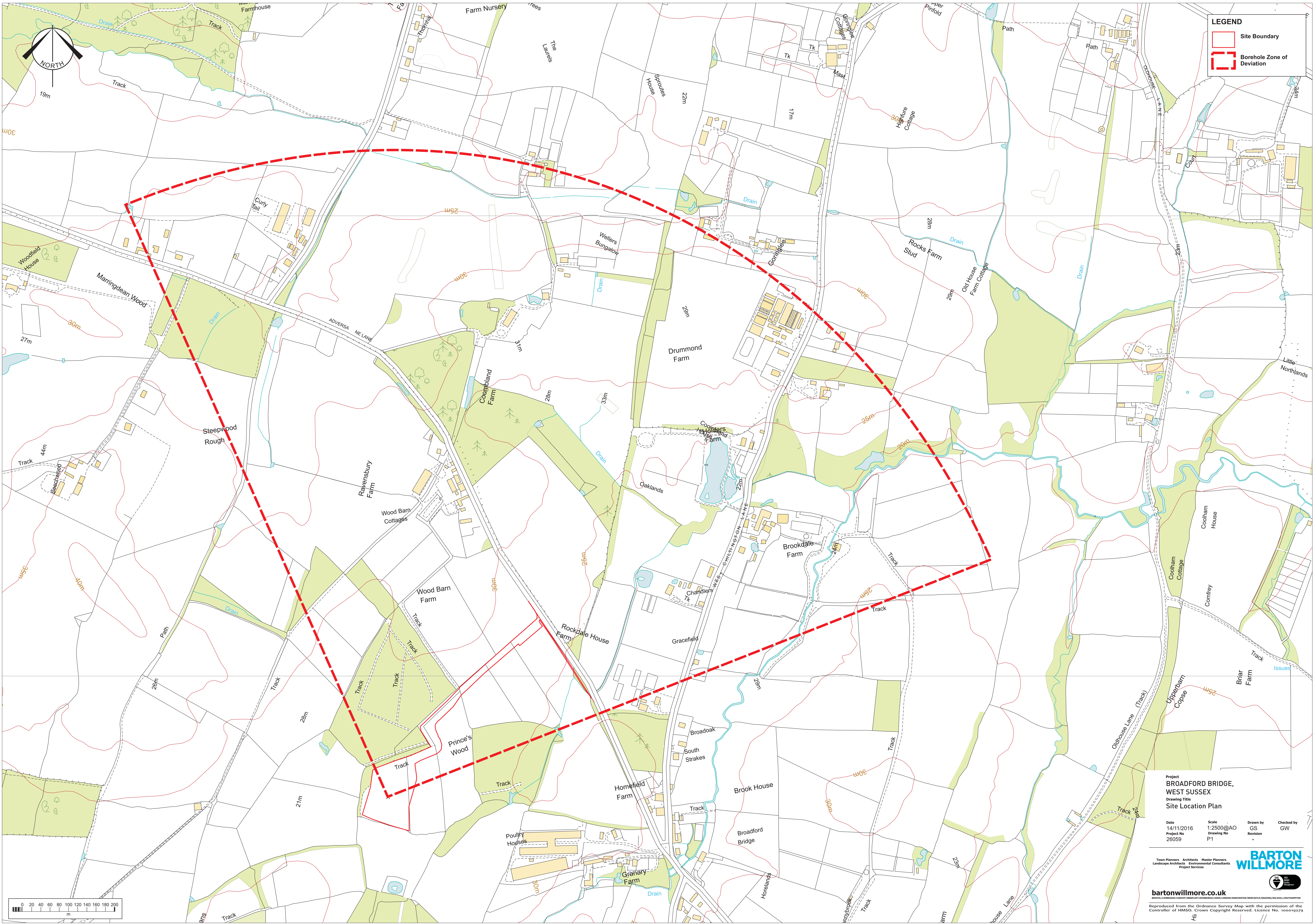
*Reason: To ensure the development is carried out as proposed.*

#### **INFORMATIVES**

- A. In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:
  - Providing pre-application advice;
  - Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
  - Discussing issues of concern as early as possible, including those raised by consultees and third parties; and
  - Giving them the opportunity to provide further information/changes to overcome material impacts

As a result, the Minerals Planning Authority has been able to recommend the grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.





**LEGEND**

- Site Boundary
- Borehole Zone of Deviation

Project  
**BROADFORD BRIDGE,  
WEST SUSSEX**  
Drawing Title  
**Site Location Plan**

Date 14/11/2016	Scale 1:2500@AO	Drawn by GS	Checked by GW
Project No 26059	Drawing No P1	Revision -	

Town Planners Architects Master Planners  
Landscape Architects Environmental Consultants  
Project Services

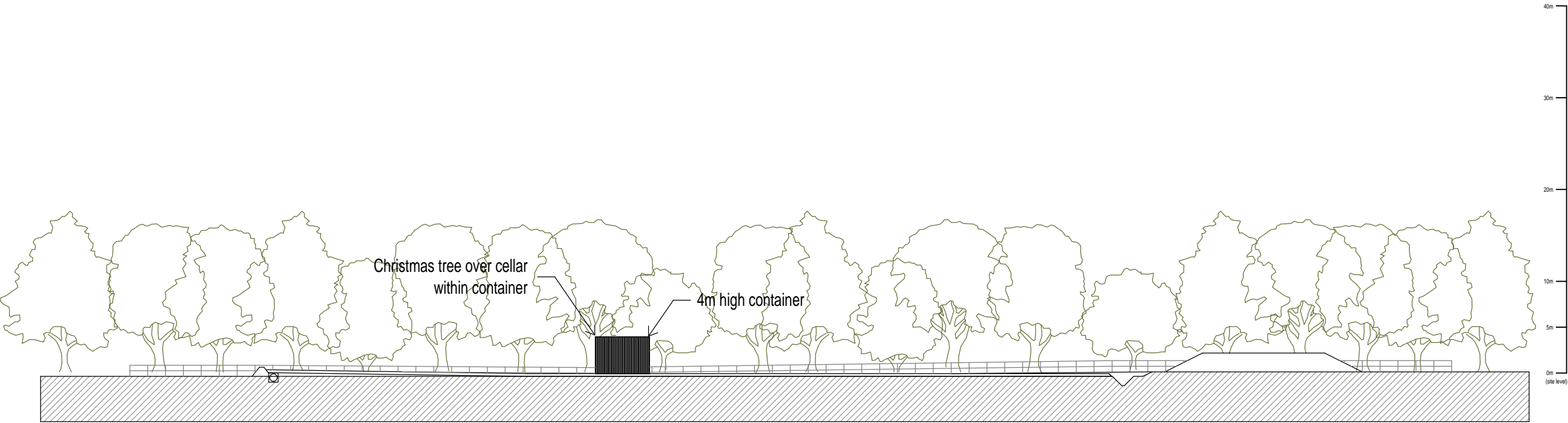
**BARTON WILLMORE**

[bartonwillmore.co.uk](http://bartonwillmore.co.uk)

Reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown Copyright Reserved. Licence No. 100019279

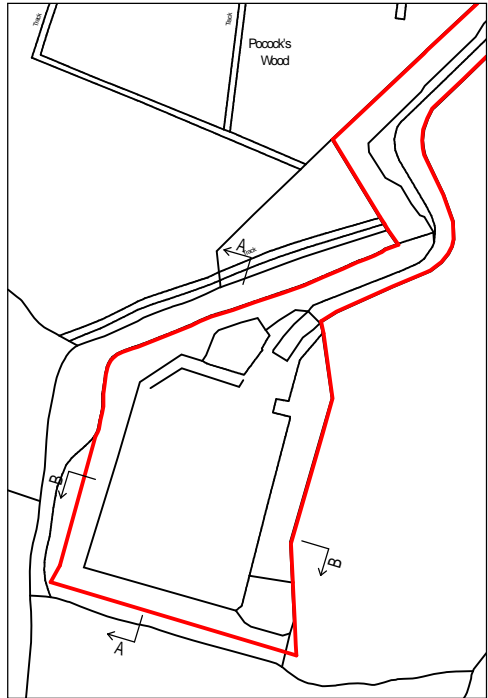


This page is intentionally left blank

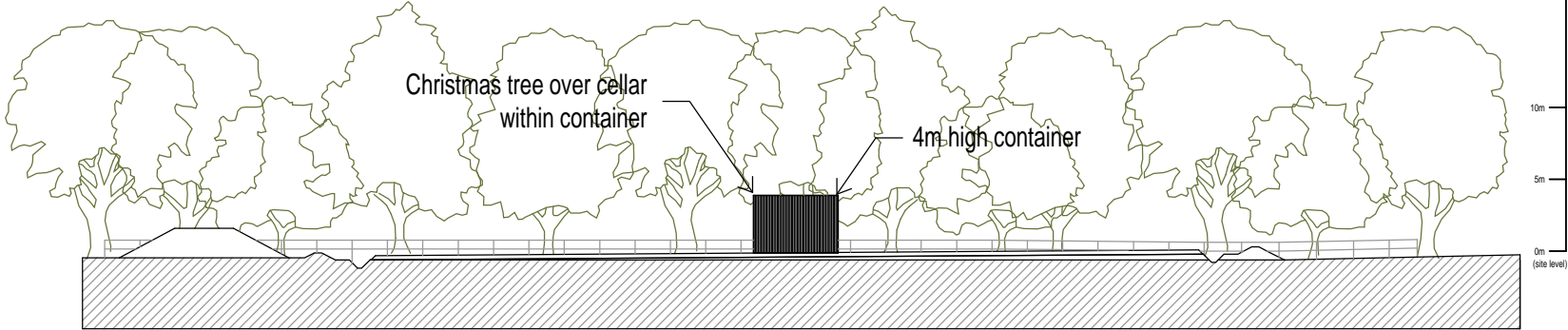


Section A-A

Scale 1:500



Tree positions and heights shown indicatively and do not represent specific trees




Section B-B

Scale 1:500

KEY:

REVISION HISTORY				
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0	MAY18	JF	ORIGINAL ISSUE	JF
REV	DATE	BY	DETAILS	APR



BROADGATE TOWER, 8TH FLOOR, PRIMROSE STREET, LONDON, EC2A 2EW

THIS DOCUMENT IS THE PROPERTY OF KIMMERIDGE OIL & GAS LIMITED. IT CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION WHICH MUST NOT BE DUPLICATED, USED OR DISCLOSED OTHER THAN AS EXPRESSLY AUTHORISED BY KIMMERIDGE OIL & GAS LIMITED OR ITS REPRESENTATIVE © 2018

SITE: BROADFORD BRIDGE

PROJECT: BROADFORD BRIDGE, WEST SUSSEX

TITLE: EXISTING WELL SITE RETENTION MODE SECTIONS

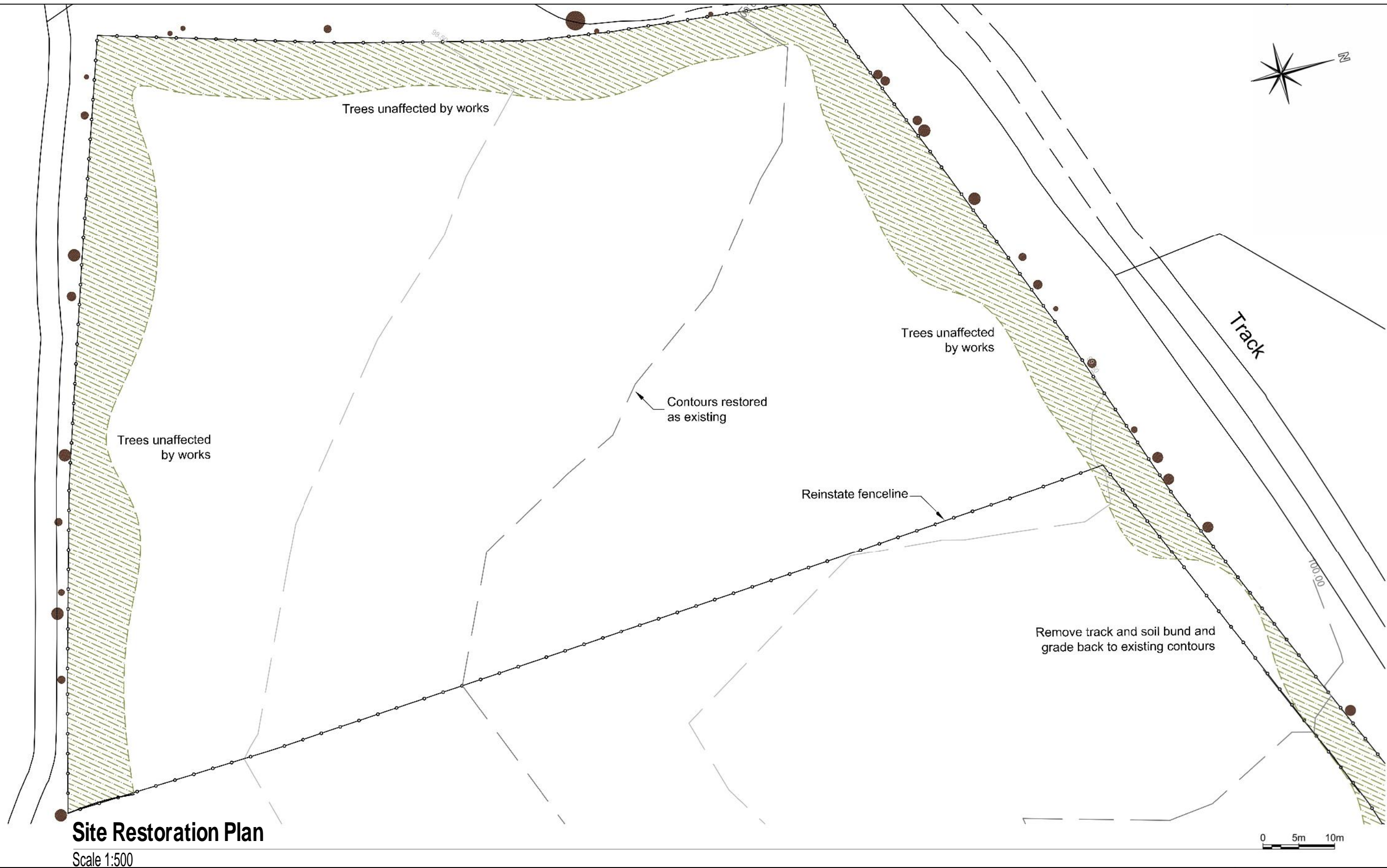
CLIENT: KIMMERIDGE OIL & GAS LIMITED


Scale:	1:500	DWG. No:	
Size:	A3		
Sheet:	1 of 1		KOGL-BB-PA-XX-07

Agenda Item 5

This page is intentionally left blank







**KOGIL**  
ENERGY FOR BRITAIN

BROADGATE TOWER, 8TH FLOOR, PRIMROSE STREET, LONDON, EC2A 2EW

THIS DOCUMENT IS THE PROPERTY OF KIMMERIDGE OIL & GAS LIMITED. IT CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION WHICH MUST NOT BE DUPLICATED, USED OR DISCLOSED OTHER THAN AS EXPRESSLY AUTHORISED BY KIMMERIDGE OIL & GAS LIMITED OR ITS REPRESENTATIVE. © 2018

SITE: BROADFORD BRIDGE

PROJECT: BROADFORD BRIDGE, WEST SUSSEX

TITLE: WELL SITE RESTORATION LAYOUT PLAN

CLIENT: KIMMERIDGE OIL & GAS LIMITED

Scale: AS SHOWN

Size: A3

Sheet: 1 of 1

DWG. No: KOGIL-BB-PA-XX-09

REVISION HISTORY

-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0	MAY18	JF	ORIGINAL ISSUE	JF
REV	DATE	BY	DETAILS	APR

Agenda Item 5

This page is intentionally left blank

## Planning Committee

11 September 2018

### Waste Planning Application (County Matter)

**Amendment of condition 4 of planning permission WSCC/051/16/CR to restrict requirement for sheeting of vehicles to HGVs only at Rivington Farm, Peeks Brook Lane, Shipley Bridge, Crawley, West Sussex, RH6 9SR**

**Application No: WSCC/034/18/CR**

**Report by Head of Planning Services**

**Local Member: Richard Burrett**

**District: Crawley**

#### Executive Summary

Planning permission is sought to amend condition 4 of planning permission WSCC/051/16/CR relating to waste operations at Rivington Farm, north-east of Crawley, so that instead of requiring all vehicles leaving the site to be covered, only HGVs would requiring sheeting.

Specifically, the applicant is seeking to amend the condition as follows:

4. "No commercial vehicle HGV shall leave the site unless it is covered sheeted to prevent dust. No commercial vehicles or HGVS shall leave the site unless and its wheels and underside have been cleaned to prevent materials, including mud and debris, being deposited on the public highway.

*Reason: In the interests of highway safety, safeguarding local amenity and to comply with policies EC9 and ENV12 of the Crawley Borough Local Plan 2015 and Policies W16 and W18 of the West Sussex Local Plan 2014."*

The report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework from national to local level, along with other material considerations.

Crawley Borough Council has objected to the proposal, noting that all vehicles have the potential to result in dust pollution if not covered and so the amendment would result in an unacceptable impact on the amenity of nearby occupiers, contrary to policies CH3 and ENV10 of the Crawley Borough Local Plan. Seven objections have also been received from local residents, including from the Peeks Brook Lane Residents' Association raising concerns about impact on highway safety, amenity and the environment.

#### Consideration of Key Issue

The main material planning consideration is whether the proposed development is acceptable in terms of impact on residential amenity and the environment.

Crawley Borough Council and a number of local residents consider that altering the condition to require that only HGVs are covered would result in increased dust

impacts for people and the environment. The applicant considers that the condition is unreasonable as smaller vehicles cannot be sheeted, are fewer in number, and have the reduced potential for impacts. They also consider it to be unenforceable. However, it is concluded that the condition, as worded, is necessary to require that all vehicles are covered and material is not deposited on the highway and spreading into the wider area. Amending the condition would not provide this protection and would, therefore, be contrary to the development plan.

### **Conclusion**

Planning permission is sought to amend condition 4 of planning permission WSCC/051/16/CR so that instead of requiring all vehicles leaving the site to be covered, only HGVs would requiring sheeting. It is considered that the proposed amendment has the potential to increase the impact of site operations on people and the environment, by increasing the risk of material being deposited on the highway and surrounding area. The existing condition is considered to be reasonable and necessary, and to otherwise meet the 'six tests' required for the imposition of planning conditions. On this basis, the proposed amendment to the condition is considered to be contrary to the development plan.

### **Recommendation**

That planning permission be **refused** for the reason set out at **Appendix 1**.

## **1. Introduction**

- 1.1 This report relates to an application to amend a condition attached to a planning permission at a waste site so that the requirement for vehicles to be sheeted relates only to HGVs rather than all vehicles.
- 1.2 The proposal relates to Rivington Farm, north-east of Crawley (see **Appendix 2 – Site Location Plan**) which is used primarily for the management of inert waste, but also landscaping materials including compost and manure.

## **2. Site and Description**

- 2.1 The application site is located on the western side of Peeks Brook Lane, in a rural area north-east of Crawley and immediately east of Gatwick Airport. The application site forms small pockets within, and additions to, an existing waste site, primarily used for the processing of inert construction and demolition waste and export of aggregate (see **Appendix 3 – Approved Site Layout Plan**).
- 2.2 The site is elongated from its relatively narrow access onto Peeks Brook Lane, widening at the western end where waste is processed and stored in the north-western part, with buildings in the south-western extent. There are large, high bunds around the northern and western side boundaries, part of which are the subject of an Enforcement Notice requiring their removal, which was served by Crawley Borough Council in 2012.
- 2.3 The site access is some 170 metres long, extending west from Peeks Brook Lane with grassed areas either side, and grassed bunds to around 2m in height along the northern site boundary. The road is sealed between a wheelwash

located around half way along, and Peeks Brook Lane. Beyond the wheelwash is a weighbridge and office, opposite which are bunkers containing material for sale and export.

- 2.4 Beyond the weighbridge there is a large area for material processing and storage, with large buildings to the south used for the storage of plant and material.
- 2.5 The Rivington Farm buildings, including a dwelling, are located immediately south of the waste site. There are also dwellings located south of the site along Peeks Brook Lane, and beyond farmland to the west on the B2036.
- 2.6 Vehicles travelling to and from the site do so along Peeks Brook Lane, a narrow rural road. If vehicles travel south, they pass eight detached houses on the eastern side before linking with Antlands Lane (the B2037) some 250m south. Heading north, vehicles pass four dwellings before turning west into Fernhill Road which connects with the B2036 to the west, or continuing north under the M23 into Surrey.
- 2.7 To the west, north and south of the waste site is open farmland. Gatwick Airport is some 1.25km to the west of the site, with noise arising from overhead flights a highly noticeable characteristic of the site and surrounding area.
- 2.8 The site is not within an area designated for its landscape, ecological or heritage value, and it is not in an area considered to be at increased risk of flooding.
- 2.9 The site is, however, within an area identified in the Crawley Borough Local Plan (2015) as land safeguarded for a second runway at Gatwick Airport (Policy GAT2). It is also within an area identified in the Plan as a Biodiversity Opportunity Area (Policy ENV2).
- 2.10 The site is in the north-eastern corner of the County and Crawley Borough. Tandridge Borough, within Surrey County, is located some 250m east of the site, just beyond the M23 corridor, and some 900m north of the site, where Peeks Brook Lane runs under the M23.

### 3. **Relevant Planning History**

- 3.1 A key decision relevant to the present application and the continuing use of the site is the Lawful Development Certificate (LDC) granted by Crawley Borough Council (CBC) in January 2010 confirming that the use of the land *"for the purposes of storage, screening, and bagging of soils, composts, manure, aggregates, landscaping, and building materials for resale and the use and parking of plant associated with this use and ancillary offices"* had been undertaken for a continuous period of more than ten years and so was lawful. This approval forms the basis of waste operations at the site. The LDC does not limit HGV numbers, or site throughput, or otherwise control site operations, but it does refer to and approve a specific site layout.
- 3.2 CBC issued an Enforcement Notice on 21 June 2012 in relation to an area immediately north of the LDC boundary, relating to the *"change of use of agricultural land to storage of topsoil, bark, woodland mulch, scalping, sand, shingle and ballast without the benefit of planning permission"*. The Notice was

upheld on appeal. While some material has been removed, unfortunately, CBC has so far been unsuccessful in securing the removal of the majority of material from the surrounding agricultural land.

- 3.3 In July 2015, permission was refused by the County Council for 'enclosures and revised access', namely the creation of large bunds to the north of the access road, and the north and west of the waste site (ref. WSCC/018/15/CR). This application was refused by officers under delegated powers for two reasons, namely:

- 1 *"It has not been demonstrated that the volume of waste proposed to be used represents the minimum amount to achieve the benefits identified in the application, or that the proposed development would result in clear benefits. The proposed development would compromise the movement of waste up the waste hierarchy, and is contrary to Policies W1, W8 and W9 of the West Sussex Waste Local Plan (2014), the National Planning Policy for Waste (2014), and Planning Practice Guidance: Waste (2014).*
- 2 *The bunds, by virtue of their unsympathetic scale and massing would be visually prominent and detrimental to visual amenity and the character of the rural area contrary to policy W11 of the West Sussex Waste Local Plan, Policies EN4, C1 and C2 of the Crawley Borough Core Strategy (2008), 'saved' policies GD1, GD2, GD5 and GD6 of the Crawley Borough Local Plan 2000, and emerging policies CH3, CH9 and ENV2 of the Crawley Borough Local Plan 2015-2030."*

- 3.4 Retrospective planning permission was subsequently granted for 'the siting of one weighbridge and portacabin office, and erection of one HGV canopy, widening and part sealing of the access road and installation of a wheel wash' (ref. WSCC/051/16/CR). This permission related only to an area from Peeks Brook Lane to the rear of the storage bunkers, along with the site offices, with the remainder of the site, including the bulk of the waste processing activities, being operated under the LDC. The permission was subject to eleven conditions including restricting storage alongside the access road, requiring schemes for dust control, landscaping, drainage and the improvement of the site entrance, and condition 4 requiring the covering and cleaning of all vehicles.

#### 4. **The Proposal**

- 4.1 Planning permission is sought to amend condition 4 of planning permission WSCC/051/16/CR so that instead of requiring all vehicles leaving the site to be covered, only HGVs would requiring sheeting.

- 4.2 Specifically, the applicant is seeking to amend the condition as follows:

4. ~~No commercial vehicle~~ HGV shall leave the site unless it is ~~covered sheeted to prevent dust. No commercial vehicles or HGVS shall leave the site unless~~ and its wheels and underside have been cleaned to prevent materials, including mud and debris, being deposited on the public highway.

*Reason: In the interests of highway safety, safeguarding local amenity and to comply with policies EC9 and ENV12 of the Crawley Borough Local Plan 2015 and Policies W16 and W18 of the West Sussex Local Plan 2014.*

- 4.3 The amended condition would require that only HGVs, rather than all commercial vehicles, leaving the site are 'sheeted to prevent dust' rather than 'covered'. The requirement to clean the underside of all commercial vehicles would still apply in the amended condition, though they are proposing to add reference to HGVs.
- 4.4 The applicant notes that the amendments are sought because of ongoing problems in complying with the condition. They consider that the requirement is unreasonable, noting that while HGVs have the capability of being sheeted, smaller vehicles such as pick-up trucks and vehicles trailers do not. They also state that such vehicles are infrequent and carry smaller quantities of loose material, so the potential for dust creation is smaller.

## 5. **Environmental Impact Assessment (EIA)**

- 5.1 The development, particularly if viewed cumulatively with the wider site, could be considered to fall within Part 11 (b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017('the EIA Regulations) being an 'installation for the disposal of waste'.
- 5.2 The annex to Planning Practice Guidance: EIA sets indicative screening thresholds for development. For installations for the disposal of waste, EIA is more likely if the area of the development exceeds 0.5 ha and it is within 100m of controlled waters, with the indicative thresholds being a capacity of more than 50,000 tonnes or 10 hectares. It notes that sites taking smaller quantities or seeking to accept only inert wastes are unlikely to require EIA.
- 5.3 In this instance, the site area is 0.46 hectares, with the total waste site extending to some 0.8 hectares. The site manages only inert waste. It is not, therefore, considered to be EIA development, taking into account the EIA Regulations, including Schedule 3, along with the Planning Practice Guidance.

## 6. **Policy**

### **Statutory Development Plan**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory development plan unless material considerations indicate otherwise (as confirmed in paragraph 2 of the National Planning Policy Framework (NPPF)). For the purposes of the application, the following approved or adopted planning policy documents form the statutory development plan: the Crawley Borough Local Plan (2015) and the West Sussex Waste Local Plan (2014).
- 6.2 The key policies in the development plan, which are material to the determination of the application, are summarised below, and their conformity or otherwise with the National Planning Policy Framework considered. In addition, reference is made to relevant national planning policy guidance and other policies that guide the decision-making process and which are material to the determination of the application.

***Crawley Borough Local Plan 2015 – 2030 (December 2015):***

- 6.3 The Crawley Borough Local Plan was adopted in December 2015 and so provides an up-to-date policy basis for consideration.
- 6.4 Policy CH3 sets out 'normal requirements for all new development', noting that all development will be required to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context; being of high quality in terms of their urban and landscape design; relating sympathetically to their surroundings; providing/retaining a good standard of amenity for existing and future occupants; and meeting requirements necessary for safe and proper use, particularly regarding access, circulation and manoeuvring.
- 6.5 Policy CH9 relates to development outside the built-up area, as the application site is. It aims to ensure that Crawley's 'compact nature and attractive setting is maintained' by, among other things: ensuring development does not generate inappropriate amounts or types of traffic for rural roads; and not introducing a use which by virtue of its operation is incompatible with the countryside.
- 6.6 Policy EC1 relates to sustainable economic growth, seeking to ensure that Crawley's recognised economic role and function is maintained.
- 6.7 Policy ENV10 seeks to prevent unacceptable risks from environmental pollution, including supporting development which would not lead to a significant increase, including cumulative, in levels of pollution or hazards.
- 6.8 Policy ENV12 supports development that does not result in a material negative impact on air quality.
- 6.9 Policy GAT2 identifies land which is safeguarded from 'development which would be incompatible with the expansion of the [Gatwick] airport'. It notes that minor development such as changes of use and small scale building works such as residential extensions will normally be acceptable, and that where appropriate, planning permission may be granted on a temporary basis. Supporting paragraph 9.18 notes that "*incompatible development within safeguarded land is regarded as development which would add constraints or increase the costs or complexity of the development or operation of an additional runway.*"

***West Sussex Waste Local Plan (April 2014)***

- 6.10 The Waste Local Plan (WLP) was adopted in April 2014 and forms part of the 'development plan'.
- 6.11 Policies W11–W20 relate to development management and are designed to ensure that there would be no unacceptable harm to amenity, character, and the environment or to other material considerations from waste development proposals. Of particular relevance to the proposals are the following:



- Policy W16: Air, Soil and Water – requires that waste development, in summary, does not result in unacceptable impacts on air, soil or water resources or their management and protection.
- Policy W18: Transport – requires that transport links are appropriate and the capacity of the highway network would not be detrimentally affected, with clause (c)(iv) requiring that there is a *"safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users."*
- Policy W19: Public Health and Amenity – clause (a) requires that, among other things, dust and other emissions, including those arising from traffic, are *"controlled to the extent that there will not be an unacceptable impact on public health and amenity."*

### **National Planning Policy Framework (2018)**

- 6.12 The recently-updated NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. The Framework is a material consideration in determining planning applications. The relevant paragraphs in the NPPF are:

11 (approving development that accords with the development plan); 38 (approaching decision making in a positive and creative way); 54 – 57 (use of planning conditions and obligations to make development acceptable); 80 (significant weight placed on need to support economic growth and productivity); 83 (decisions should enable sustainable growth of businesses in rural areas); 108 (development should include appropriate opportunities to promote sustainable transport modes; safe and suitable access; and mitigation of significant impacts on capacity/congestion or highway safety); 109 (*"development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*); 117 – 118 (decisions should promote an effective use of land); 127 (decisions should ensure that development adds to the quality of the area and is sympathetic to local character); 153 – 154 (development should minimise energy consumption; renewable/low carbon development should be approved if its impacts can be made acceptable); 170 (contributing to/enhancing the natural and local environment); 175 – 177 (impacts on habitat/biodiversity); 180 (pollution from development); 181 (development should contribute towards compliance with relevant pollutant limit values); 182 (existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established); 183 (planning decisions should assume other pollution control regimes will operate effectively).

### **Planning Practice Guidance (PPG)**

- 6.13 The PPGs set out the Government's planning guidance to be read in conjunction with the NPPF. They do not form part of the development plan but are a material consideration in determining planning applications.

*PPG: Waste (October 2015)*

- 6.14 Paragraph 6 notes the obligation to consider the principles of self-sufficiency and proximity in relation to waste management. Paragraph 9 notes that driving waste up the Waste Hierarchy, away from disposal such as landfill, is an integral part of national policy for waste and a material consideration in decisions on waste applications.

*PPG: Use of Conditions (June 2018)*

- 6.15 PPGs set out the Government's planning guidance to be read in conjunction with the NPPF. They do not form part of the development plan but are a material consideration in determining planning applications.
- 6.16 The PPG: Use of Conditions reiterates paragraph 55 of the NPPF which states that:

*"Planning conditions should only be imposed where they are:*

- 1. necessary;*
- 2. relevant to planning and;*
- 3. to the development to be permitted;*
- 4. enforceable;*
- 5. precise and;*
- 6. reasonable in all other respects.*

*The policy requirement above is referred to in this guidance as the 6 tests."*

- 6.17 It notes that all six of the tests must be satisfied each time a condition is imposed, and sets out 'key considerations' in relation to each of the tests.

### ***EU Council Directive 2008/98/EC***

- 6.18 By virtue of the Waste (England and Wales) Regulations 2011 when determining any application for planning permission that relates to waste management (regulation 18) the planning authority is required to take into account EU Council Directive 2008/98/EC which sets out the objectives of the protection of human health and the environment (article 13) and self-sufficiency and proximity (first paragraph of article 16(1), article 16(2) and (3)). Case law has confirmed that these articles are objectives at which to aim. As objectives they must be kept in mind whilst assessing the application and provided this is done, any decision in which the furtherance of the objectives are not achieved, may stand.

## **7. Consultations**

- 7.1 ***Crawley Borough Council (Environmental Health):*** Object. Note that they have received complaints of nuisance caused by dust and mud from vehicles using the waste site and that covered loads help to mitigate these issues at the site.
- 7.2 ***Crawley Borough Council (Planning):*** Object. Ongoing issues with pollution from vehicles using the site, with extensive dust covering nearby roads, cars and houses/gardens. *"Notwithstanding the size of the vehicle, all vehicles using the site to deliver or collect waste/products from the site have the potential to, and are likely to result in dust pollution if not covered. It is therefore considered that varying the condition would allow smaller uncovered vehicles to*

*pollute the area and that would result in an unacceptable impact on the amenity of nearby occupiers contrary to policies CH3 and ENV10 of the Local Plan."*

- 7.3 **WSCC Highways:** No objection. Note that the main consequences of not sheeting all vehicles would relate to environmental health and amenity rather than highway safety, so the acceptability should be considered by other appropriate authorities. Note that if reference to HGV is included in the condition, this should be defined (e.g. any vehicle exceeding 3.5 tonnes unladen weight).
- 7.4 **WSCC Councillor Richard Burrett:** Comments awaited; to be presented verbally at Committee.

## 8. **Representations**

- 8.1 The application was publicised in accordance with The Town and Country Planning (General Development Procedure) Order (England) 2015. This involved the erection of site notices on land located at and around the application site, an advertisement in the local newspaper, and the issue of 29 neighbour notification letters.
- 8.2 In response, seven objections were received, including one from the Peeks Brook Lane Residents' Group, signed by twelve people. The main issues raised in objections were that the site operations result in dust/mud issues on Peeks Brook Lane and the residential properties located there, so all vehicles should be covered, irrespective of type; and that the use results in highway safety issues, including from material falling from uncovered vehicles.

## 9. **Consideration of Key Issue**

- 9.1 The main material planning consideration is whether the proposed development is acceptable in terms of impact on residential amenity and the environment.
- 9.2 It should be noted that the use of the site for waste purposes is lawful and so is not under consideration in relation to this application. Consideration is limited to whether the proposed amendment to conditions is acceptable in planning terms. It is not, therefore, appropriate to add conditions to restrict the established use of the site for waste purposes, or change conditions in a way which would do so.

### ***Impact on Residential Amenity and the Environment***

- 9.3 Crawley Borough Council, along with a number of local residents, consider that if the condition is altered to require only HGVs to be covered, there would be additional dust and material released into the environment, noting that all vehicles leaving the site, regardless of size, have the potential to do so.
- 9.4 The applicant considers that the condition, as currently worded, is unreasonable as smaller vehicles such as pick-up trucks and vehicles with trailers do not have the capacity to be sheeted and carry smaller amounts of material, and so the potential dust impact is reduced. They also state that non-HGVs form a 'small fraction' of traffic movements out of the site, though have confirmed that they are unable to quantify this statement.

- 9.5 The condition, as currently worded, requires that commercial vehicles are "covered ... to prevent materials ... being deposited on the public highway". It does not require that vehicles are 'sheeted', the wording proposed by the applicant. While it may be the case that smaller vehicles do not have the capacity to be 'sheeted', all vehicles have the capacity for their loads to be covered in a way that prevents mud and debris from being deposited on the road. This is the requirement of the condition as currently worded and as such, it is considered appropriate for all types of vehicles, regardless of size or other factors.
- 9.6 Further, while the applicant may not have control over vehicles leaving the site, they do have the ability to impose 'site rules', in this case requiring that all vehicles leaving the site are covered in a way which prevents material from being deposited on the highway. This is not considered an onerous requirement and is sufficiently flexible to apply to vehicles of all sizes.
- 9.7 Such a requirement would also ensure that drivers accord with the Highways Act 1980 under which it is an offence to 'deposit anything whatsoever on a highway to the interruption of any user' (Section 148), or to 'deposit anything on a highway, as a consequence of which a user of the highway is endangered or injured' (Section 161).
- 9.8 However, the condition is not considered to be duplication of the controls provided under other regulation. While the Highways Act can address debris on the highway, these provisions are reactive, responding to existing debris, and to specific vehicles. The condition relates to the site as a whole, and is intended to address a known issue with its operations (emissions of dust/debris) and to minimise the impact on highway safety and amenity. It is, therefore, considered relevant to planning and to this specific development (i.e. the operation of a waste site) and is not dealt with through other legislation.
- 9.9 The applicant has stated that the existing condition is unenforceable and, therefore, that it does not meet the 'six tests' for planning conditions (see paragraph 6.16 of this report). However, it is not considered that this is the case. If vehicles leaving the site are not covered, the condition has been breached and enforcement action can be taken. The condition is considered necessary to address a known issue with waste sites and, more specifically, with this site, namely the impact of dust and mud emissions from vehicles on residents and the environment.
- 9.10 Overall, it is considered that the condition, as worded, would ensure that all vehicles are covered to prevent materials from being deposited on the highway, and spreading thereafter into the wider area, thereby protecting people and the environment. It is also considered that the condition meets the 'six tests' of planning conditions. Amending this requirement would not provide the same protection of people and the environment, which would be contrary to policies CH3 and ENV10 of the Crawley Borough Local Plan, and policies W16 and W19 of the West Sussex Waste Local Plan.
- 9.11 *Crawley Borough Council and a number of local residents consider that altering the condition to require that only HGVs are covered would result in increased dust impacts for people and the environment. The applicant considers that the condition is unreasonable as smaller vehicles cannot be sheeted, are fewer in*

*number, and have the reduced potential for impacts. They also consider it to be unenforceable. However, it is concluded that the condition, as worded, is necessary to require that all vehicles are covered and material is not deposited on the highway and spreading into the wider area. Amending the condition would not provide this protection and would, therefore, be contrary to the development plan.*

## 10. **Overall Conclusion and Recommendation**

- 10.1 Planning permission is sought to amend condition 4 of planning permission WSCC/051/16/CR relating to waste operations at Rivington Farm, north-east of Crawley, so that instead of requiring all vehicles leaving the site to be covered, only HGVs would requiring sheeting.
- 10.2 It is considered that the proposed amendment has the potential to increase the impact of site operations on people and the environment by increasing the risk of material being deposited on the highway and surrounding area. The existing condition is considered to be reasonable and necessary and to otherwise meet the 'six tests' required for the imposition of planning conditions.
- 10.3 On this basis, the proposed amendment to the condition is considered to be contrary to the development plan.
- 10.4 It is **recommended**, therefore, that planning permission be **refused** for the reason set out in **Appendix 1** of this report.

## 11. **Equality Duty**

- 11.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

## 12. **Crime and Disorder Act Implications**

- 12.1 There are no implications.

## 13. **Risk Management Implications**

- 13.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of planning applications must be made in accordance with the policies of the development plan unless material considerations indicate otherwise. If this is not done, any decision could be susceptible to an application for Judicial Review.

## 14. **Human Rights Act Implications**

- 14.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for

an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

- 14.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.
- 14.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

**Michael Elkington**

Head of Planning Services

**Contact:** Jane Moseley, 0330 2226 948.

**Background Papers**

As set out in Section 6.

**List of Appendices**

Appendix 1 – Reason for Refusal

Appendix 2 - Site Location Plan

Appendix 3 – Approved Site Layout Plan



## **Appendix 1: Reason for Refusal**

1. The proposed amendment to the condition would increase the potential for material, including mud and dust, to be deposited on the road network and surrounding area, to the detriment of the environment and residential amenity, contrary to Policies CH3 and ENV10 of the Crawley Borough Local Plan, and Policies W16 and W19 of the West Sussex Waste Local Plan.

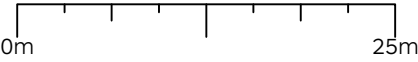
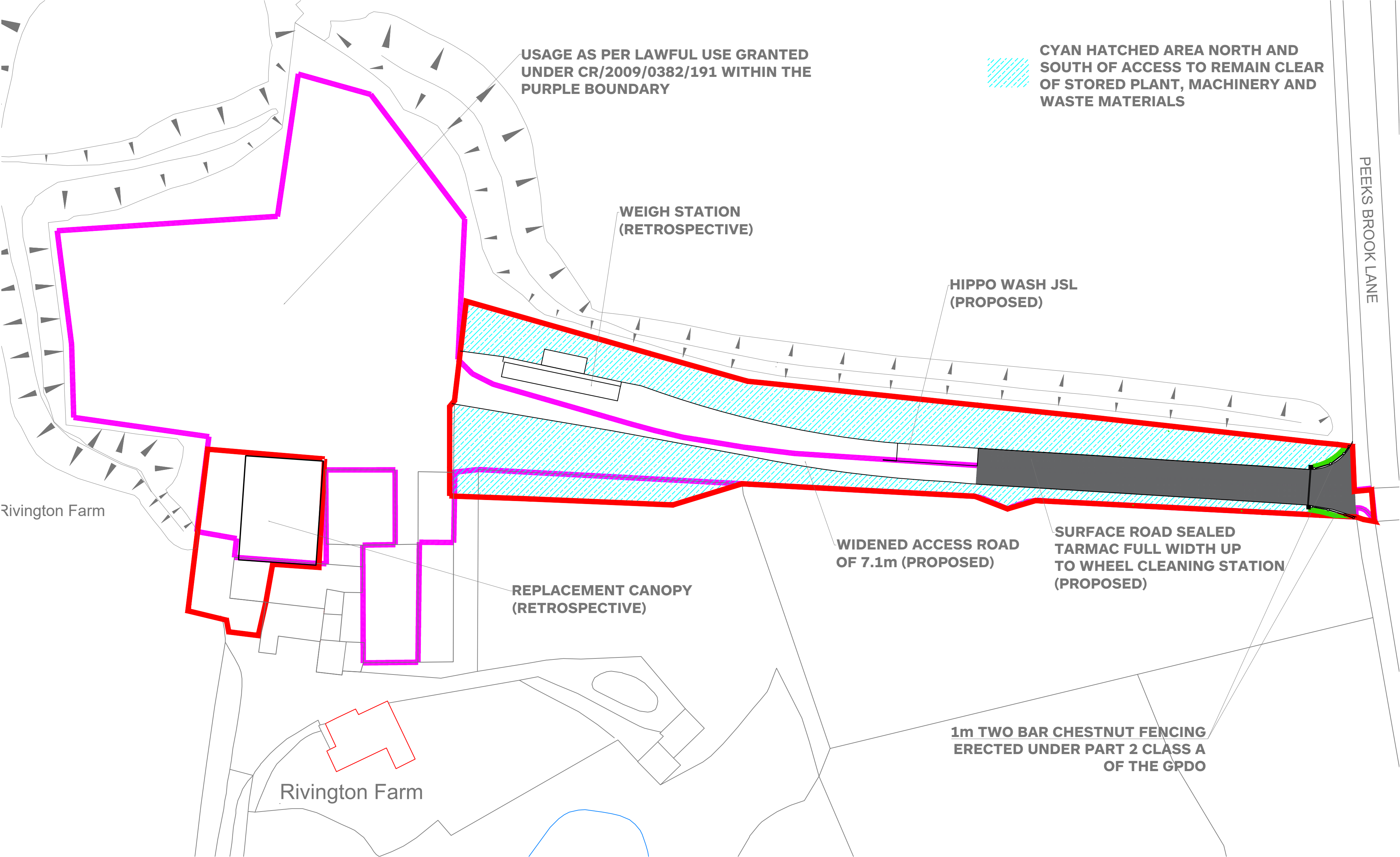
## **INFORMATIVE**

- A. The County Planning Authority has acted positively and proactively in determining this application by passing on the comments of consultees to the applicant to address. Despite this, the County Planning Authority has not been able to grant planning permission as the proposal does not accord with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

This page is intentionally left blank



This page is intentionally left blank





This page is intentionally left blank

## **Planning Committee**

**11 September 2018**

### **Regulation 3 Application**

#### **Installation of new lighting layout to the existing car parking area**

**The Glebe Primary School, Church Lane, Southwick, West Sussex, BN42 4GB**

**Application No: WSCC/030/18/SW**

**Report by Head of Planning Services**

**Local Member: David Simmons**

**Borough: Adur District**

#### **Executive Summary**

This report relates to an application for planning permission for the installation of a new lighting layout to the car parking area and school access road at The Glebe Primary School in Southwick.

The report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework from national to local level, along with other material considerations.

The main policies of relevance to this application are policies 15, 17 and 34 of the Adur Local Plan (2017); paragraphs 11-12, 38-40, 47, 54-55, 94, 127-130, 180 and 184, 186, 189-190 & 192-193 & 196 of the National Planning Policy Framework (2018); and DCLG Policy Statement - planning for schools development (2011).

No objections were received from consultees subject to conditions and/or submitted mitigation being imposed. Objections/concerns were raised by ten local residents/interested third parties (including the Southwick Sussex Society) about the currently installed columns being unauthorised development and the proposed columns being 'industrial' in appearance and poorly designed, out of character in this sensitive area, adversely affecting the adjoining Conservation Area designation, overbearing, visually unacceptable, causing light pollution, being left on outside of school use, and that bollards should be used and not columns. One representation was received in support, citing that the area is poorly lit and would benefit from the proposed lighting.

#### **Consideration of Key Issues**

The main material considerations in relation to this application are whether the proposed development:

- meets an identified need;
- is acceptable in terms of its impact on the character of the area; and
- is acceptable in terms of its impact on local amenity.

Although the part-retrospective nature of the application is not a material consideration, the impact of the existing lighting is a material consideration.

### ***Need for the Development***

The proposed development would allow the installation of a replacement lighting layout to the school's existing car parking area and access road. This is needed to comply with Workplace Health and Safety and Welfare requirements, which state that outdoor traffic routes used by pedestrians should be adequately lit after dark. It is, therefore, concluded that there is a genuine need for the proposal.

### ***Impact on Character of the Area***

Although the school abuts a Conservation Area and Listed Buildings, the proposed lighting would be separated from the historic features by mature trees, and hard and grassed play areas, and would be seen in the context of the school grounds. The impact on these historic features and their setting is not considered significant. The impact on the wider character of the area is not considered significant as the proposed lighting columns and bollards would be set back from the streetscene and partially enclosed within the site by other buildings and structures. The development is, therefore, considered acceptable in terms of its impact on the character of the area.

### ***Impact on Local Amenity***

The proposed lighting would not result in a significant increase in disturbance from the school, particularly given the urban environment in which it is located. The lighting would be set back from neighbouring dwellings, lower in height than is currently the case, shielded using baffles and screened by existing boundary planting, fencing and walling to reduce light spill, and restricted by timers during school hours only. This would minimise the impact of light spill on neighbouring properties. Although construction activities may result in some impacts upon the locality and on residential amenity, they would be temporary and minor in nature and could be mitigated through the imposition of appropriate planning conditions and environmental health regulations. It is, therefore, concluded that the proposed development would not have unacceptable impacts upon amenity.

### ***Conclusion***

It is proposed to install lighting on The Glebe Primary School's existing car parking area and access road. The Local Education Authority has identified the need to comply with Workplace Health and Safety and Welfare requirements, which state that outdoor traffic routes used by pedestrians should be adequately lit after dark. Although the proposed development would be adjacent to a Conservation Area and Listed Buildings, it would be set back from them and separated by mature trees, minimising the visual impact. The proposed lighting columns would include baffles (i.e. shielding) around the bulbs and would have timers to minimise the impact on neighbouring properties, and the column nearest these properties would be replaced with a lighting bollard. Subject to conditions, the development would not result in any significant impacts on the local environment or on local amenity. The proposed development, therefore, is in accordance with the policies of the Development Plan.

### ***Recommendation***

That planning permission be **granted** subject to the conditions and informatives set out in **Appendix 1** of this report.

## 1. **Introduction**

- 1.1 Planning permission is sought for the installation of a new lighting layout to the school's existing car parking area at The Glebe Primary School in Southwick.

## 2. **Site and Description**

- 2.1 The Glebe Primary School is a three form of entry school, capable of accommodating up to 630 pupils.
- 2.2 The school is situated to the north-west of Southwick village centre, located within a residential area. It is approximately 500m south of the A270 (Upper Shoreham Road) and 500m north of the A259 (Brighton Road) (see **Appendix 2 - Site Location Plan**). The school occupies an area of 1.77 hectares, of which the application site, containing the car parking area and site access, comprises an area of 0.25 hectares along the eastern boundary.
- 2.3 The school abuts Meadway Court (containing four storey flats) to the north, with Oldfield Crescent to the east, and Kingston Lane to the west (both containing large two storey houses). Immediately to the south of the school grounds is the Southwick Conservation Area, with the large gardens of houses on Church Lane abutting the school playing fields. The Grade II listed Old Rectory abuts the school to the south-west, as does the Grade II listed Church of St Michael.
- 2.4 The main school building is located in the north-eastern area of the site. With the exception of the school hall, the school buildings are single storey, with both pitched and flat rooves. The school has three principal hard play areas: a large tarmac surfaced hard play area in the south-eastern area and two smaller areas in the western and north-eastern area of the grounds.
- 2.5 Church Lane, located to the south of the school, provides the main access for vehicles using the car park as well as for pedestrians. The car park provides 33 spaces for staff and visitors as well as access for delivery and service vehicles (see **Appendix 3 - Site Plan**).
- 2.6 The car park is enclosed with 1.8m security fencing along the play area boundaries, and 1.2m fencing along the pedestrian walkway boundaries. There is a separate pedestrian access from Old Rectory Gardens/Meadway Court into the school grounds' north-western corner.
- 2.7 Although the school is sited within a built-up area abutting Southwick Conservation Area, it is not subject to any ecological, landscape, or historic designations, and is not in an area of increased flood risk.

## 3. **Relevant Planning History**

- 3.1 The most relevant planning history is as follows:
  - WSCC/013/16/SW - five single storey flat roof extensions, to include a 4.5m internal height multi-purpose hall, with new hard and soft play areas and improved car parking, vehicular and pedestrian access (granted 20 July 2016).

- ADC/179/07 (SW) - Extension of a two reception room class block to existing school and the demolition of three class blocks/ outbuildings (granted 15 May 2007).

#### 4. **The Proposal**

- 4.1 Planning permission is sought for the installation of a new lighting layout within the school's existing car parking area and alongside its access road. The car parking and access were altered as part of planning permission WSCC/013/16/SW, which was completed in late 2017.
- 4.2 The development proposed is part retrospective and seeks to install three lighting columns and six lighting bollards in the car parking area and alongside the school access road, namely:
- Erect three 4m high lighting columns and install one 1m high lighting bollard around the edge of the car parking area (see **Appendix 3 - Site Plan**); and
  - install five 1m high lighting bollards alongside the eastern side of the school's access road between the access barrier and Church Lane (see **Appendix 4 - Access Road Lighting Plan**).
- 4.3 The three 4m high lighting columns are proposed to replace the three 5m high lighting columns that were installed without planning approval around the boundaries of the car park.
- 4.4 The 1m high bollard adjacent to the access road's barrier is proposed to replace the existing 5m high lighting column that was installed without planning approval.

#### 5 **Environmental Impact Assessment (EIA)**

- 5.1 The development does not fall within either Schedule 1 or 2 of the EIA Regulations (2017) and, therefore, an EIA is not required.

#### 6. **Policy**

##### ***Statutory Development Plan***

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory 'development plan' unless material considerations indicate otherwise (as confirmed in paragraph 2 of the National Planning Policy Framework (NPPF)). For the purposes of the application, the following document forms the statutory development plan: the Adur District Local Plan (2017).
- 6.2 The key policies in the development plan, which are material to the determination of the application, are summarised below. In addition, reference is made to relevant national planning policy and other policies that guide the decision-making process and which are material to the determination of the application.



### ***Adur Local Plan (2017)***

- 6.3 The Local Plan was adopted in December 2017 and forms part of the 'development plan'. The relevant policies are:
- 6.4 Policy 15 is concerned with ensuring lighting within developments avoids causing light pollution.
- 6.5 Policy 17 seeks to protect designated heritage assets from substantial harm or total loss caused by proposed development.
- 6.6 Policy 34 seeks to ensure that new development does not prejudice the local community and the local environment, including avoiding causing light pollution.

### ***National Planning Policy Framework (2018)***

- 6.7 The NPPF sets out the government's planning policies for England and how these are expected to be applied. The Framework does not form part of the development plan but is a material consideration in determining planning applications, and helps guide decision-makers as to what matters are material to the decision-making process.
- 6.8 For the present application, the relevant paragraphs in the NPPF are considered to be as follows:

11 - 12 (presumption in favour of sustainable development, and approving development that accords with the development plan); 38 - 40 (positive decision-making and early pre-application engagement); 47 (determining applications in accordance with the development plan); 54 - 55 (use of planning conditions); 94 (planning authorities should take a proactive, positive and collaborative approach to providing sufficient school places, and give great weight to the need to create, expand or alter schools); 127 - 130 (development contributes to locality and is of good design); 180 (limit light pollution) and 184, 186, 189 - 190 & 192 - 193 & 196 (heritage asset significance and protection of designated heritage asset from development).

### ***DCLG Policy Statement - Planning for Schools Development (2011)***

- 6.9 This national planning policy on schools does not form part of the development plan but helps guide decision-makers and should be read alongside the NPPF, the updated version of which now includes a number of its provisions. In general terms, it seeks to allow schools to expand, adapt and improve their facilities.
- 6.10 It states "*Local authorities should give full weight and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions*" and "*Local authorities should make full use of their planning powers to support state-funded schools applications*".

## 7. Consultations

- 7.1 **Adur District Council Planning:** No objection subject to Environmental Health's proposed hours of use condition being imposed.
- 7.2 **Adur District Council Environmental Health:** No objection subject to these lights being turned off between the hours of 22:00 and 07:00 and at any other time when the car park is not in use being imposed by condition.
- 7.3 **WSCC Archaeology:** No objection. The proposed revised lighting would involve a time-limited and very low and acceptable visual impact on the Southwick Conservation Area and adjacent Listed Buildings.
- 7.4 **WSCC Highways:** No objection subject to a Construction Method Statement and the delivery of plant/equipment/materials outside the normal school set-down and pick-up periods being imposed by condition.
- 7.5 **WSCC Tree Officer:** Concerned that lighting already installed has damaged nearby trees and their roots. If further groundworks are required, a tree and root protection plan must be submitted for approval in advance.
- 7.6 **WSCC Street Lighting:** Advice given. Although the car park will be brighter than the surrounding highway road lighting, it does not appear overly bright in the calculations supplied. The timing of when the lights can turn on and off is entirely down to the school. Painting the galvanised columns may help in removing the 'industrial' criticism from local residents.
- 7.7 **County Councillor - David Simmons:** Has concerns over lighting intensity impacts on local residents, specifically those living in Oldfield Crescent to the east, a number of whom have made complaints to the County Council on this matter. Requested that this application be determined by Planning Committee.

## 8. Representations

- 8.1 The application was publicised in accordance with Schedule 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. In response to the erection of three site notices located around the application site, an advertisement in the locally-read newspaper and sixteen neighbour notification letters, eleven representations were received from local residents and interested third parties, with ten objecting or raising concerns to the proposed development, and one in support.
- 8.2 The objections and concerns related to the currently installed columns being unauthorised development, and the proposed columns being 'industrial' in appearance and poorly designed, out of character in this sensitive area, adversely affecting the adjoining Conservation Area designation, being overbearing, visually unacceptable, causing light pollution, being left on outside of school use, and that bollards should be used and not columns.
- 8.3 The one supporting comment cites that some additional lighting is needed locally for both the safety of the school and residents although the columns if painted green, like other lamp posts locally are, would be less visually intrusive.

## 9. **Consideration of Key Issues**

- 9.1 The main material considerations in relation to this application are whether the proposed development:
- meets a need;
  - is acceptable in terms of its impact on the character of the area; and
  - is acceptable in terms of impacts on local amenity.
- 9.2 Although the part-retrospective nature of the application is not a material consideration, the impact of the existing lighting is a material consideration.

### ***Need for the Development***

- 9.3 The proposed development seeks to provide a new lighting layout to the school's existing car parking area and access road.
- 9.4 The Supporting Statement submitted with the application notes:

*"Workplace Health and Safety and Welfare requirements state that outdoor traffic routes used by pedestrians should be adequately lit after dark. Since the car parking has been repositioned and extended (under planning permission WSCC/013/16/SW and completed late 2017) a new lighting scheme to serve the new parking area has been proposed."*

- 9.5 Given that the need for safety lighting has been assessed and identified by the Local Education Authority, it is considered that there is a genuine need for the proposed lighting layout.
- 9.6 *The proposed development would allow the installation of a replacement lighting layout to the school's existing car parking area and access road. This is needed to comply with Workplace Health and Safety and Welfare requirements, which state that outdoor traffic routes used by pedestrians should be adequately lit after dark. It is, therefore, concluded that there is a genuine need for the proposal.*

### ***Impact on Character of the Area***

- 9.6 The school lies in a residential area with a number of dwellings in close proximity to all boundaries of the site. The Southwick Conservation Area abuts the school's southern boundary, as do the listed buildings the Old Rectory and the Church of St Michael.
- 9.7 The lighting columns and lighting bollard within the car parking area would be separated from the Conservation Area and Listed Buildings by the mature trees along the southern boundary of the site and adjoining residences, both providing visual screening. At closest, the car parking area would be some 120m north-east of the Grade II Listed Old Rectory grounds, while the Grade II Listed Church of St Michael would be some 75m south of this area. The columns and bollard would, therefore, have a negligible off-site visual impact and are not considered to detract from the adjacent historic features.

- 9.8 Five bollards, with one replacing an existing lighting column adjacent to the access road's barrier, would be installed on the eastern side of the school's access road leading on to Church Lane, the southern end of which is within the Conservation Area and setting of the Church of St Michael. At 1m in height, their visual impact is not considered to be significant or detrimental to the setting of the Conservation Area or Listed Buildings.
- 9.9 Although the proposed lighting columns within the car parking area would be 4m in height, the off-site visual impact would be diminished by being finished in a sympathetic colour. The lighting bollards, at 1m in height, would be negligible in terms of off-site visibility. WSCC Street Lighting suggest 'Sherwood Green' to match local street lighting columns, which would be required by condition. The columns and bollards would be set back significantly within the site so the impact on the streetscene would be minimal. This is considered to be acceptable, softening their external appearance and reducing visual impacts on the locality.
- 9.10 It is concluded, therefore, that the proposed development would not detract from the character of the area, including the adjacent Conservation Area. It would be in keeping with this environment and would not be an entirely unexpected feature within an existing educational land use. It is considered that the proposed development would accord with Policy 17 of the Adur Local Plan (2017).
- 9.11 *Although the school abuts a Conservation Area and Listed Buildings, the proposed lighting would be separated from the historic features by mature trees, and hard and grassed play areas, and would be seen in the context of the school grounds. The impact on these historic features and their setting is not considered significant. The impact on the wider character of the area is not considered significant as the proposed lighting columns and bollards would be set back from the streetscene and partially enclosed within the site by other buildings and structures. The development is, therefore, considered acceptable in terms of its impact on the character of the area.*

### ***Impact on Local Amenity***

- 9.12 The school lies in a residential area with a number of dwellings in close proximity to all boundaries of the site. Accordingly, there is the potential for the development to result in adverse impacts on the amenity of local residents, as has been raised in objections.
- 9.13 The existing four 5m high lighting columns, that are the subject (in part) of this retrospective application, have been the subject of complaints from local residents due to their height, and the intensity and glare of the lighting onto their properties. The duration of the lighting use and impact, plus the 'industrial' appearance and design of the lighting columns, has also been criticised.
- 9.14 The applicant is proposing to address these issues by reducing the height of three of the existing lighting columns around the car parking area from 5m to 4m, and replacing the 5m high column nearest to residential properties at the access barrier with a 1m high bollard. The further five proposed 1m high bollards to be installed within the car parking area (1) and alongside the access

road (4), would be screened by existing planting, fencing and walling alongside the school's eastern boundary. It is also proposed to provide baffles (i.e. shielding) around the columns' bulbs to reduce light spill, and to install timers to ensure the lighting is off before 07.00 and after 21.15 each weekday, and when the school is not in use. The timing controls have been proposed by the applicant and are required to be imposed by condition by Adur District's Environmental Health Department, to make the proposed lighting scheme acceptable in this location and reducing light pollution and visual impacts on the locality.

- 9.15 It is considered that with these measures in place, the lighting would not have an adverse impact on neighbouring residential properties or the wider area.
- 9.16 There may be some impact during the construction period. Contractors would use the existing school access which is in close proximity to a number of neighbouring residential gardens alongside the school's eastern/south-eastern boundaries. This may lead to some disturbance during construction activities, specifically the arrival and departure of vehicles. However, any amenity impacts from construction activities would be temporary and can be controlled by condition.
- 9.17 During term-time, additional restrictions would be imposed at school drop-off and pick-up times. Further, where necessary Environmental Health Officers have the power to control construction related noise/dust impacts. Given these factors, although some limited impacts on amenity are likely, they are not considered to be so severe or of such a duration as to be unacceptable.
- 9.18 It is concluded, therefore, that the proposed development would not adversely affect the outlook or residential amenity of neighbouring properties to the east and south of the car parking area and the wider school site. It is considered that the proposed development would accord with Policies 15 and 34 of the Adur Local Plan (2017).
- 9.19 *The proposed lighting would not result in a significant increase in disturbance from the school, particularly given the urban environment in which it is located. The lighting would be set back from neighbouring dwellings, lower in height than is currently the case, shielded using baffles and screened by existing boundary planting, fencing and walling to reduce light spill, and restricted by timers during school hours only. This would minimise the impact of light spill on neighbouring properties. Although construction activities may result in some impacts upon the locality and on residential amenity, they would be temporary and minor in nature and could be mitigated through the imposition of appropriate planning conditions and environmental health regulations. It is, therefore, concluded that the proposed development would not have unacceptable impacts upon amenity.*

## 10. **Overall Conclusion and Recommendation**

- 10.1 It is proposed to install lighting on The Glebe Primary School's existing car parking area and access road. The Local Education Authority has identified the need to comply with Workplace Health and Safety and Welfare requirements, which state that outdoor traffic routes used by pedestrians should be adequately lit after dark.



- 10.2 Although the proposed development would be adjacent to a Conservation Area and Listed Buildings, it would be set back from them and separated by mature trees, minimising the visual impact. The proposed lighting columns would include baffles (i.e. shielding) around the bulbs and would have timers to minimise the impact on neighbouring properties, and the column nearest these properties would be replaced with a lighting bollard.
- 10.3 Subject to conditions, the development would not result in any significant impacts on the local environment or on local amenity. The proposed development, therefore, is in accordance with the policies of the Development Plan.
- 10.4 It is **recommended**, therefore, that planning permission be granted subject to the conditions and informatives set out at **Appendix 1**.

#### 11. **Crime and Disorder Act Implications**

- 11.1 There are no implications.

#### 12. **Equality Act Implications**

- 12.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers considered the information provided by the applicant, together with the responses from consultees (and the representations made by third parties), and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

#### 13. **Human Rights Act Implications**

- 13.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic well-being of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.
- 13.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

- 13.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

Michael Elkington  
Head of Planning Services

**Background Papers:** As set out in Section 6.

**List of Appendices**

Appendix 1 - Conditions and Informatives  
Appendix 2 - Site Location Plan  
Appendix 3 - Site Plan  
Appendix 4 - Access Road Lighting Plan

Contact: Sam Dumbrell, ext. 26947

## **Appendix 1: Conditions and Informatives**

### **GENERAL**

#### Commencement

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

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990.*

#### Approved Plans/Documents

2. The proposed development shall not take place other than in accordance with the approved plans:

- Location Plan (Drawing No. TSP542/00/A/1000, dated 25/08/17);
- Site Plan (Drawing No. TSP542/00/A/1001 Rev D, dated 25/08/17);
- Electrical Services. Car Park Lighting & Barrier Power and Entry Systems (Drawing No. PML-EC3600-E-500 Rev C8, dated July 2016);
- Elevations (Drawing No. TSP542/00/A/1002 Rev C, dated 25/08/17);
- Kingfisher Klou Bollard Data Sheet (KF KLOU 180 VERSION 2);
- Kingfisher Lighting Columns Data Sheet 2016 (KF COLUMNS 14.04.2016 VERSION 3);
- Viva City Lighting Column - Data Sheet 2016 (KF VIVA CITY 14.04.2016 VERSION 4);
- ASD Installation : Roadway Lighting Specifications (09.04.2018);

along with documents submitted with the application, save as varied by the conditions hereafter or any variation thereto that may be agreed in writing by the County Planning Authority.

*Reason: To secure a satisfactory development in accordance with the NPPF (2018).*

### **PRIOR TO COMMENCEMENT**

#### Finishes

3. No development shall be carried out until a schedule detailing the proposed finishes of the lighting columns has been submitted to and approved in advance and in writing by the County Planning Authority. Once approved, the development shall be constructed in accordance with the approved schedule, and maintained as approved.

*Reason: In the interests of amenity and to ensure the development has a good quality appearance.*

## **CONTROLLING INSTALLATION WORKS**

### Construction Management Statement

4. No development shall take place until a Construction Management Statement has been submitted to and approved in advance and in writing by the County Planning Authority. The Statement shall provide details as appropriate but not necessarily be restricted to the following matters:

- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- measures to ensure safe vehicular and pedestrian access during installation.

Once approved, the Construction Management Statement shall be implemented in full during the entire installation period.

*Reason: To secure safe and satisfactory means of vehicular access to and from the site during the installation period in the interests of highway safety.*

### Tree Protection Statement

5. No development involving groundworks shall be commenced until a Tree Protection Statement has been submitted to and approved in advance and in writing by the County Planning Authority. Once approved, the Tree Protection Statement shall be implemented in full throughout the entire installation period. Any planting which dies, is removed or becomes seriously damaged or diseased during the installation period shall be replaced in the next planting season with others of similar size and species, unless the County Planning Authority gives written consent for any variation.

*Reason: To protect existing high value trees in the interests of the local landscape.*

### Hours of Installation Works

6. Installation (including any demolition and site clearance) of the development hereby permitted, involving the use of plant/machinery/equipment/vehicles and the deliveries of construction materials/plant/machinery/equipment being received by or despatched shall only take place between the hours of:

- 08.00 and 18.00 on Monday to Friday inclusive (but no deliveries or departures by goods vehicles shall take place between the hours of 08:30 and 09:15 and 14:30 and 15:30 during school term-time);
- 09.00 and 13.00 on Saturdays; and

not at any time on Sundays, Bank Holidays or Public Holidays.

*Reason: In the interests of the amenity of the locality and of local residents.*

Hours of Use

7. The lighting columns hereby permitted shall be turned off between the hours of:
- 21:15 and 07:00; and
  - at all times when the car park is not being used for educational purposes.

*Reason: In the interests of the amenity of the locality and of local residents.*

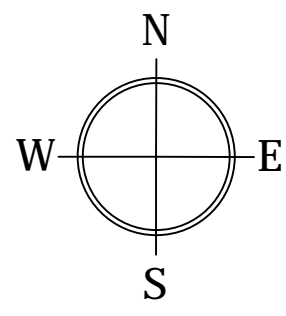
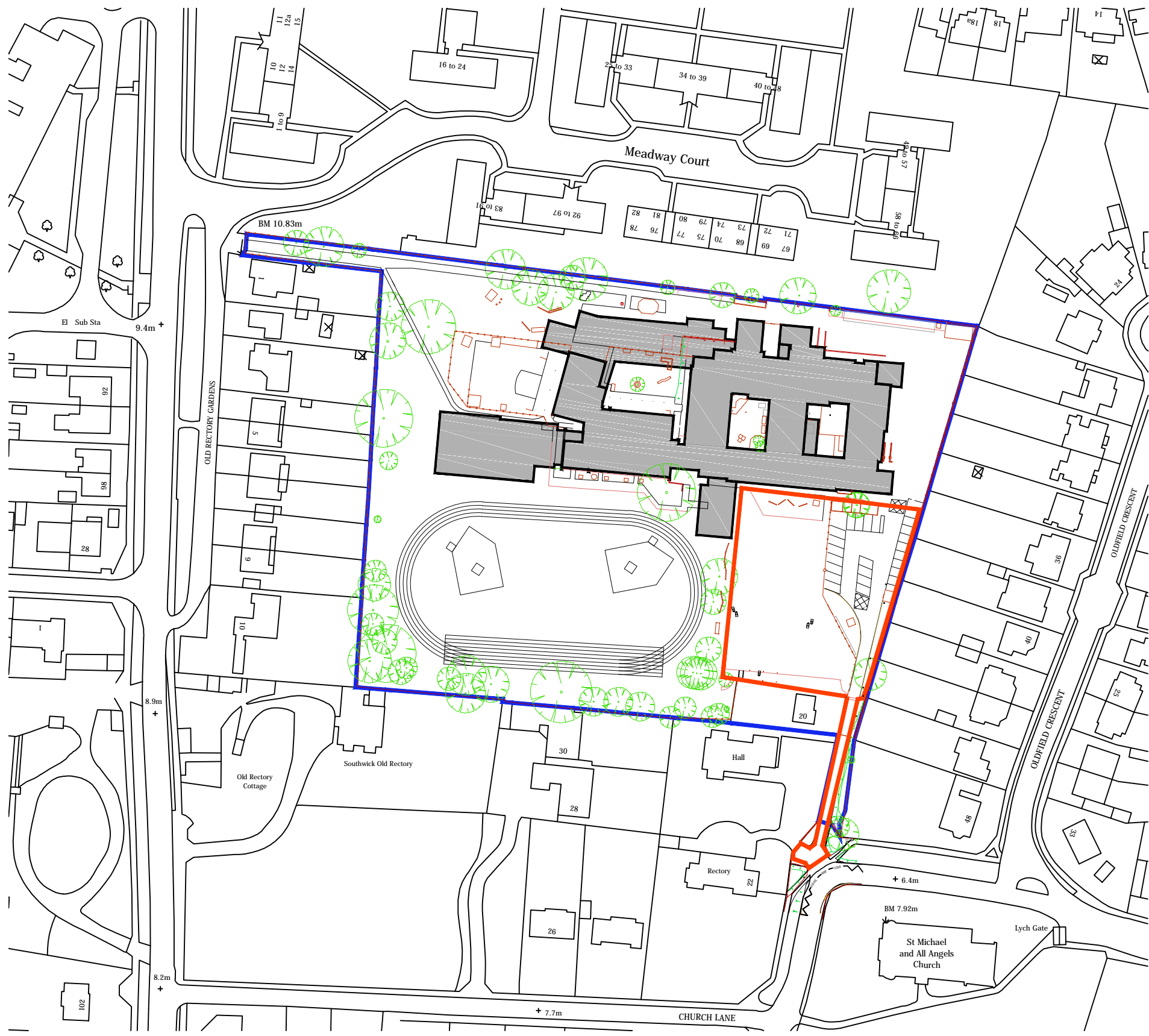
**Informatives**

- A. In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive way, and has worked proactively with the applicant by:
- Providing pre-application advice;
  - Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
  - Discussing issues of concern as early as possible, including those raised by consultees and third parties;
  - Giving them the opportunity to provide further information/changes to overcome material impacts; and
  - Working with consultees.

As a result, the County Planning Authority has been able to recommend the grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

- B. The Environmental Health Authority, Adur and Worthing Councils, may use their powers under the Control of Pollution Act 1974 (COPA) to enforce against any nuisance (including waste disposal, water pollution, noise, atmospheric pollution and public health; and for purposes connected with the matters aforesaid) from the site. For any queries on this matter, please contact the Environmental Health Department of Adur and Worthing Councils on 01903 221064.



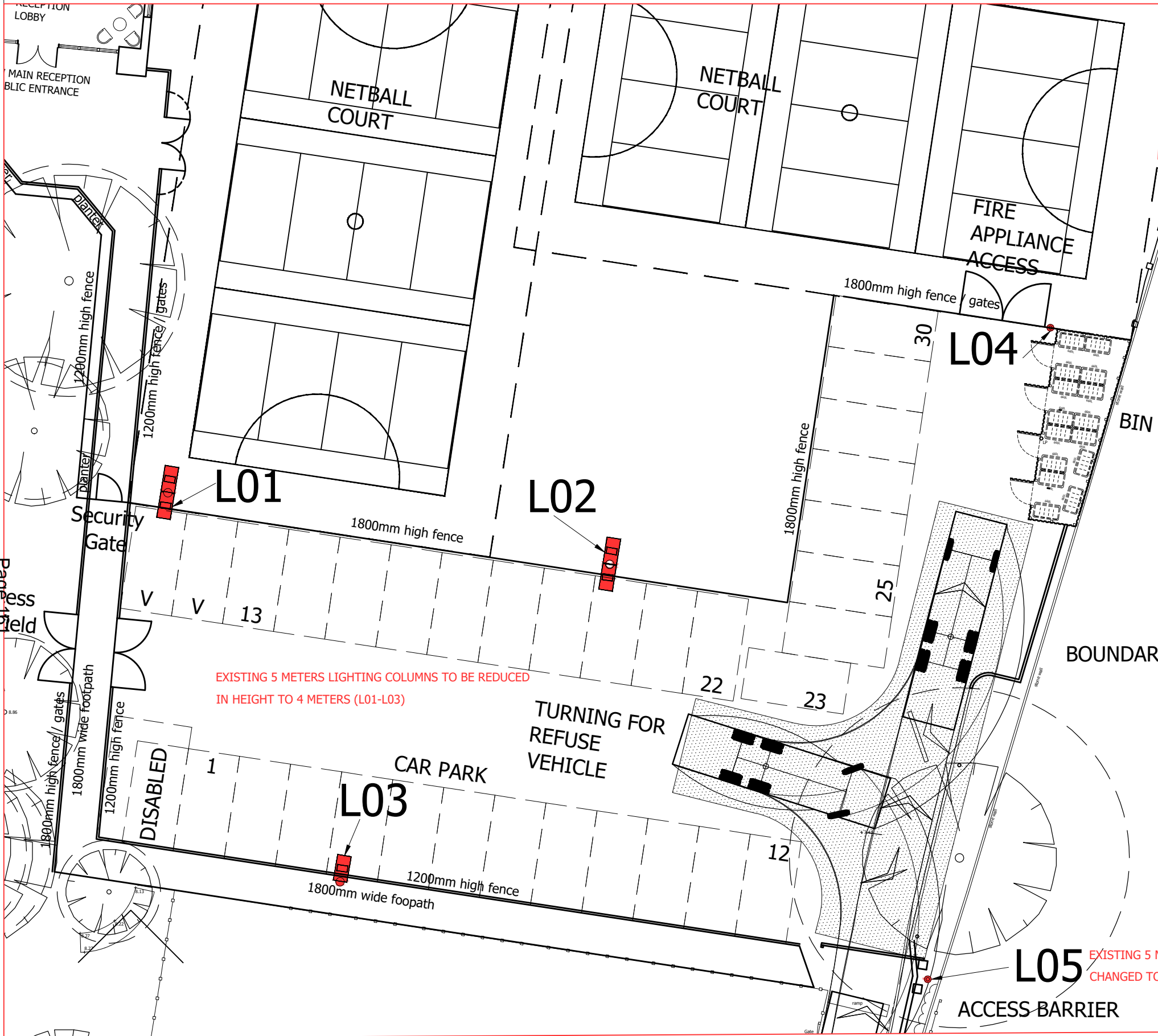


- KEY:
- EXISTING BUILDING
  - APPLICATION AREA
  - SCHOOL SITE

LOCATION PLAN



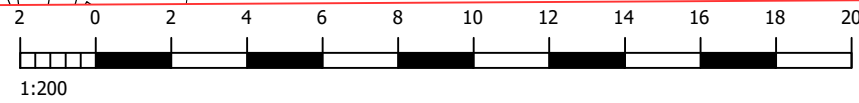
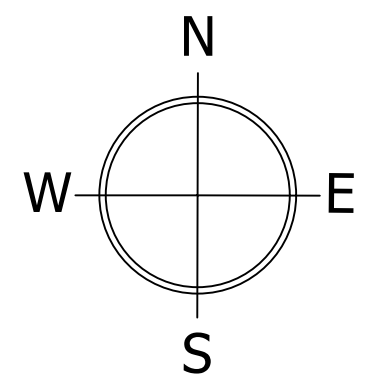
This page is intentionally left blank



REV.	AMENDMENT	BY	DATE
a	lighting column dimensions added	sab	05.06.18
b	lighting highlighted	sab	11.06.18
C	Parking, bin store and street lighting amended to reflect as built.	hb	24.07.18
D	Lighting baffle note added and height to extg column reduced	hb	24.07.18

KEY:

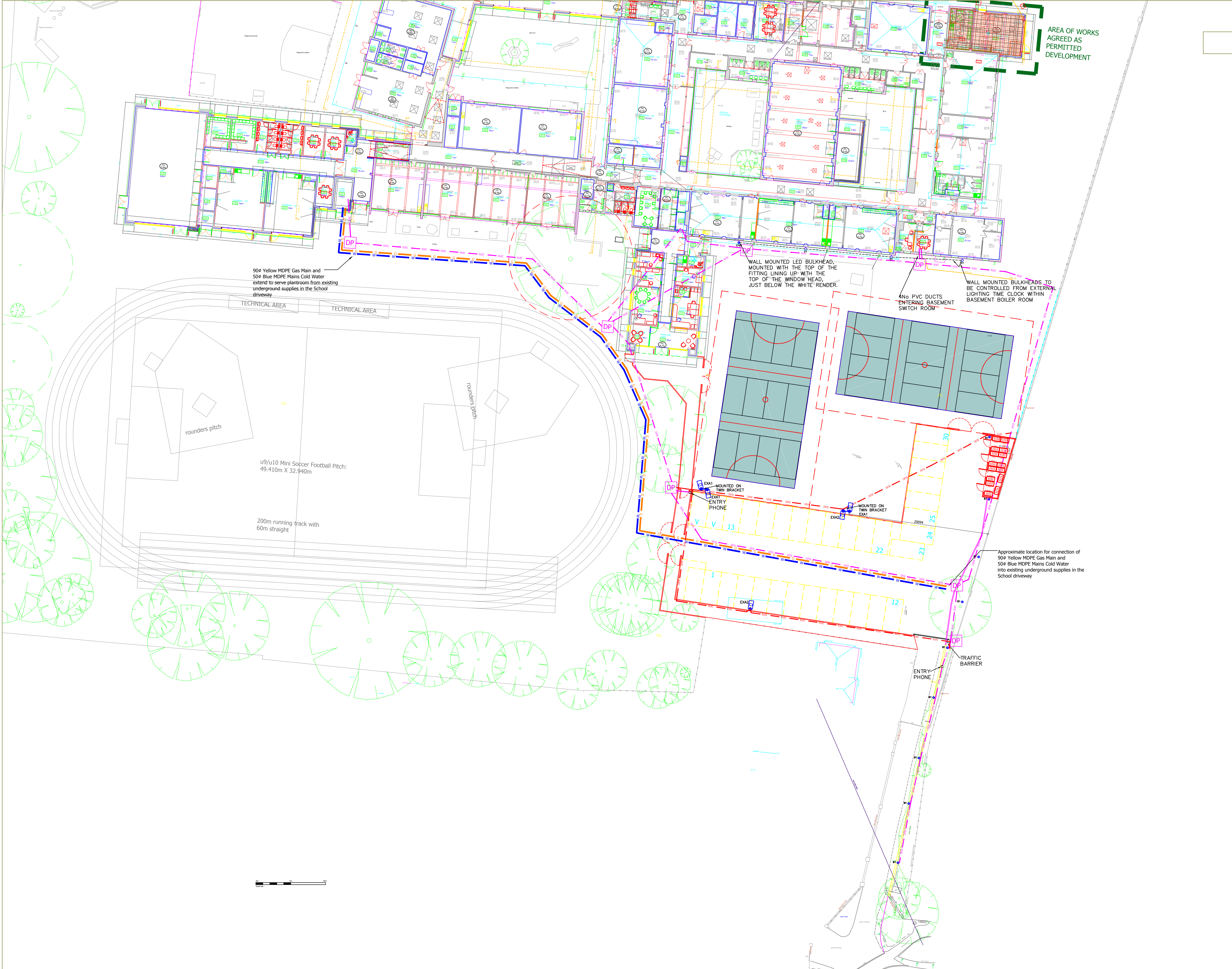
- L# # STREET LIGHTING LANTERNS
- L# # ALL LIGHTING COLUMNS TO INCORPORATE A BAFFLE ON THE EAST SIDE
- L# # LIGHTING BOLLARDS



PROPOSED SITE LAYOUT

This page is intentionally left blank

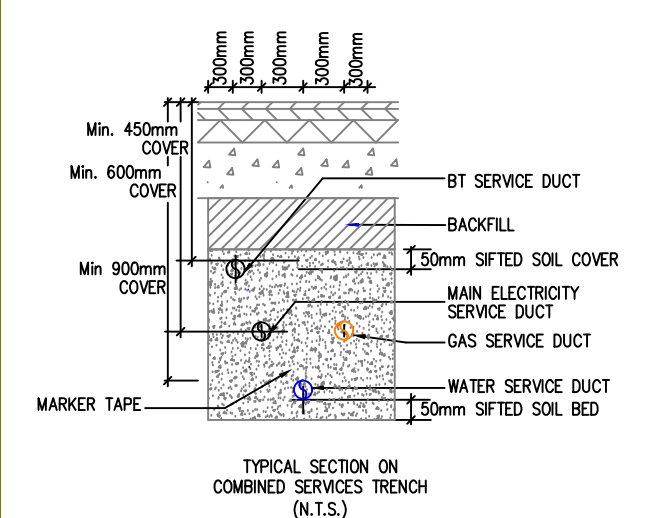




THIS DRAWING IS CONFIDENTIAL & THE COPYRIGHT OF PAINE MANWARING LTD. THE CONTENTS ARE NOT TO BE USED OR COPIED FOR ANY PURPOSE WHATSOEVER WITHOUT OUR PRIOR WRITTEN CONSENT

DO NOT SCALE  
ALL DIMENSIONS IN MILLIMETRES EXCEPT WHERE OTHERWISE STATED

- EXA1 ASD LIGHTING UNID-BALDED2440-50 HIGHWAY DIAMOND BLACK 24 LED POST TOP LUMINAIRE 41W 4215 LUMENS MOUNTED ON A 4MT COLUMN 57 OPTIC
  - EXA2 ASD LIGHTING UNID-BALDED2440-57 HIGHWAY DIAMOND BLACK 24 LED POST TOP LUMINAIRE 41W 4215 LUMENS MOUNTED ON A 4MT COLUMN 57 OPTIC
  - B1 ASD LIGHTING LHM-BALDED2000 LITEHOUSE BOLLARD BLACK FINISH 20W 1432 LUMENS WITH 180° TYPILLUMENS KODOK
  - C1 THORLUX HEATA EBL17577 WALL MOUNTED LED BULKHEAD WITH WIDE DISTRIBUTION OPTICS 18W TYPILLUMENS KODOK C/W 3HR EMERGENCY PACK
  - C1E THORLUX HEATA EBL17577 WALL MOUNTED LED BULKHEAD WITH WIDE DISTRIBUTION OPTICS 18W TYPILLUMENS KODOK C/W 3HR EMERGENCY PACK
  - DP STANDARD DRAWING IN PIT FOR ELECTRICAL SERVICES 600x600mm
- 2No 100mm PVC FLEXIBLE DUCTS FOR BOTH MAINS SERVICES & ELY SERVICES  
ROUTE OF CABLE BURIED DIRECTLY IN THE GROUND FOR STREET LIGHTING



REV	DESCRIPTION	DATE
C8	SCHEME CHANGED TO ASD LIGHTING	24.04.18
C7	COLUMN HEIGHTS CHANGED FRO 5MTS TO 4 MTS	23.10.17
C6	CHANGED BOLLARDS TO KINGFISHER AND REPLACED COLUMN FOR BOLLARD AT BARRIER	03.07.17
C5	ADDITIONAL POST TOP FITTINGS ADDED TO 2NO COLUMNS	20.03.17
C4	COLUMN REMOVED, LOW LEVEL BOLLARD ADDED AS REPLACEMENT, WALL MOUNTED BULKHEADS ADDED, AS CLOUDED, DRAWING NUMBER UPDATED	02.03.17
C3	POST TOP LUMINAIRES CHANGED TO KINGFISHER	01.11.16
C2	LIGHTING COLUMNS ADDED	28.07.16
C1		03.07.16

**PaineManwaring**  
Heating • Plumbing • Electrical  
Unit D, Easting Trading Estate  
Dominion Way, Worthing  
West Sussex BN14 8HQ  
Tel (01903) 237522  
Fax (01903) 236511  
Email: enquiries@paimanwaring.co.uk  
Web: www.paimanwaring.co.uk

STATUS  
**FOR CONSTRUCTION**

CLIENT  
**W STIRLAND**

PROJECT  
**GLEBE PRIMARY SCHOOL  
CHURCH LANE  
SOUTHWICK**

TITLE  
**ELECTRICAL SERVICES.  
CAR PARK LIGHTING & BARRIER  
POWER AND ENTRY SYSTEMS**

SCALE	DESIGNED
1:250@A1	BWL
CONTRACT NUMBER	DRAWN
EC3600	BWL
DATE	CHECKED
JULY 2016	AB
DRAWING NUMBER	REVISION
PML-EC3600-E-500	C8



This page is intentionally left blank

## **Planning Committee**

**11 September 2018**

### **Regulation 3 Application**

**Application No: WSCC/028/18/WP**

**Single Storey Extension to Existing School Comprising 3 No. Classrooms, Hall, Kitchen & Ancillary Accommodation, Additional Parking & External Works**

**Crawley Down Village Church of England Primary School, Hophurst Drive, Crawley Down, RH10 4XA**

**Report by Head of Planning Services**

**Local Member: Mrs Heidi Brunsdon**

**District: Mid-Sussex**

#### **Executive Summary**

Planning permission is sought for the installation of a single storey extension to increase pupil numbers at Crawley Down Village C of E School. The development comprises three classrooms, a hall, a kitchen and ancillary accommodation, as well as additional parking and external works.

The report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework from national to local level, along with other material considerations.

The main policies of relevance to this application are policies DP1, DP3, DP21, DP29, DP37 and DP39 of the Mid-Sussex District Plan (2014-2031), paragraphs 11, 38, 41, 47, 55, 94, 97, 108-11 and 130-131 of the National Planning Policy Framework 2018 (NPPF).

No objections were received from any statutory consultees. However, 16 representations were received, eight objecting to the proposal and eight representations in support. The main concerns relate to properties being omitted from original plans, building arrangement and height, proximity to residential boundaries, insufficient transport infrastructure causing congested roads, increased levels of noise and light, and possibility of vermin from the kitchen. Those in support state that the expansion is needed to provide sufficient classroom space, has been well designed, would provide more adequate facilities, and allow for additional pupil entry, and an increase in jobs for the village.

#### **Consideration of Key Issues**

The main material considerations in relation to this application are whether:

- the development meets an identifiable need;
- the location, design, and impacts on residential amenity are acceptable; and
- the impacts on highway capacity and road safety are acceptable.

#### ***Need for the Development***

The Local Education Authority (LEA) has identified a need to provide additional places at Crawley Down Village Primary School, increasing the yearly intake from 45 pupils to 60, thereby increasing the school roll. The development is considered to accord with the relevant Development Plan policies by providing additional, required school places and great weight is given by the NPPF and DCLG school policy to meeting this need. It is concluded that there is a need for the development

### ***Location, Design, and Impacts on Residential Amenity***

The proposed new extension and netball court are considered to be appropriate in siting, scale and appearance. Furthermore, their location and usage would not result in a significant adverse impact on local residents, taking into account existing noise levels and that the court would not be used outside daylight hours. As such, it is considered that the development is acceptable with regards to its location, design, and impacts on residential amenity.

### ***Impacts on Highway Capacity and Road Safety***

The increase in pupil numbers and additional temporary vehicular movements from construction are considered to be acceptable and can be appropriately managed through the Travel Plan and a Construction Management Plan respectively. As such, the development would not have an unacceptable impact on highway capacity and road safety and so accords with Development Plan policies.

### **Conclusion**

Planning permission is sought for a single storey extension, with a 1.5 storey hall element, to the existing school comprising of two reception classrooms and one key stage classroom as well as two group rooms, a SEN office, hygiene rooms, hall, kitchen, ancillary accommodation, additional parking and external works. This would enable the school to accommodate an increase in pupil numbers. Overall, it is concluded that the extension and associated works are required, that the location and design of the built elements are acceptable, that the proposal would not result in significant adverse impacts on residential amenity, highway capacity and road safety, and that it is acceptable in all other regards.

### **Recommendation**

That planning permission be granted subject to the conditions and informatives set out in **Appendix 1** of this report.

## **1. Introduction**

- 1.1 This report relates to an application for planning permission at Crawley Down Village C of E Primary School in Mid Sussex for the installation of a single storey extension to the existing school comprising three classrooms, a hall, kitchen, and ancillary accommodation, as well as the provision of additional parking, a netball court and external works. The works are required to allow for an increase in pupil numbers at the school from 1.5 forms of entry (315 pupils) to 2 (420 pupils).

## **2. Site and Description**

- 2.1 The school, on a site of approximately 0.6 hectares, is located within the village of Crawley Down, which is approximately 1.75 miles west of East Grinstead and 2.5 miles to the east of Crawley (see **Appendix 2 - Location Plan**). The northern boundary of the site is bordered by the residential road Hophurst Drive with 14 houses abutting the northern boundary and the Crawley Down Health Centre abutting the north-western boundary. Residential properties lie to the east and west of the site in Hillside and Bowers Place respectively. To the south of the site is a large wooded area, with a disused side gate to the school grounds to the south-west.
- 2.2 The existing school contains a single storey brick building, originally constructed in 1851, along with more recent additions of generally one and 1.5 storey height, occupying the north-eastern portion of the site. The school is accessed from its north-eastern corner, with 15 parking spaces in this area designated for staff parking. The school's playing fields are to the south and west. All vehicular and pedestrian access to the school is from Hophurst Drive to the north.
- 2.3 The school is not within an area subject to any ecological, landscape or historic designations, and is not within in area at increased risk of flooding.

### 3. **Relevant Planning History**

- 3.1 Planning permission was granted in 2006 for the construction of new single storey teaching and community facilities (application ref. WP/835/06) to expand the original school, Crawley Down Junior School, to form Crawley Down Primary School.
- 3.2 Also in 2006, planning permission was granted for a retrospective application for the installation of a single storey modular building (ref no. WSCC/058/18/WP).
- 3.3 In 2016, permission was granted for the construction of a new single storey modular building, which has been fully implemented (ref no. WSCC/033/16/WP).

### 4. **The Proposal**

- 4.1 Planning permission is sought for a single storey extension, with a 1.5 storey hall element, to the west of the existing school building comprising three classrooms as well as two group rooms, a hall, Special Educational Needs office, hygiene rooms, kitchen, and ancillary accommodation, along with additional parking and external works (see **Appendix 3: Site Layout Plan**). The total area of the new build is approximately 733m<sup>2</sup>. A netball court and associated hardstanding are also proposed.
- 4.2 The extension would be flat-roofed to a maximum height of 5.8m and coloured mainly with a white render, with red and blue render features and some timber panelling.
- 4.3 The proposed netball court would be situated to the west of the proposed extension. It would be surrounded with a 3m high weld mesh on the northern, southern and western sides and a partial mesh side facing the extension.

- 4.4 This development is being proposed to accommodate an extra 15 students per annum, totalling an increase of 105 students. In total, the school would increase from 315 pupils to 420 pupils, a 1.5 form entry school to a 2 form entry school.

## **5 Environmental Impact Assessment (EIA)**

- 5.1 The need for EIA has been considered in relation to this application in accordance with the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations').
- 5.2 The development does not fall within either Schedule 1 or 2 of the EIA Regulations and is not considered likely to have the potential for significant environmental effects within the meaning of the regulations. Therefore, an EIA is not required.

## **6. Policy**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory development plan unless material considerations indicate otherwise (as confirmed in paragraph 2 of the National Planning Policy Framework (NPPF)). For the purposes of the application, the statutory development plan comprises of the Mid-Sussex District Plan 2014-2031.
- 6.2 The key policies in the development plan, which are material to the determination of the application, are summarised below. In addition, reference is made to relevant national planning policy guidance and other policies that guide the decision-making process and which are material to the determination of the application.

### **Mid-Sussex District Plan 2014-2031 (2018)**

- 6.3 The key policies in the Plan that are material to the determination of the application, are summarised below:
- Policy 1 – Sustainable Economic Development
  - Policy 3 – Village and Neighbourhood Centre Development
  - Policy 21 – Transport
  - Policy 29 – Noise, Air and Light Pollution
  - Policy 37 – Trees, Woodland and Hedgerows
  - Policy 39 – Sustainable Design and Construction

### **National Planning Policy Framework (2018)**

- 6.4 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The Framework does not form part of the development plan but is a material consideration in determining planning applications, and helps guide decision-makers as to what matters are material to the decision-making process.



- 6.5 For this application, the key relevant paragraphs in the NPPF are considered to be as follows:

11 (Presumption of sustainable development); 38 (Favour of sustainable developments); 41 (Use of pre-application); 47 (Planning Law in application determination); 55 (Use of conditions); 94 (School places & associated architecture); 97 (protecting existing open space, sports and recreational buildings and land, including playing fields); 108-111 (Promoting sustainable transport when considering development proposals); 130-131 (Good design).

## 7. Consultations

- 7.1 **Mid-Sussex District Council:** No objections; does not consider the relativity of the proposal in relation to nearest residents to be to a harmful degree. The Environment Health Officer recommends the imposition of conditions relating to construction hours, delivery hours, burning of materials, dust emissions, and levels of noise.
- 7.2 **Worth Parish Council:** Supportive of the proposal.
- 7.3 **Sport England:** No objection subject to the attachment of a condition relating to a community use agreement.
- 7.4 **WSCC Highways:** No objection; does not consider the development would have a 'significant' impact on the operation or safety of the highway network. Recommends the imposition of conditions relating to car parking & cycle spaces, a construction management plan and a travel plan.
- 7.5 **WSCC Trees and Woodlands Officer:** No objection subject to condition regarding tree protection, replacement planting and a method statement.
- 7.6 **WSCC Flooding:** No Objection. Recommends the imposition of conditions relating to Surface Water Drainage Scheme and Thames Water Sewage Confirmation
- 7.7 **WSCC Archaeology:** No comment.
- 7.8 **Local Member Heidi Brunsdon:** No comment.

## 8. Representations

- 8.1 The application was publicised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Publicity consisted of the erection of site notices located around the application site.
- 8.2 In total, representations were received from 16 people consisting of eight objections and eight in support. The main concerns relate to lack of properties shown on plans, building height, location of build and proximity to housing boundaries, insufficient transport infrastructure, levels of noise and light pollution, and possibility of vermin. Support was raised relating to increased

amounts of classrooms and facilities, design of the building, creation of jobs, and local parents being able to send children to a closer school due to increasing spaces.

9. **Consideration of Key Issues**

9.1 The main material considerations in relation to this application are whether:

- the development meets an identifiable need;
- the location, design, and impacts on residential amenity are acceptable; and
- the impacts on highway capacity and road safety are acceptable

***Need for the Development***

9.2 The school currently caters for 315 students aged 4-11 years of age with an admission rate of 45 pupils per year. The 'West Sussex: Planning School Places' document, prepared by the Local Education Authority, has identified that there are insufficient places in the school and highlights a need for an increase in the school roll by half a form of entry. Therefore, it is proposed to increase pupil numbers by 15 pupils per year, making the school a two-form entry school with 60 pupils per year group. The increase in pupil numbers would be gradual, year on year, starting from September 2019, allowing the school to accommodate 420 pupils in total.

9.3 There is, therefore, an identified need for the present development, to provide further accommodation and facilities to allow for the increase in pupils.

9.4 Paragraph 94 of the NPPF states that *"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education". Furthermore, the DCLG Policy Statement – Planning for schools development (2011) directs local authorities to "give full weight and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions".*

9.5 *The Local Education Authority (LEA) has identified a need to provide additional places at Crawley Down Village Primary School, increasing the yearly intake from 45 pupils to 60, thereby increasing the school roll. The development is considered to accord with the relevant Development Plan policies by providing additional, required school places and great weight is given by the NPPF and DCLG school policy to meeting this need. It is concluded that there is a need for the development*

***Location, Design, and Impacts on Residential Amenity***

9.6 The proposed development falls within the built-up area boundary of Crawley Down, as identified in the Mid Sussex Local Plan (2018), and would be located within the north of the school site adjoining the existing school buildings to the west.

9.7 The new extension would be sited to the west of the existing school, approximately 9 metres from the northern residential boundary (and

approximately 19m from their façade), on an area presently used as a hard play area and playing field. The new hall element, with floor to ceiling windows on its northern façade standing at approximately 5.8m in height, would face out towards number 27 Hophurst Drive.

- 9.8 Representations were received noting that the location of the hall in relation to the housing to the north would be unacceptable. However, given the distance from residential properties and the existing screening provided on the boundary with close-boarded fencing and soft landscaping, it is considered that the hall would not significantly affect the amenity of nearby residents. In addition, the hall would, in the main, only be used during school hours for school activities.
- 9.9 The proposed netball court would be situated approximately 8 metres to the west of the proposed extension and would be surrounded by a 3 metre high fence on its northern, western and southern side. Representations were received commenting on the potential increase in noise levels arising from use of the court and an increase in nuisance due to balls escaping the school grounds. However, the area is currently being used as a school playing field, so the increase in noise and disturbance resulting from the installation of the court would not be significant, particularly given the distance to residential properties and the fact that it would not be lit so would not be used during 'unsociable' hours.
- 9.10 Although there may be some disturbance and increase in noise impact outside of normal school hours, the impact on the amenity of surrounding properties would not be sufficient to warrant refusal of the proposed development. In addition, any adverse impacts also need to be weighed against the significant community and health benefit that the facilities would provide for the local area.
- 9.11 Given that primary school age pupils are going to be the main users of the court, the three metre fence is also considered acceptable.
- 9.12 Sport England has raised no objection to the proposed development subject to a Community Use Agreement being agreed and implemented that would allow the use of the court and playing fields outside school hours.
- 9.13 The extension to the bin store at the north east of the site as well as the creation of four more parking spaces are considered to be acceptable and would not have a significant impact on residential amenity.
- 9.14 *The proposed new extension and netball court are considered to be appropriate in siting, scale and appearance. Furthermore, their location and usage would not result in a significant adverse impact on local residents, taking into account existing noise levels and that the court would not be used outside daylight hours. As such, it is considered that the development is acceptable with regards to its location, design, and impacts on residential amenity.*

### ***Impacts on Highway Capacity and Road Safety***

- 9.15 The development would result in an increase of pupil numbers from 315 to 420 student places, albeit over an extended period of time. Representations raised

concerns about the increase in on-road parking and use that could result from the increase in pupil numbers.

- 9.16 The school is only accessible from the north via Hophurst Drive. There are no parking restrictions in place, other than two 'School Keep Clear' road markings covering the two accesses. .
- 9.17 The development may result in some increase in the number of vehicles travelling to the school to drop off/pick up pupils. However, a School Travel Plan would seek to reduce these numbers by encouraging non-vehicle travel, and the increased vehicle numbers are during predictable periods of the day, outside of the peak traffic hours. Any loss of parking would similarly be short-lived and would, at any rate, relate to parking that is available to the public, rather than dedicated parking for residents.
- 9.18 The Highway Authority have noted the increase in school placements over the projected period and raised no objection to the proposal, having taken the 'School Travel Plan' into account and the initiatives to promote sustainable transport methods.
- 9.19 Although there may be some impact during the construction period, this would be managed through a condition requiring the submission and approval of a Construction Management Plan.
- 9.20 Therefore, in terms of highway capacity and road safety, it is not considered that the development would result in any significant, detrimental impacts on the highway network, subject to a Construction Management Plan, implementation of the School Travel Plan, and construction of cycle and car parking (and the retention of such).
- 9.21 *The increase in pupil numbers and additional temporary vehicular movements from construction are considered to be acceptable and can be appropriately managed through the Travel Plan and a Construction Management Plan respectively. As such, the development would not have an unacceptable impact on highway capacity and road safety and so accords with Development Plan policies.*

### **Other Material Considerations**

- 9.22 A number of representations have mentioned the consideration of locating the proposed extension to a different area of the school site, namely on the school field. However, the County Planning Authority can only consider what is being proposed and whether it is acceptable in planning terms. Further, the siting of the extension on the school field would result in a loss of part of the playing field and would be contrary to Sport England's Playing Field Policy and Guidance March 2018.
- 9.23 Although the development would include the removal of 11 trees surrounding the application site, the WSCC Tree Officer has no objection subject to conditions regarding tree protection and replacement planting.

### **10. Overall Conclusion and Recommendation**

- 10.1 Planning permission is sought for a single storey extension, with a 1.5 storey hall element, to the existing school comprising of two reception classrooms and one key stage classroom as well as two group rooms, a SEN office, hygiene rooms, hall, kitchen, ancillary accommodation, additional parking and external works. This would enable the school to accommodate an increase in pupil numbers.
- 10.2 Overall, it is concluded that the extension and associated works are required, that the location and design of the built elements are acceptable, that the proposal would not result in significant adverse impacts on residential amenity, highway capacity and road safety, and that it is acceptable in all other regards.
- 10.3 It is **recommended**, therefore, that planning permission be granted subject to the conditions and informatives set out at Appendix 1.

## 11. **Crime and Disorder Act Implications**

- 11.1 There are no implications. The Sussex Police Crime Prevention Design Advisor has provided detailed crime prevention advice which has been communicated to the applicant.

## 12. **Equality Act Implications**

- 12.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers considered the information provided by the applicant, together with the responses from consultees and the representations made by third parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

## 13. **Human Rights Act Implications**

- 13.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic well-being of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.
- 13.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.



- 13.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

Michael Elkington  
Head of Planning Services

**Background Papers:** As set out in Section 6.

**List of Appendices**

Appendix 1 – Conditions

Appendix 2 – Site & Location Plan

Appendix 3 – Proposed Site Layout Plan

Contact: Benjamin Marshall, ext. 27692

## **Appendix 1: Conditions and Informatives**

### **COMMENCEMENT**

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

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

### **APPROVED PLANS**

2. The proposed development shall not take place other than in accordance with the particulars of the application and the approved plans:
  - Location & Site Plan (dwg. ref TSP630 PL01 – Rev C);
  - Proposed Site Layout (dwg. ref TSP630 PL02 – Rev C);
  - Proposed Floor Layout (dwg. ref. TSP630 PL03 – Rev A);
  - Proposed Elevations (dwg. ref.TSP630 PL04 – Rev. A);
  - Detailed Planting Plan Sheet 1 (dwg. ref. LLD1417-LAN-DWG-200 Rev 3);
  - Detailed Planting Plan Sheet 2 (dwg. ref. LLD1417-LAN-DWG-201 – Rev 3);
  - Tree Retention & Protection Plan (dwg. ref. LLD1417-ARB-DWG-002 – Rev 1);
  - Detailed Plant Schedule and Specification (ref. LLD1417-LAN-SCH-001);
  - Tree Constraints Plan (dwg. ref. LLD1417-ARB-DWG-001– Rev 1);
  - Soft Landscape Layout (dwg. ref. LLD1417-LAN-DWG-100 – Rev 3);
  - External Lighting Layout (dwg. ref. 18044 DG XX 00 DR E 6350 S2 Rev. P1);

save as varied by the conditions hereafter.

Reason: *To secure a satisfactory development*

### **CONSTRUCTION HOURS**

3. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times:
  - Monday – Friday 08:00 - 18:00 Hours
  - Saturday 09:00 - 13:00 Hours
  - Sundays and Bank/Public Holidays no work permitted

Reason: *to protect the amenity of local residents.*

### **DELIVERIES**

4. Deliveries or collection of plant, equipment or materials for use during the demolition/construction phase shall be limited to the following times:

- Monday to Friday: 08:00 - 18:00 Hours
- Saturday: 09:00 - 13:00 Hours
- Sundays and Bank/Public Holidays: None permitted

Reason: *To protect the amenity of local residents*

### **BURNING OF MATERIALS**

5. No burning of demolition/construction waste materials shall take place on site.

Reason: *to protect the amenity of local residents from smoke, ash, odour and fume.*

### **DUST**

6. Demolition/Construction work shall not commence until a scheme for the protection of the existing neighbouring properties from dust has been submitted to and approved in writing by the County Planning Authority. The scheme as approved shall be operated at all times during the construction phases of the development.

Reason: *to protect the amenity of local residents from dust emissions.*

### **CONSTRUCTION MANAGEMENT PLAN**

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

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

The Plan shall also consider vibration from construction work, including the compacting of ground. The approved Plan shall be adhered to throughout the construction period

Reason: *In the interests of highway safety and the amenities of the area.*

### **NOISE**

8. The noise rating level of any operational ventilation or air conditioning plant or machinery hereby permitted shall be at least 10dB below the existing background noise level at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014. The results of any assessment and details of any mitigation measures shall be submitted to the County Planning Authority upon request.

Reason: *To safeguard the amenities of the local residents.*

### **SURFACE WATER DRAINAGE**

9. Development shall not begin until a scheme of surface water drainage has been submitted to and approved in writing by the County Planning Authority. Thereafter, the drainage details shall be implemented in full as approved.

Reason: *To safeguard the local environmental amenity and that of the local residents.*

### **THAMES WATER**

10. Development shall not begin until confirmation has been received from Thames Water that the proposed changes/connections to the existing foul sewer network are acceptable

Reason: *To safeguard the local environmental amenity.*

### **PARKING**

11. *Car parking space (details approved)*  
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: *To provide car-parking space for the use.*

12. *Cycle parking*  
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved in writing by the County Planning Authority.

Reason: *To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.*

### **TRAVEL PLAN (Approved Document)**

13. Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report, and subsequently revise the travel plan as specified within the approved document.

Reason: *To encourage and promote sustainable transport.*

### **COMMUNITY USE AGREEMENT**

14. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the County Planning Authority, and a copy of the completed approved agreement has been provided to the County Planning Authority. The agreement shall apply to the MUGA and playing fields and include details of pricing policy, hours of use, access by non-school users management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement."

Reason: *To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.*

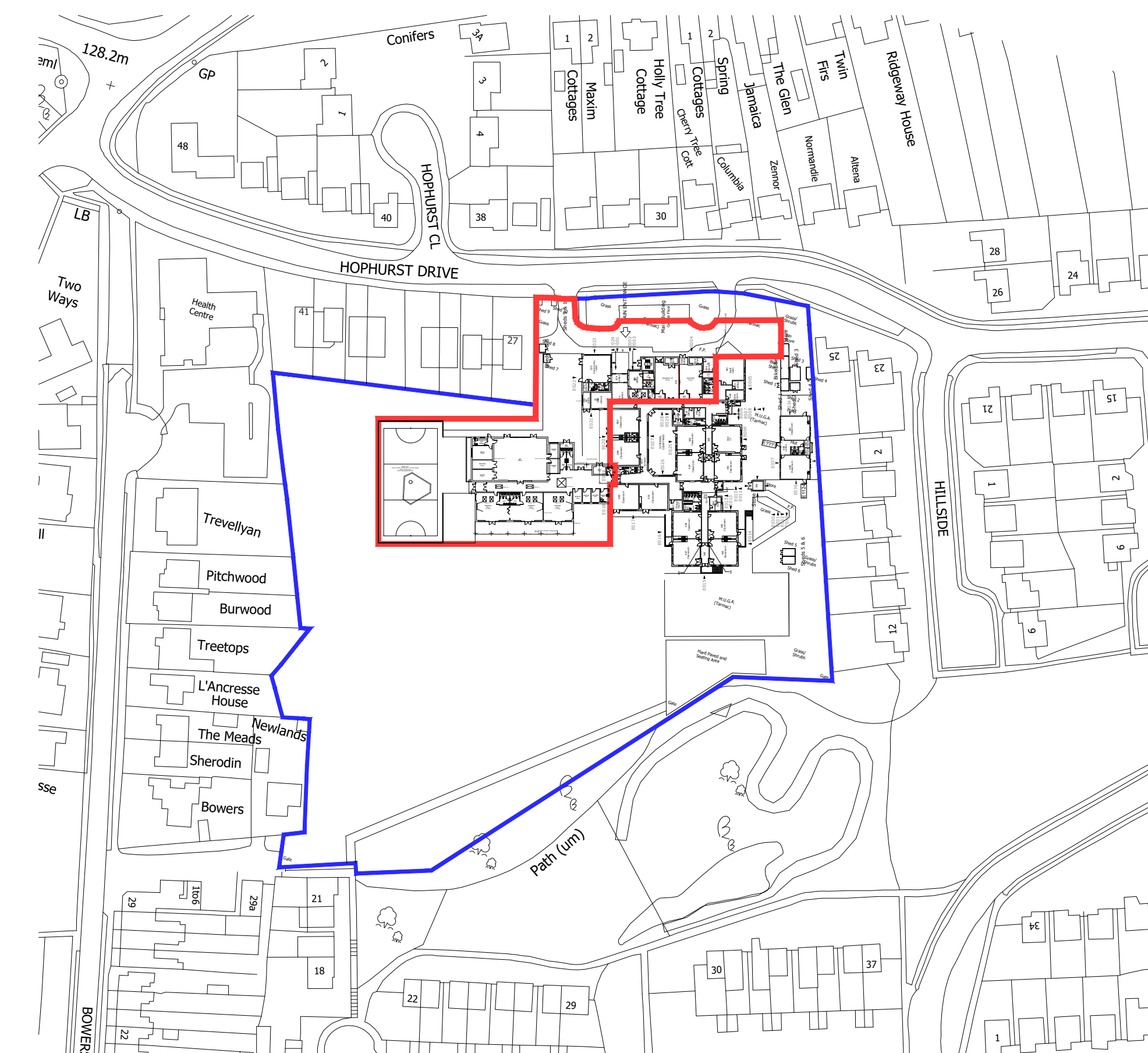
### **Informatives**

- A. In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:
- Providing pre-application advice;
  - Seeking amendments early on in the application process to see if a sustainable solution can be agreed;
  - Discussing issues of concern as early as possible, including those raised by consultees and third parties;
  - Giving them the opportunity to provide further information/changes to overcome material impacts;
  - Working with consultees

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

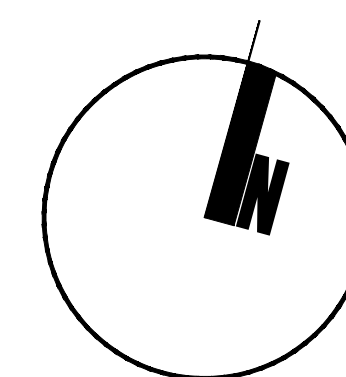
- B. Your attention is drawn to the requirements of the Environmental Protection Act 1990 with regard to your duty of care not to cause the neighbours of the site a nuisance. Please note that the granting of this planning permission does not exempt the operator from liability for any statutory nuisance (e.g. noise or artificial light) caused as a result of the extension and/or use of the building.





10 0 10 20 30 40 50 60 70 80 90 100

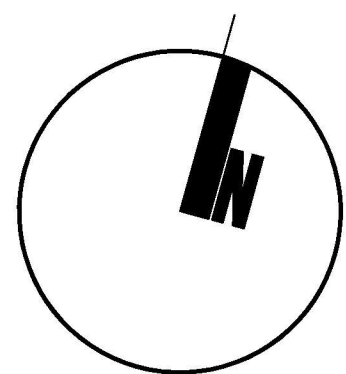
1:1250



UNIT 2, MARTINS BARN, BIRDHAM ROAD  
CHICHESTER, WEST SUSSEX, PO20 7BX  
TEL: 01243 514131 FAX: 01243 511488  
office@the-seaman-partnership.co.uk  
w.w.w.the-seaman-partnership.co.uk

This page is intentionally left blank



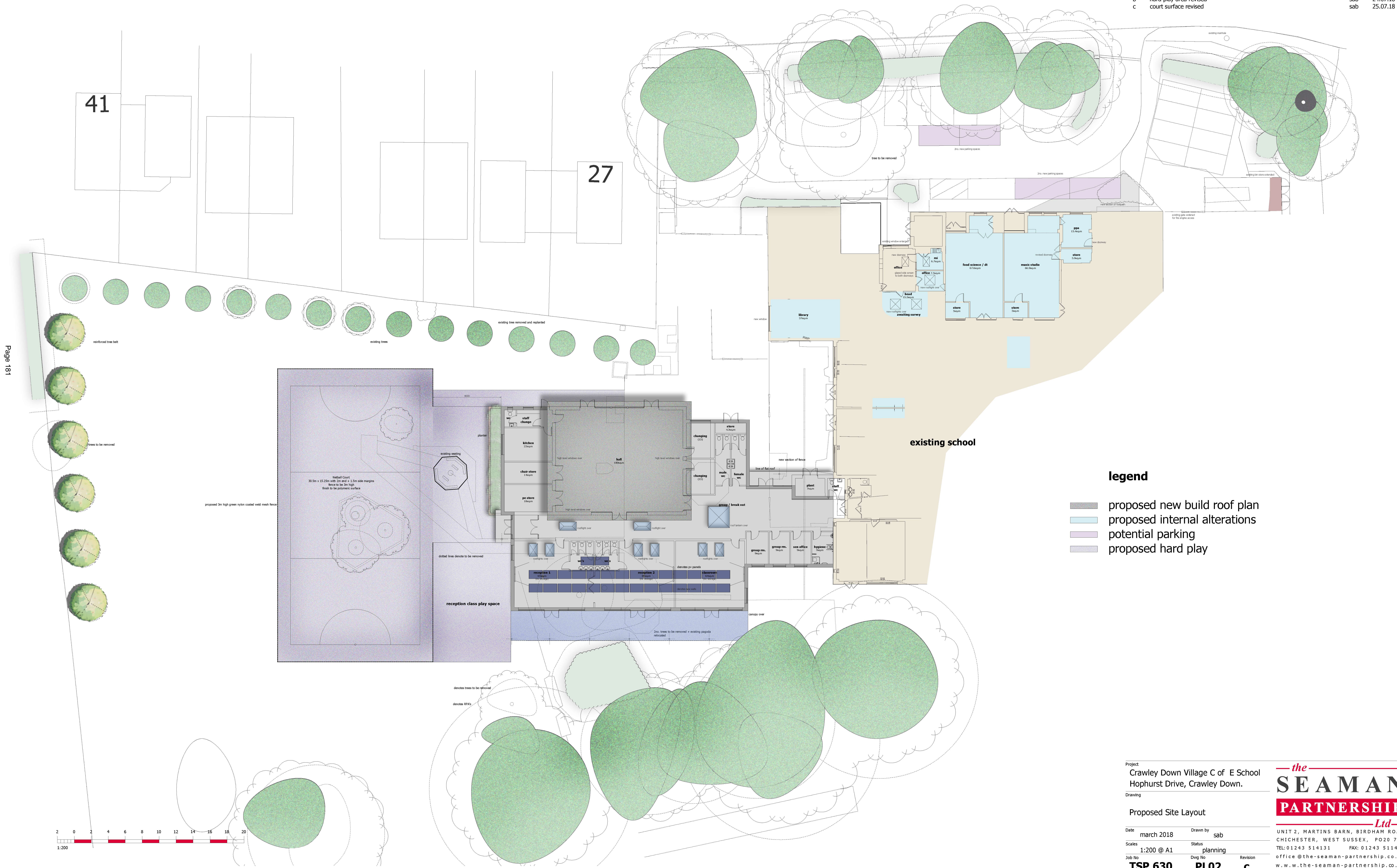


DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES ONLY.

ALL DIMENSIONS RELATING TO SUB-CONTRACTOR OR SUPPLIERS WORK MUST BE CHECKED ON SITE AND AGREED BETWEEN THE GENERAL CONTRACTOR & THE SUB-CONTRACTORS \ SUPPLIERS. ALL DIMENSIONS ARE IN MILLIMETERS. IF IN DOUBT ASK.

ALL WORKS OR MATERIALS INDICATED ON THE DRAWING ARE TO BE TO THE LATEST BRITISH STANDARDS AND ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT CODES OF PRACTICE OR RECOGNIZED TRADE ASSOCIATIONS RECOMMENDATIONS & PUBLICATIONS

REV.	AMENDMENT	BY	DATE
a	netball court revised	sab	18.06.18
b	hard play area revised	sab	24.07.18
c	court surface revised	sab	25.07.18



legend

- proposed new build roof plan
- proposed internal alterations
- potential parking
- proposed hard play

Project  
Crawley Down Village C of E School  
Hophurst Drive, Crawley Down.

Drawing  
Proposed Site Layout

Date  
march 2018

Scales  
1:200 @ A1

Job No  
TSP 630

Drawn by  
sab

Status  
planning

Dwg No  
PL02

Revision  
c

—the—  
**SEAMAN**

**PARTNERSHIP**

Ltd

UNIT 2, MARTINS BARN, BIRDHAM ROAD  
CHICHESTER, WEST SUSSEX, PO20 7BX  
TEL: 01243 514131 FAX: 01243 511488  
office@the-seaman-partnership.co.uk  
www.the-seaman-partnership.co.uk



This page is intentionally left blank



DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES ONLY.

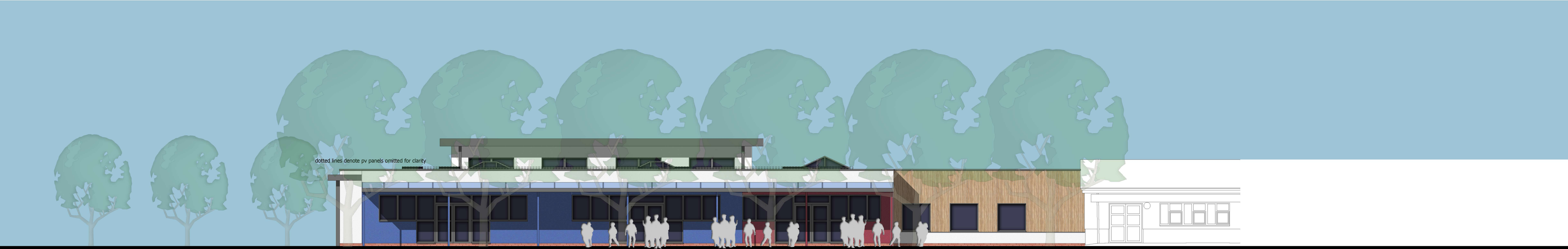
ALL DIMENSIONS RELATING TO SUB-CONTRACTOR OR SUPPLIERS WORK MUST BE CHECKED ON SITE AND AGREED BETWEEN THE GENERAL CONTRACTOR & THE SUB-CONTRACTORS \ SUPPLIERS. ALL DIMENSIONS ARE IN MILLIMETERS. IF IN DOUBT ASK.

ALL WORKS OR MATERIALS INDICATED ON THE DRAWING ARE TO BE TO THE LATEST BRITISH STANDARDS AND ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT CODES OF PRACTICE OR RECOGNIZED TRADE ASSOCIATIONS RECOMMENDATIONS & PUBLICATIONS

REV.	AMENDMENT	BY	DATE
a	pv panels revised	sab	24.07.18



east elevation



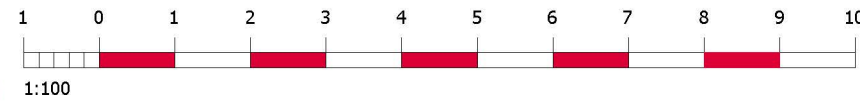
south elevation



north elevation



west elevation



Project  
Crawley Down Village C of E School  
Hophurst Drive, Crawley Down.

Drawing  
Proposed Elevations

Date  
april 2018

Scales  
1:100 @ A1

Job No  
TSP 630

Drawn by  
sab

Status  
planning

Dwg No  
PL04

Revision  
a

*— the —*  
**SEAMAN**  
**PARTNERSHIP**  
*Ltd*

UNIT 2, MARTINS BARN, BIRDHAM ROAD  
CHICHESTER, WEST SUSSEX, PO20 7BX  
TEL: 01243 514131 FAX: 01243 511488  
office@the-seaman-partnership.co.uk  
www.the-seaman-partnership.co.uk



This page is intentionally left blank

# Update on Mineral, Waste and Regulation 3 Planning Applications

Planning Committee date 11 September 2018

Report by Strategic Planning, County Planning Manager

## Minerals and Waste Planning Applications

Report run on 29 August 2018

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date Valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
County Matter Waste	WSCC/001/18/WE (Mr Chris Bartlett)	Landacre Trading Limited	Amendment of conditions 2, 3, 7 and 17 of planning permission WSCC/007/12/WE to allow extension of time for completion of restoration works by 18 months and variation of schemes	Hambrook Marlpit, Marlpit Lane, Hambrook, Chichester, West Sussex, PO18 8UL	Mr Viral Parikh	22-DEC- 2017	24-MAR-2018	16-JUN- 2018	36 weeks	Awaiting sign-off of S106 legal agreement.
County Matter Waste	WSCC/002/18/CC (Mr James Neave)	Southern Water Services Ltd	Installation of 9.92km wastewater pipeline and associated infrastructure including air vents, air valves, washout chambers, compounds and haul routes	Pipeline Stretching From South of Salthill Lane, to Tangmere WWTW	Ms Louise Goldsmith	23-JAN- 2018	15-MAY-2018	14-SEP- 2018	31 weeks	This agenda.
County Matter Waste	WSCC/003/18/CC (Mr James Neave)	Southern Water Services Limited	Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing	Land to the south of Salthill Lane, north of Clay Lane and to the east of New Bridge Farm, Chichester	Ms Louise Goldsmith	23-JAN- 2018	15-MAY-2018	14-SEP- 2018	31 weeks	This agenda.

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date Valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
County Matter Waste	WSCC/004/18/WH (Mr James Neave)	Southern Water Services Limited	Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing	Land to the west of, Old Place Lane & Old Place House & east of River Lavant near Madgwick Lane, Chichester	Ms Louise Goldsmith	23-JAN-2018	15-MAY-2018	14-SEP-2018	31 weeks	This agenda.
County Matter Waste	WSCC/005/18/TG (Mr James Neave)	Southern Water Services Limited	Installation of pumping station comprising above and below ground plant including kiosks, draw pit and valve chamber, hardstanding, and fencing	Land to south of, Gamecock Terrace, Tangmere, Chichester	Ms Louise Goldsmith	23-JAN-2018	15-MAY-2018	14-SEP-2018	31 weeks	This agenda.
County Matter Waste	WSCC/009/18/SR (Mr Sam Dumbrell)	Britaniacrest Recycling Ltd	Proposed variation of Conditions 2 (cessation) and 3 (approved plans) of and removal of Condition 27 (b) (HGV numbers) from Planning Permission WSCC/104/13/SR	Washington Sand Pit, Hampers Lane, Sullington, West Sussex, RH20 4AF	Mr Paul Marshall	19-FEB-2018	22-MAY-2018	31-AUG-2018	27 weeks	Decision ready to be issued.
County Matter Waste	WSCC/027/18/F (Mr James Neave)	Grundon Waste Management Ltd	Proposed new access road	New Circular Technology Park (former Ford Blockworks), Ford Airfield Industrial Estate, Ford, Arundel, BN18 0HY	Mrs Jacky Pendleton	04-JUN-2018	24-SEP-2018	12-OCT-2018	12 weeks	EIA - Further information received, currently out for consultation. Expected for October 9 <sup>th</sup> Committee.
County Matter Waste	WSCC/029/18/SP (Ms Jane Moseley)	Charles Burrell	Restoration works to Knepp Mill Pond by dredging and construction of landscape enhancement features using imported inert materials, together with the provision of public access and amenity (amendment to WSCC/037/17/SP)	Knepp Castle, West Grinstead, West Sussex, RH13 8LJ	Mrs Amanda Jupp	15-JUN-2018	05-OCT-2018	-	11 weeks	Decision to be issued in coming weeks.

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date Valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
County Matter Mineral	WSCC/032/18/WC (Mr Chris Bartlett)	Kimmeridge Oil & Gas Limited	Amendment of Condition 1 of planning permission ref: WSCC/029/17/WC extending the permission by 18 months to enable the completion of phase 4 site retention and restoration	Woodbarn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex, RH14 9ED	Mrs Patricia Arculus	25-JUN- 2018	25-SEP-2018	-	9 weeks	This agenda.
County Matter Mineral	WSCC/033/18/WC (Mr Chris Bartlett)	Kimmeridge Oil & Gas Limited	Amendment of condition no. 1 of planning permission WSCC/032/17/WC to enable the retention of security fencing, gates and cabins for a further 18 months	Woodbarn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex, RH14 9ED	Mrs Patricia Arculus	25-JUN- 2018	25-SEP-2018	-	9 weeks	This agenda.
County Matter Waste	WSCC/034/18/CR (Ms Jane Moseley)	United Grab Hire Ltd	Amendment of condition 4 of planning permission WSCC/051/16/CR to restrict requirement for sheeting of vehicles to HGVs only	Rivington Farm, Antlands Lane, Shipley Bridge, Horley, RH6 9SR	Mr Richard Burrett	03-JUL- 2018	03-OCT-2018	-	8 weeks	This agenda.
County Matter Waste	WSCC/037/18/CR (Mr Chris Bartlett)	H Ripley & Co Ltd	Change of use to a metal recycling facility involving the storage, bulking and distribution of recycled metal materials. To include creating an additional access to facilitate vehicle circulation within the site	International Park, Priestley Way, Manor Road Industrial Estate, Crawley, RH10 9NT	Mrs Sue Mullins	30-JUL- 2018	30-OCT-2018	-	4 weeks	Within consultation period

## Regulation 3 Planning Applications

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
Reg 3 Minor	WSCC/028/18/WP (Mr Benjamin Marshall)	Director of Economy, Planning and Place	Single Storey Extension to Existing School Comprising 3 No. Classrooms, Hall, Kitchen & Ancillary Accommodation, Additional Parking & External Works	Crawley Down Village C of E Primary School, Hophurst Drive, Crawley Down, West Sussex, RH10 4XA	Mrs Heidi Brunsdon	08-JUN- 2018	04-AUG-2018	18-SEP- 2018	12 weeks	This agenda.
Reg 3 Minor	WSCC/030/18/SW (Mr Sam Dumbrell)	Director of Economy, Planning and Place	Installation of new lighting layout to the existing car parking area	The Glebe Primary School, Church Lane, Southwick, West Sussex, BN42 4GB	Ms Debbie Kennard	18-JUN- 2018	14-AUG-2018	-	10 weeks	This agenda.
Reg 3 Minor	WSCC/036/18/EP (Mr Sam Dumbrell)	Director of Economy, Planning and Place	Extension of tarmac hard play area	East Preston Infants School, Lashmar Road, East Preston, West Sussex, BN16 1EZ	Mr Roger Elkins	25-JUL- 2018	20-SEP-2018	-	5 weeks	Addressing consultee responses with applicant.
Reg 3 Minor	WSCC/038/18/SB (Mr Chris Bartlett)	Director of Economy, Planning and Place	A new single-story extension to the existing school allowing the school to expand from a 5FE to 6FE together with a new Multi Use Games Area floodlighting & associated parking.	The Bourne Community College, Park Road, Southbourne, Emsworth, West Sussex, PO10 8PJ	Mr Viral Parikh	13-AUG- 2018	09-OCT-2018	-	2 weeks	Within consultation period.



**PLANNING COMMITTEE****Report of Delegated Action****Applications Approved Subject to Conditions****Decided between: Period Start Date : '05-JUL-2018' , and Period End Date : '28-AUG-2018' ,****Committee Date : '11-SEP-2018'****Report Run on 29-AUG-18**

	District	Application Number	Proposal	Location
County Matter Mineral	Mid Sussex District Council	WSCC/022/18/HK	Siting of office and welfare accommodation for a temporary period of 3 years	Freshfield Lane Brickworks, Freshfield Lane, Danehill, Haywards Heath, RH17 7HH
County Matter Waste	Horsham District Council	WSCC/012/18/HF	Construction of a wash down platform, and the installation of 3no. material conveyors	Unit 1 The Old Brickworks, Shoreham Road, Henfield, West Sussex, BN5 9SE
Regulation 3 Major	Arun District Council	WSCC/020/18/FP	New three storey building, extension of existing science lab building, addition of first floor to changing rooms, provision of additional hard play areas and car parking, new bike storage, and four-class temporary accommodation for duration of build, to allow expansion of school from 8 to 10 forms of entry	Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL
Regulation 3 Minor	Arun District Council	WSCC/031/18/BR	2 storey extension comprising 3 No. classrooms, library, offices & ancillary accommodation, internal alterations, internal alterations to existing school hall & the construction of 2 no. hall stores & external works	St Mary's Catholic Primary School, Glamis Street, Bognor Regis, West Sussex, PO21 1DU
	Crawley Borough Council	WSCC/023/18/CR	Continued siting of a modular temporary classroom on a permanent basis	Pound Hill Junior School, Crawley Lane, Pound Hill, Crawley, West Sussex, RH10 7EB
	Horsham District Council	WSCC/024/18/NH	Amendment to condition 1 of planning permission WSCC/041/13/NH to allow the continued use and siting of a temporary classroom unit	Holbrook Primary School, Holbrook

# Agenda Item 10

				School Lane, Horsham, West Sussex, RH12 5PP
		WSCC/025/18/HU	Amendment of condition 1 of planning permission WSCC/043/13/HU to allow continued siting and use of temporary classroom	Trafalgar Community Infant School, Victory Road, Horsham, West Sussex, RH12 2JF
Count: 7				