

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 2.4m² 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 2.4m² 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 NPF 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

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_Management_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_Management_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_Management_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_Management_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.