

**Agenda Item 7**  
**Report PC25/26-17**

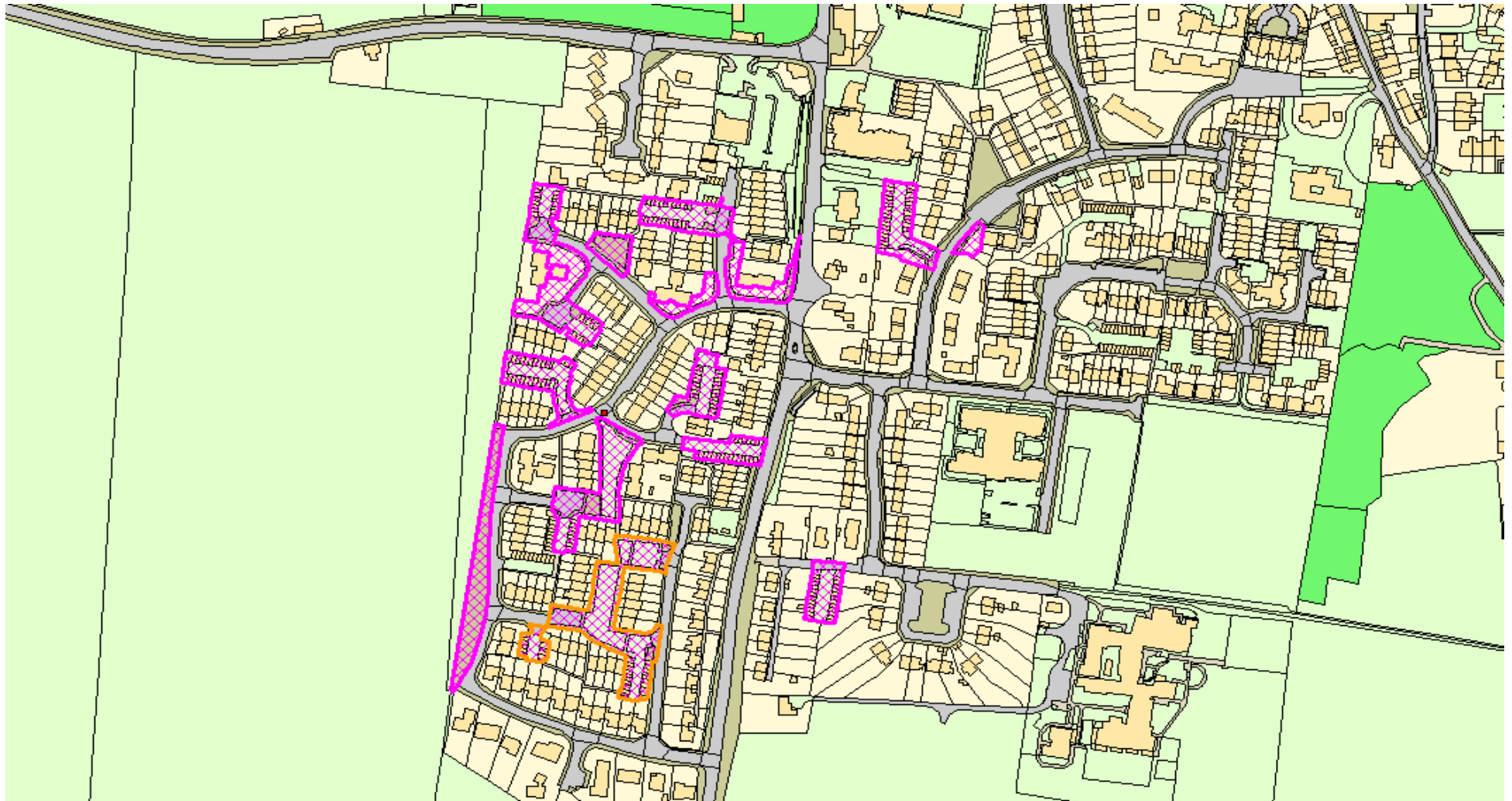
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| Report to          | <b>Planning Committee</b>  |
| Date               | <b>9 October 2025</b>  |
| By                 | <b>Director of Planning</b>  |
| Local Authority    | <b>West Sussex County Council</b>  |
| Application Number | <b>SDNP/25/01421/FUL</b>   |
| Applicant          | <b>Hyde Housing Association Ltd</b>  |
| Application        | <b>Demolition of garages across 11 sites east and west of Station Road (A285) as shown on the submitted location plan, and the construction of 19 dwellings, with associated accesses, parking spaces and landscaping (Phased Development.</b> |
| Address            | <b>Various Garage Sites, Petworth, West Sussex</b>   |

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**Recommendation:**

- 1) That planning permission be granted subject to:
    - i. The satisfactory completion of a S106 agreement, the final form of wording for which is delegated to the Director of Planning, to secure:
      - 10 Affordable Housing Units as set out in the report.
      - Water Neutrality.
      - The Travel Plan and monitoring fee of £3,950
    - ii. The conditions set out at Paragraph 9.1 of the report and any amendments or other conditions required to address technical matters.
  - 2) That authority be delegated to the Director of Planning to refuse Planning Permission, with appropriate reasons, if the legal agreement is not completed, or insufficient progress made, within six months of the 9 October 2025 Planning Committee meeting.
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### Site Location Map



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## Executive Summary

### Key Matters

- This application covers multiple sites, all of which are to the south of Petworth and part of the Hyde Housing Estate.
- The sites are currently occupied by garages, constructed in the 1960's and which, as set out further below, are no longer fit for purpose.
- The applicant proposes to redevelop some of the garage sites to provide additional affordable housing. Overall, 19 residential units are proposed, and Hyde propose that all of these units will be delivered as affordable rented units. The remainder of the garage sites will be redeveloped to provide surface parking. Due to the restrictions which govern funding from Homes England towards affordable homes, only 10 of the units are formally secured as affordable homes by the s106 legal agreement, however Hyde proposes to deliver all 19 as affordable housing, this is discussed further at paragraph 7.23 below.
- This report considers the proposals across all 11 sites and addresses the overarching matters (BNG, Sustainable Construction, Design, Layout, parking etc) that are relevant to them all. Amenity matters, which are individual to each site, are addressed on a plot by plot basis at paragraphs 7.35-7.43.
- The applicant has submitted one application to cover all 11 sites on the advice of SDNP officers who recommended this approach in order that all matters raised by the application may be considered cohesively and the matter of parking and BNG considered on an estate wide basis.
- The applicant intends to carry out the development in a phased approach, the order of phasing will be secured by condition 3.
- Overall, the scale and design and layout of the proposed residential units' is acceptable, and the scheme is considered to respect the character and materials of the immediate estate surroundings. Ecosystems services measures and on site BNG are achieved, through additional tree planting and a better mix of grassland planting.
- The scheme is acceptable regarding matters such as design, materials, highway safety, parking, impact on surrounding amenities, affordable housing, mix of units, trees and dark night skies.
- As a whole the scheme complies with the policies of the Local Plan and the Purposes of the Park. It conserves and enhances through the removal of the dilapidated garage buildings, by providing biodiversity net gain and by securing ecosystems services improvements, additionally it complies with the Duty to seek to foster the social and economic wellbeing of the local communities, providing 19 affordable housing units for local people.
- The scheme is before members due to the number of units proposed and the wider area that the application covers

### **I. Site Description**

- I.1 The submitted design and access statement sets out a description of the wider estate and this is not repeated here. Briefly, the (former Martlett) and now Hyde Housing estate is located to the south of Petworth, either side of Station Road. It is a largely mid-late twentieth century estate with a mix of terraced properties and large flatted blocks. A network of footpaths and alleyways provide pedestrian links across the estate as a whole.
- I.2 The estate is sustainably located and within 1km walking distance to Petworth and the amenities there. As noted within the transport statement all sites are within a 400m walk of the Station Road bus stops. The stops are served by the 99 service which provides a connection between Petworth and Chichester at a peak frequency of one service every two hours on weekdays. A further bus stop is located along the A272 Tillington Road, served by Service 1, which offers a connection between Midhurst and Worthing
- I.3 Each individual site comprises a single storey garage court with the number of garages

ranging from 11 to 24 garages at any one site. These garages date from the 1960s and, as set out within the Transport Statement, are not suitable for modern vehicles. Overnight parking surveys as set out in the Transport statement indicate that the informal parking areas within and around the garage court areas are utilised by a maximum of 6 vehicles at any one site (see Fig 11, Transport Statement). The garages are owned by Hyde and have historically been available for rent by occupants of the estate, although most are now empty and unused. Out of the 204 garages across the sites, only 32 are currently rented out.

**2. Relevant Planning History**

2.1 The applicant has undergone pre application discussions with the Authority (SDNP/23/03683/PRE) and the scheme was considered by the Design Review Panel. Advice was given on a site by site basis and overarchingly. Officers and the DRP welcomed the provision of additional affordable housing, asked the applicant to make a single application that covered all sites and considered the connectivity of the estate and BNG across all the sites as a whole, to consider the planting of larger, more impactful street trees and to consider Passivhaus standards and the sustainable construction SPD.

**3. Proposals**

3.1 The application is split into 11 different sites, all of which are currently occupied by garage courts. It is proposed that all of the garage courts on these 11 sites are demolished, and 7 of them developed for housing as set out below, with 4 being redeveloped solely for open car parking. All proposed housing meets the nationally described space standards.

3.2 Car parking on the estate currently occurs on an ad hoc basis and on the grass verges. The application also proposes additional car parking areas on some of the existing grassed areas and this is also set out in the table below.

3.3 Housing:

| Site/Plot No. | Site location & description                                      | No. & Mix of residential units     | No. of allocated Car Parking spaces | No of unallocated car parking spaces. On plot |
|---------------|--|------------------------------------|-------------------------------------|---|
| 1             | Garage court of 21 garages at Pound Close.                       | 2 x 3 bed houses                   | 4                                   | 10  |
| 2             | Garage court of 15 garages at the north western end of Park Rise | 2 x 3 bed houses                   | 4                                   | 0   |
| 3             | Garage court of 20 garages at the southern end of North Way      | 2 x 1 bed flats<br>1 x 2 bed house | 4                                   | 5   |
| 4             | Garage court of 20 garages to the north of Woodpecker Court      | 1 x 3 bed house<br>2 x 1 bed flats | 4                                   | 2   |
| 5             | Garage court of 22 garages adjacent to Station Road.             | 2 x 1 bed flats                    | 2                                   | 3   |
| 6             | Garage court of 29 garages off Wyndham Road, behind the fire     | 2 x 1 bed flats<br>2 x 2 bed flats | 6                                   | 8   |

|               |   |                                     |           |           |
|---------------|---|-------------------------------------|-----------|-----------|
|               | station. East side of station road                                    |                                     |           |           |
| 7             | Garage court of 24 garages off South Grove. East side of Station Road | 2 x 2 bed houses<br>1 x 3 bed house | 6         | 1         |
| <b>Totals</b> |   | <b>19</b>                           | <b>30</b> | <b>29</b> |

3.4 Garage Courts – Parking only.

| Site no.     | Site location and description  | No. of existing spaces | No. of Proposed spaces |
|--------------|--|------------------------|------------------------|
| 8            | Garage court of 23 garages accessed Marlett Road   | 0                      | 21                     |
| 9            | Garage court of 10 garages & ad hoc street parking accessed off Park Rise                                | 0                      | 19                     |
| 10           | Garage court of 8 garages and ad hoc street parking accessed off Meadow Way adjacent to Cherry Tree Walk | 0                      | 21                     |
| 11           | Garage court of 11 garages and ad hoc street parking adjacent to Willow Walk and accessed off Meadow Way | 0                      | 9                      |
| 12           | Unmarked open tarmac at Ranville Close, accessed by North Way  |                        | 19                     |
| <b>Total</b> |  | <b>0</b>               | <b>70</b>              |

3.5 Landscape/reconfigured Areas

| Area Location/Description   | Existing Parking | Proposed parking |
|---|------------------|------------------|
| A – Meadow Way (Boundary with allotment)                            | 0                | 11               |
| B Cherry Tree Walk  | 0                | 7                |
| C Willow Walk   | 0                | 13               |
| D Linden Court  | 0                | 4                |
| E Park Rise (northern kerb/green area)                              | 0                | 9                |
| F, G & H Kerbside green north of Marlett Road/junction with Station | 0                | 0                |
| <b>Total</b>  |                  | <b>64</b>        |

- 3.6 The submitted application is a full application; however, the applicant proposes to carry out the development in phases in order to manage parking, traffic, construction impact and BNG provision. Condition 3 will secure a phasing plan.
- 3.7 The proposed residential units are designed to complement the existing architectural grain and materials of the estate. The proposed materials are a mix of red/brown multi stock brick, red clay tile handing, grey roof tiles, light grey aluminium/composite windows, composite front door, black rainwater goods and obscure glazing where required.
- 3.8 Car parking for the residential units is as set out above, with the 1 bed units having 1 space per unit and the 2 bed and 3 bed units have 2 spaces each. EV charging points are proposed where possible and the location of these will be secured by condition 5.
- 3.9 The applicant has submitted an energy statement which predicts the proposed housing development will achieve a reduction of over 19% in CO2 emissions. Additionally, the development will incorporate Hyde Housing enhanced fabric specifications with surpass the requirements of SAP2013 , SAP 2021 and Passivhaus standards, these measures include
- Fabric First approach to reduce space heating energy demand
  - Installation of high spec thermal envelope
  - Designing junctions in line with constructive details to minimize thermal bridging
  - Ensuing high levels of air tightness throughout the units
- 3.10 The proposals also include the installation of air source heat pumps and solar panels. Conditions 7 and 8 require further details in relation to sustainable construction.
- 3.11 The proposals retain access to all existing pedestrian alleyways within the estate and envisage additional small and large urban trees in appropriate locations.
- 3.12 In terms of eco-systems services measures the application proposes bird and bat boxes on suitable elevations, additional tree planting, permeable surfaces and the selection of plants for wildlife. All these will be secured via condition 5.
- 3.13 As noted within the BNG statement the post development units across the sites is 3.52 habitat units and 1.58 hedgerow units. This represents a 39.27% gain in habitat units and a 3,497.05% gain in hedgerow units.
- 3.14 The drawings have been revised during the course of the application and minor changes have been made to provide a clearer distinction between allocated and non-allocated parking, to show boundary treatment for key frontages, and to provide direct access from individual properties to their associated gardens as well as minor changes to materials.
- 4. Consultations**
- 4.1 **HCC Ecology** - No objection.
- 4.2 **Southern Water** – No objection.
- 4.3 **West Sussex County Council Highways** - No objection. Request a number of improvements via a s278 agreement and a sum of £3,950 to cover the costs of assessing and auditing the Travel Plan during its 5-year monitoring period.
- Officer note: The Applicant has agreed to the named improvements and the monitoring fee, which will be secured via the s106 agreement.
- 4.4 **West Sussex County Council Flood Risk, Lead Local Flood Authority:** Holding objection; Further information and updated Flood Risk Assessment (FRA) required.
- 4.5 Officer Note: The applicant has held meetings with WSCC Lead Local Flood Authority and provided additional information as requested. At the time of writing no further response has been received from West Sussex. Members will be verbally updated at committee as necessary.
- 4.6 **SDNP Design Officer;** No objection. Revisions requested to resolve minor issues.

Revisions submitted and considered acceptable.

- 4.7 **Chichester District Council Drainage:** No objection.
- 4.8 **Chichester District Council Environmental Health:** No objection.
- 4.9 **Natural England:** Any comments to be reported verbally.
- 4.10 **Petworth Parish Council:** Objection on the grounds of highways access and under-provision of parking
- 4.11 Officer Response: No changes are proposed to the existing access to the highways (bar dropped kerbs in some instances) and there is no objection from WSCC highways. As set out within the Transport Statement there is a total of 204 spaces in garages across the sites at present. However, all of these comprise unusable 1960's garage spaces which are not fit for purpose and cannot accommodate a modern day vehicle. A total of 196 car parking spaces are proposed as part of the application and 30 of these spaces will be allocated to the proposed new residential dwellings. This is discussed further at paragraph 7.24-7.31 below.

## 5. Representations

- 5.1 11 letters of objection have been received from neighbouring occupiers in relation to the application, collectively these objections raise the following matters:
  - Loss of parking
  - Construction disturbance
  - Windows from proposed housing on Pound Close overlooking properties on Down View Road, Petworth.
  - What will happen to rear walls of properties when they back onto garage sites
  - Re-provision of parking does not occur in the same area.
  - Where will cars park during building works and how will emergency vehicles access.
  - Will building works cause undue stress.
  - Loss of storage facilities, which the garages provide
- 5.2 Officer Response: As set out already the existing garages are not large enough to accommodate modern day vehicles and the majority of them are unused and empty. With reference to the amenity concerns, these are acknowledged and further discussed at paragraphs 7.35-7.43. In summary it is considered that any overlooking issues are resolvable via the attachment of an appropriate condition (4) which requires details of obscure glazing to ensure privacy.
- 5.3 Condition 6 requires a Construction Traffic Management Plan and specifically requires details of phasing, parking during works and vehicular movements including access for emergency vehicles.
- 5.4 Officers have also discussed during the course of the application the proposed boundary treatments, including those between existing properties and proposed new properties, where the existing garage walls currently form these boundaries. The applicant envisages that, if possible, the existing brick walls would be retained. If this should be discovered not to be possible during works, then these walls should be re-built in brick. Condition 5 (d) and 6(ii) secures boundary details and the sequence of work for these.

## 6. Planning Policy

- 6.1 The Petworth Neighbourhood Plan was adopted in July 2018. The most relevant policies of the neighbourhood plan are noted below and the Plan as a whole can be found by following links at the end of this report;
  - PPI – Settlement Boundary
  - Policy PP2 – Core Planning Principles

- H2 – Integrate windfall sites
  - H3 – housing type and mix
  - H4 – Affordable Housing
  - ESD1 – Character and Design
  - ESD8 – Sustainable Design
  - GA1 – Parking Requirements
- 6.2 The most relevant polices of the adopted South Downs Local Plan (2019) (a longer list of other relevant policies and applicable legislation can be found in Appendix I)
- SD4: Landscape Character
  - SD5: Design
  - SD22: Parking Provision
  - SD26: Supply of Homes
  - SD28: Affordable Housing
- 6.3 The South Downs Local Plan is undergoing a period of review and the First Publication (Regulation 18 Consultation) is underway.
- 6.4 This is the first publication of the Local Plan Review and therefore can only be attributed very little weight. As it progresses through the consultation system the plan will gain more weight.
- 6.5 The policies relevant to this application are the same as those noted above.
- 6.6 Relevant supplementary planning documents (SPD) and other guidance
- Parking for Residential and Non-Residential Development SPD 2021
  - Ecosystems Services TAN
  - Design Guide SDP
  - Sustainable Construction SPD
  - Affordable Housing SPD
- 6.7 Most relevant sections of the National Planning Policy Framework 2024
- Section 5: Delivering a sufficient supply of homes.
  - Section 12: Achieving well designed and beautiful places
  - Section 15: Conserving and enhancing the natural environment.
- 6.8 Most relevant policies of the South Downs Management Plan (2020-2025)
- Policy 1 – Landscape
  - Policy 3 – Dark Night Skies
- 7. Planning Assessment**
- Principle of Development
- 7.1 The proposal is not considered to constitute major development for the purposes of policy SD3 and paragraph 183 of the NPPF. The NPPF accompanying footnote 60 advises that 'major development' in designated landscapes is a matter for the decision maker, considering its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.
- 7.2 In this case, the proposal is relatively discreet in broad landscape terms, the sites are all contained within the settlement boundary of Petworth and within the confines of the

existing 20th Century housing estate. Additionally, the proposals mainly impact on already developed land and utilize hardstanding already in place.

- 7.3 Policy SD26 ‘Development Strategy’ requires a total of 150 dwellings to be provided in Petworth in the plan period. Petworth Neighbourhood Plan does not specifically identify the garage sites for development, however the Plan does (PP2) support windfall sites where they are within the settlement boundary and (policy H3 and objective HO3) seek the provision of affordable housing for local people. Other policies of the Petworth Plan are discussed further below where relevant.

Landscape and Design

- 7.4 The National Park is afforded the highest level of Landscape protection under the National Park Purposes and duty, and relevant legislation. Policies SD 4 and SD 5 only permit development where it will conserve and enhance landscape character and where sensitive and high-quality design makes a positive contribution to the overall character and appearance of the area.
- 7.5 The sites are located on brownfield sites within the settlement boundary of Petworth. Some of the sites will be visible from the wider environs of the Park but these views are against the backdrop of the surrounding 20<sup>th</sup> century housing estate. The proposed new dwellings follow the architectural vernacular of the surrounding estate and are two storey buildings with pitched roofs and materials are reflective of their immediate surrounds.
- 7.6 During the course of the application minor changes have been made at the request of officers, these include changes to the materials (tile hanging and clay tiles) and a better configuration of the layouts of the proposed dwellings in order to allow residents of the properties direct access to their gardens.
- 7.7 The proposals put forward the removal of the dilapidated, unattractive and unused garages currently on sites 1 – 7 and replace them with modest affordable housing. Elsewhere surface car parking is proposed in place of the garage courts and changes are made to some of the green spaces within the estate to accommodate more parking. In some locations additional trees and more ecologically friendly planting schemes are provided in place of the existing low grade amenity grass. A detailed breakdown of the changes for each site is submitted with the application documents, including indicative planting for each area and the proposed surface materials. The final details of all species and the exact type of surface material proposed in respect of the communal parking areas will be secured via condition 5
- 7.8 As a whole, the scheme conserves and enhances the landscape of the Park through the removal of the dilapidated buildings, enhancement of green spaces, providing a biodiversity net gain and securing ecosystems services improvements. It is considered to accord with policies SD 4 and 5 of the Local Plan and ESD1 of the Petworth Neighbourhood Plan.

Biodiversity Net Gain, Ecosystem Services and Trees

- 7.9 Policy SD2 requires applicants to consider ecosystems services and SD9 S (b) of the South Downs Local Plan notes that development proposals should identify and incorporate opportunities for net gain in biodiversity. Policy ESD7 of the Petworth Neighbourhood Plan supports these policies and requires all development proposals to result in biodiversity net gain and to enhance wildlife corridors where possible.
- 7.10 BNG is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. A BNG metric has been provided demonstrating that the development would achieve the above the mandatory 10% increase as noted at paragraph 3.13 above. This has been assessed by the Ecologist, and they accept the inputs and results. The increase would be achieved on the wider site by enhancing a retained area of currently low grade amenity grassland and by the planting of trees. The implementation and management of the BNG will be secured by conditions 16-18. Given the low and very low distinctiveness of the existing habitat, the simple nature of the BNG proposed and that these areas will be managed and maintained by Hyde as part of their overall estate management, the securing of BNG via condition is considered appropriate in this instance.

- 7.11 In addition to the proposed BNG measures the applicant has agreed, during the course of the application, to use swift bricks and bat bricks/boxes in the buildings and hedgehog highways where appropriate, these are secured by condition 5.
- 7.12 An arboriculture assessment has been submitted with the application. As noted within this document, none of the existing trees require removal to facilitate the development proposals, therefore there are no detrimental impacts in this regard. 5 trees are proposed to be pruned, these are T18 (Western Red Cedar), T23 (Apple), T27 (Ash), G3 (Hawthorn & Holly) and G4 (Beech & Goat Willow). The assessment notes that, due to the nature of the sites, many of the trees could be adversely affected by the demolition of the garage blocks, therefore a standardised method for demolition is outlined in section 6 of the report. The submitted method statement is secured as part of the Construction traffic Environmental Management Plan (CTEMP) required by condition 6.
- 7.13 The application proposes a number of additional trees within the estate. These will be appropriate trees for the location, i.e. large street trees, tolerant of surrounding hard surfaces or smaller, more ornamental trees where a large tree would cause adverse impacts through crown and/or root spread. The final species and exact locations for these will be secured through condition 5 and they are shown indicatively on the submitted landscaping plan.

Water Neutrality and Bat Conservation - Conservation of Habitats Regulations (2017)

- 7.14 Bats are protected species and a key reason for designation (designated feature) of three international sites in Sussex. The SDLP and its accompanying Habitat Regulations Assessment (HRA) take a precautionary approach and identify two zones, a 6.5km zone and a 12km zone within which development could impact the Special Areas of Conservation (SAC's). The SDNP HRA notes that within the 6.5km zone all impacts to bats should be considered. These include direct loss to the SAC itself and direct impacts on the SAC itself. It also includes loss or impacts on functionally linked habitat including roosts, greenfield sites, mature vegetation including woodland and hedgerows and riverine environments suitable for foraging areas and flight lines. In addition to direct loss, impacts may arise from disturbance, lighting, or sound/vibration for example during construction.
- 7.15 The sites lie 3.8 kilometres and 3.9 kilometres from the Mens SAC and Ebernoe Common SAC respectively. The application has submitted a shadow habitat regulations assessment in conjunction with a ecological impact statement and a habitat management plan.
- 7.16 In addition to being in the zone of influence for the internationally protected bat species in Sussex the sites are also within the Sussex North Water Supply Zone and within the 5km Zone of Influence for functionally linked habitats for Arun Valley SPA / Ramsar site, accordingly the applicant has submitted a water neutrality statement.
- 7.17 An Appropriate Assessment has been completed by the Authority in respect of both water neutrality and bat conservation and these demonstrate that, when the direct mitigation measures referred to in these assessments (the retrofitting of 70 properties owned by Hyde Housing Group with water saving measures and appropriate lighting control in respect of bats) and are taken into account, the development is water neutral and will not have an adverse impact upon the Mens SAC or Ebernoe Common SAC. These direct mitigation measures will be secured by section 106 agreement and planning conditions 5, 6 and 15.
- 7.18 The Assessments have been submitted to Natural England and members will be updated with any response received.

Housing Mix and Affordable Housing

- 7.19 The application proposes 19 units, all of which are proposed by the applicant to be affordable homes for social rent. The applicant has set out within their submission, the number of households on the housing register with a local connection to Petworth (see page 21 of the planning statement). This confirms the housing requirement is weighted towards 1 and two bedroom units. With a lesser requirement for larger units. Consequently, the application proposes the mix of units as set out below.

| <b>Bedrooms</b> | <b>Total dwellings</b> | <b>%</b> | <b>Policy SD27 %</b> |
|-----------------|------------------------|----------|----------------------|
| 1               | 8                      | 42%      | 35%                  |
| 2               | 5                      | 26%      | 35%                  |
| 3               | 6                      | 31%      | 25%                  |
| 4               | 0                      | 0%       | 5%                   |
| Total           | 19                     | 100      | 100                  |

- 7.20 Policy SD27(2) notes that planning permission will be granted for an alternative mix provided that evidence is shown that a different mix would better meet local housing need and given the justification provided the proposed mix is considered acceptable in this instance.
- 7.21 SD28 requires affordable housing on all sites within a gross capacity to provide 11 or more homes and seeks a 50% provision on site with 75% of these to provide affordable rented tenure.
- 7.22 In terms of tenure SDLP Policy SD28 requires all developments of over 11 units to provide a minimum of 75% affordable rented, and 25% intermediate. Hyde are proposing through this application to deliver all 19 homes as social rented. Although this deviates from Policy SD28 where 25% is required to be shared ownership the need for socially rented units in Petworth has been demonstrated. Additionally, the overprovision of affordable rented units on this site will help balance out other sites within the locality where shared ownership has been overprovided.
- 7.23 Just over 50% (10) of the units will be formally secured as affordable rented units as part of the section 106, which is in line with planning policy. However, the intention is that Hyde will deliver all 19 of the units as affordable housing. This approach is proposed in order that Hyde can take advantage of funding from Homes England towards the provision of the remaining 9 affordable homes. The restrictions of this funding mean that, if all homes are bound by a legal agreement to become affordable, Homes England cannot contribute towards funding. It should be noted that the permission will only legally secure the delivery of 10 affordable dwellings.

Parking, Cycling and Highways

- 7.24 The scheme provides allocated car parking for each residential unit as shown on the table in the proposals section. The applicant has made changes during the course of the application to ensure the spaces allocated to individual units are separated from the unallocated public spaces. This is achieved through hedge planting and surface treatment.
- 7.25 The scheme proposes a total of 30 allocated spaces, which accords the SDNP Parking Calculator with reference to allocated spaces. Petworth Neighbourhood Plan also sets out Parking requirements (Policy GA1), this requires more parking (34 allocated spaces) than sought by the SDNP parking calculator. However, this standard is superseded by the Local Plan (the Petworth Neighbourhood Plan being adopted in July 2018 and the SDNP Local Plan being adopted in July 2019 with the parking SDP being adopted in April 2012).
- 7.26 In addition to allocated spaces SDNPS parking calculator also seeks a number of unallocated spaces per development, in this instance 3 for residents and 3 for visitors across the 19 dwellings overall, so an additional 6 would be required on top of the 30 allocated spaces.
- 7.27 Given the provision of 163 unallocated spaces across the site as a whole and (with the exception of sites 6 and 7 on the eastern side of Station Road) the close proximity of these new spaces to the new residential units, it is considered that the parking provision, in respect of the new residential units, is acceptable.

- 7.28 It is also pertinent to note that, with regards to sites 6 and 7 which are on the east side of station road (and therefore a little distance from the majority of the unallocated parking spaces) when these sites are inputted separately into the parking calculator to assess their individual parking requirements, site number 6 requires 7 parking spaces in total and site number 7 requires 6 parking spaces in total, these numbers are achieved on these sites.
- 7.29 As noted within the submitted transport statement, the 11 sites to be redeveloped currently comprise a total of 204 garages and circa 16 hardstanding parking spaces. All garage blocks were purpose-built to serve the parking needs for the original 1960's housing estate, however these structures are in a very poor state of repair and unsuitable for modern vehicles.
- 7.30 Therefore, whilst there are currently circa 220 'existing' spaces across the site, in reality 204 of these spaces do not exist as they are garages, into which it is impossible to fit a modern day car. Whilst the loss of these garages as useful storage spaces for residents is regrettable, it should be noted that only 32 out of the 204 available are currently rented. It is considered that the benefits of using these redundant buildings for the provision of affordable housing for local residents, outweighs any benefit of the existing storage spaces and, given the garages do not accommodate a modern day car, a reason for refusal on loss of parking could not be sustained.
- 7.31 The applicant has submitted a Travel Plan with the application, this suggests an action plan, which recommends a number of actions for the applicant to take to improved sustainable travel. This includes making residents aware of nearby facilities and promoting walking and cycling by showing safe and convenient routes to these facilities, by promoting bus links, by promoting car share databases amongst actions (p12 Travel plan 2024/8005/TP01). This Travel Plan is secured via condition 21.

In terms of cycle spaces, 1 space per bedroom will be provided across the scheme in accordance with the SDNPA cycle parking standards. These spaces will be provided via a secure shelter within the curtilage of each dwelling for the storage of cycles and secured by condition 5 (f). It is also envisaged that EV charging for e-bikes is also provided on plot, and these will also be secured by condition 5. Given the walkability of each site to Petworth and the private amenity space that is available to all units, onsite visitor cycle parking is not specifically provided per dwelling and this situation is considered acceptable in this instance. The applicant has been asked to explore the provision of Sheffield cycle stands across the estate in appropriate locations, the exact location and number of these will be secured via condition 5.

#### Sustainability

- 7.32 The application has submitted an energy strategy; this sets out the standards required by the Authority and also the standards that Hyde aspire to meet in order to achieve net zero carbon and improve and enhance the comfort of their residents. The submitted statement concludes that the development has the potential to achieve a significant reduction of over 19% in carbon dioxide emissions compared to part L 2013. The scheme will use air source heat pumps and solar panels to achieve this. The scheme complies with both SDNPA Local Plan sustainability criteria and policy ESD8 of the Petworth Neighbourhood Plan.
- 7.33 Additionally, the development will incorporate Hyde Housing enhanced fabric specification which surpasses the requirements of SAP 2013, SAP 2001 and the Passivhaus standards.
- 7.34 Conditions 7 and 8 are applied to ensure the sustainability credentials of the scheme.

#### Residential Amenity

- 7.35 The majority of third-party comments refer to the loss of car parking that will occur with the development and the loss of the garages for the purposes of storage (especially those used in relation to small business). Comments have also been raised with regards to noise and disturbance and potential 'traffic chaos' during building works if consent is granted.
- 7.36 As set out above, when the usability of the existing garages for the parking of cars is considered, the application proposes an increase in parking. Whilst some residents currently

park on the tarmac between these garages this is an inefficient method of parking and more spaces are created where the garages are removed and marked surface parking is created. Whilst the loss of storage space is regrettable, as outlined at paragraph 7.26 above, the majority of garages lie vacant, and the Local Plan has no policies in place that would protect ad hoc private storage space such as this.

- 7.37 Given that, overall, the application proposes new dwellings within a settlement boundary, that all the new dwellings are within walking distance of local amenities and that, in reality, an uplift in parking is provided, it is not considered that a reason for refusal on the grounds of loss of car parking or loss of storage facilities could be sustained in this instance.
- 7.38 The concerns of residents with regards to noise, disturbance and traffic during the build process is acknowledged, although it should be noted that disruption during the construction process is not a planning matter for consideration. However, reasonable conditions can be used to minimise disruption wherever possible, and the applicant has agreed to condition 6, which seeks a construction traffic management plan to set out how disturbance can be minimised during the construction process. Additionally, condition 3 requires that a phasing plan be submitted. Such measures should reduce the impact of the build process as far as is reasonably practicable.
- 7.39 In relation to matters of overlooking and loss of privacy, there is a particularly close relationship between the bungalows along Downsview and the proposed new properties on Pound Close and Park Rise. In the case of the new properties on Pound Close (site 1), these are orientated so that the flank wall of this property is adjacent to the boundary of the building (and its flank wall) on Downsview. Windows are proposed in the flank walls of the new building, however, at ground floor level these windows will be hidden by the boundary treatments. At first floor level there is only one window proposed in each flank wall, a secondary window to the first floor bedroom. This window will be obscure glazed in order to ensure privacy of neighbours.
- 7.40 In relation to the new proposed properties at Park Rise (site 2) these properties are orientated so the front of the property faces Park Rise and the back of the property faces a bungalow (8a Downsview) which is accessed from Downs View and which is orientated east-west. Currently there is a close boarded fence along part of the boundary between this property and the end of the garage court at site 2. During the application process the applicant has agreed to provide a brick built boundary wall in place of this fence, this is secured by condition 5(d) and is considered more appropriate in terms of boundary treatment and site security.
- 7.41 The back to flank distance between the proposed new dwellings on this site and the existing flank wall of 8a Downs View is approximately 19 metres. Whilst this is under the 22m distance between back to back properties as prescribed within the SDNPA design guidelines, this is considered acceptable in this instance. The existing bungalow has large garden which overlooks the allotments to the west of the site and has windows in this elevation and the front elevation as facing Downs View Road. Additionally, whilst there is a window in the south facing flank elevation of this property, it is already largely obscured by the existing boundary treatment – part brick wall, part close boarded fence. There are no windows within the roof of this property which face site 2.
- 7.42 Taking all the above into account it is considered that the amenity impact upon the occupiers of 6a and 8a downs view will be minimal and that, whilst these properties will notice a change in outlook to some degree, this change is not so substantial as to justify a reason for refusal on the grounds of loss of privacy and overlooking in this particular instance.
- 7.43 With regards to all the other sites the proposed properties on these sites are, in the majority of cases, located adjacent to garden boundaries rather than existing residential properties and no significant amenity issues are raised. The table below briefly summarises the other sites.

| Site | Location   | Amenity impact?  | Design notes/changes   | Additional note  |
|------|--|--|--|--|
| 3    | North Way  | None. There are windows proposed in the west facing flank wall of the proposed new building on site 3, however, at ground floor level this window (which serves a kitchen) will be obscured by the boundary treatment and at first floor level this window (which serves a bathroom) is obscure glazed   | Floorplan redesigned in order to allow each unit to access individual gardens. Front elevation and roof form (facing east alongside North Way) revised to better address the street. |  |
| 4    | Woodpecker Court   | None – New buildings are 25m away from the nearest residential property at 11 Marlet Road.   | Floorplan redesigned in order to allow each unit to access individual gardens  |  |
| 5    | Station Road, adjacent to properties that front station road | None – new building broadly aligns with end of terrace building.   | Material changed from render to tile hanging. Replanned so gardens accessible to each unit.  | Front elevation (station road facing elevation) incorrectly labelled as north facing – its east facing |
| 6    | Wyndham Road – behind fire station                           | None, over 40 metres away from the property (Morgan Court) to the North and 19 metres from the properties on Wyndham Road. Whilst this distance is closer than that recommended within the SPD the dwellings on Wyndham Road site higher than the proposed dwellings on the garage court site here. Additionally, all windows in the east elevation, which faces the back of properties on Wyndham Road, will be obscure glazed. | Floorplan redesigned in order to allow each unit to access individual gardens. Floor plan change to improve fenestration arrangement in west facing elevation                        |  |
| 7    | South Grove  | None, over 30 metres away from surrounding   | Western Red Cedar tree to the front of the plot will clash   | It is proposed that this tree be crown lifted in order to  |

|  |  |                                  |                                    |                               |
|--|--|----------------------------------|------------------------------------|-------------------------------|
|  |  | properties at the nearest point. | with the parking and new building. | allow development to proceed. |
|--|--|----------------------------------|------------------------------------|-------------------------------|

Floodrisk, Drainage and Sustainable Drainage Systems (SuDS)

- 7.44 Policy SD17 refers to the protection of the water environment, SD50 states that development proposals will be permitted where they ensure that there is no net increase in surface water run-off, taking account of climate change. SD50(2) notes that proposals for major development (Major development as defined in the Town and Country Planning (Development Procedure) (England) Order 2015) will be permitted where they provide suitable sustainable drainage systems, unless it is demonstrated to be inappropriate.
- 7.45 The applicant has provided a flood risk assessment and drainage strategy. This report notes all sites are within flood zone 1 and that:
  - Fluvial and tidal flooding is considered to be very low risk
  - Reservoirs flooding is considered to be very low risk
  - Surface water flooding is considered to be very low risk
  - Groundwater flooding is considered to be medium risk
- 7.46 In terms of drainage, Sites 1, 2, 8, 9 and 7 with associated parking areas (Site E & D) all drain through a gravity network to the existing Southern Water sewer with the rest of the sites being proposed to discharge by infiltration through the use of permeable paving and infiltration crates.
- 7.47 This approach is agreed by the lead local flood authority, although (at the time of writing) they retained a 'holding objection' until further information is provided. Southern Water have reviewed the additional information as submitted by the applicant and have confirmed there is no objection.
- 7.48 Whilst the Authority would normally prefer the use of more natural solutions, such as swales, rain gardens and attenuation ponds where possible, such solutions are not practicable in relation to these sites, this is due to infiltration being impossible due to shallow groundwater depths and also due to the fairly constrained nature of each site. Considering that each existing site is currently impermeable hard standing, that permeable surfaces are used wherever possible in the scheme, (where appropriate) cellular crate storage uses and that all houses will have a water butt (secured by condition 5i) the proposed surface water drainage solutions are considered acceptable in this particular instance.

**Conclusion**

- 7.49 Overall, the scale and design of the proposals are acceptable having taken into account consultee responses, representations, and the landscape character and appearance of the immediate and surrounding area.
- 7.50 There are no impacts upon surrounding amenities as a direct result of these proposals which would justify a refusal of Planning Permission.
- 7.51 The NPPF outlines overarching economic, social and environmental objectives to sustainable development. In these respects, the scheme would deliver a policy compliant development within a settlement boundary and provide much needed affordable rented housing. Environmentally the scheme would provide biodiversity net gain, ecosystems services enhancement and meet the sustainability credentials of the Local Plan.
- 7.52 The proposals substantially comply with the Local Plan and the NPPF, National Park Purposes and duty, and relevant legislation.
- 7.53 The application is, therefore, recommended for approval subject to a S106 agreement and conditions as set out below and with the suggestion that authority be delegated to the

Director of Planning to negotiate the final form of the section 106 and make minor changes to conditions as required.

## 8. Reason for Recommendation

8.1 It is recommended that:

- 1) Planning permission be granted subject to:
  - i) The satisfactory completion of a S106 agreement, the final form of wording for which is delegated to the Director of Planning, to secure:
    - 10 Affordable Housing Units as set out in the report.
    - Water Neutrality.
    - The Travel Plan and monitoring fee of £3,950
  - ii) The conditions set out at Paragraph 9.1 of the report and any amendments or other conditions required to address technical matters.
- 2) That authority be delegated to the Director of Planning to refuse Planning Permission, with appropriate reasons, if the legal agreement is not completed, or insufficient progress made, within six months of the 9 October 2025 Planning Committee meeting

## 9. Conditions

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

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended) and Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interests of proper planning.

### Phasing Plan

3. No development shall commence on the site, including site clearance works, until a detailed phasing plan has been submitted to and approved in writing by the Local Planning Authority. This shall set out the phasing for demolition works and construction works to each of the sites and shall also include a phasing plan for the creation of the BNG as set out within the submitted and approved BNG matrix. Development on the site shall thereafter be carried out in accordance with the approved plan

Reason: To ensure that the development is staged in a manner which minimises the impact of building works upon surrounding residents and provides the stated biodiversity net gain.

### Materials

4. No development above slab level shall be commenced unless and until a schedule, (showing the location of) of all external materials (including the windows to be obscure glazed), along with samples of such materials (including finishes and colours) has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the approved details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the character and appearance of the area and the quality of the development.

### Design and Landscaping

5. No development above slab level shall take place until a detailed Scheme of Soft and Hard Landscape Works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of, but not be limited to:

- a) Proposed planting plans and schedules of plants and trees, including written specifications, cultivation and other operations associated with plant, grass, shrub and replacement tree establishment, to be sourced from a peat-free nursery;
- b) Construction of parking spaces;
- c) Locations for the installation of bird and bat boxes, including swift bricks;
- d) Location, height and materials/construction technique for all boundary treatments including gates, walls, fences (to include hedgehog highways) and hedges;
- e) Treatment of surfaces, paths and access ways;
- f) Design of ancillary structures including cycle and refuse storage, EV charge points to the public parking areas, including for EV bikes;
- g) A timetable for implementation of the soft and hard landscaping works;
- h) A schedule of landscape maintenance for a minimum period of ten years to include details of the arrangements for its implementation; and
- i) location of individual water butts to serve each property.

All such works as may be approved shall then be fully implemented in full accordance with the approved development.

All soft landscaping shall be carried out in the first planting and seeding season following the first occupation of the development, or the completion of the development, whichever is the sooner. All shrub and tree planting shall be maintained free from weeds, avoiding pesticides, and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of ten years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: To achieve an appropriate landscaping scheme to integrate the development into the landscape, in accordance with SD2, SD4 and SD5, and the SDNPA Design Guide SPD

6. No development shall commence, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Plan shall provide for (but not be limited to):
  - i. An indicative programme for carrying out of the works;
  - ii. Method Statement for demolition, excavation and construction work, including a method for the retention of or replacement of (whichever is most appropriate) the rear garage court walls which currently form the boundary walls between the existing surrounding properties and the existing garage court buildings; These walls shall be clearly indicated on a plan in the submission of these details;
  - iii. The arrangements for public consultation and liaison during the construction works;
  - iv. Details of Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP);
  - v. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for constructing foundations, the selection of plant and machinery and use of noise mitigation barrier(s);
  - vi. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination; These details shall take into account the recommendations of the Shadow Habitats Regulations Assessment dated March 2025 by ECOSA;
  - vii. The parking of vehicles of site operatives and visitors;
  - viii. Construction traffic routes and their management and control;

- ix. Parking and turning provision to be made on site;
- x. Adequate provision for addressing any abnormal wear and tear to the highway;
- xi. Loading and unloading of plant and materials;
- xii. Storage of plant and materials used in constructing the development;
- xiii. The erection and maintenance of security hoarding, where appropriate;
- xiv. Wheel washing facilities;
- xv. Measures to control the emission of dust and dirt during construction, including measures to prevent mud being deposited on the highway;
- xvi. Protection of pedestrian routes during construction;
- xvii. Provision for storage, collection and disposal of rubbish;
- xviii. Any re-use of on-site material and spoil arising from site clearance and demolition work and diverting waste from landfill (e.g. recycling); and
- xix. Working hours; these shall take into account the recommendations as set out within the Shadow Habitats Regulations Assessment dated March 2025 by ECOSA and limit construction activities to daylight hours only.

The approved Plan shall be adhered to in full throughout the entire construction period.

Reason: In the interests of highway safety and the character and amenity of the area and in order to protect and enhance biodiversity in accordance with the Habitat and Species Regulations 2017, Wildlife and Countryside Act 1981, NERC Act, NPPF and Policy SD8 and SD9 of the South Downs Local Plan.

#### Sustainable Construction

7. Prior to the commencement of the development hereby permitted, detailed information in a Design-Stage Sustainable Construction Report in the form of:
  - 1) Design-stage SAP 10 assessments for each dwelling;
  - 2) Design-stage BRE water calculations; and
  - 3) Product Specifications (including EV charging point, ASHP, PV and materials);
  - 4) Sustainable materials strategy and building design details and demonstrating that each dwelling will:
    - a) Reduce predicted CO<sub>2</sub> emissions using energy efficiency in the building fabric and low and zero carbon technologies by a minimum of 12% in total (Part L1A 2021) supported by design stage SAP 10 assessments for each residential unit on plots 01-12;
    - b) Provide the EV charge points as shown on the approved plans with a minimum power rating output of 7kW and a universal socket;
    - c) Have predicted water consumption of no more than 110 litres/person/day per dwelling;
    - d) Have separate internal bin collection for recyclables matching local waste collection services;
    - e) Provide external private compost bins for each dwelling with a garden over 50sqm;
    - f) To enhance the tree cover with new native planting as described in the Landscape strategy; and
    - g) Dwellings be designed to minimise overheating risk shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be built in full accordance with these approved details.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

8. No later than six months after the first occupation of the development hereby permitted, detailed information in a Post Construction Stage Sustainable Construction Report demonstrating how the development has been carried out in full accordance with all the requirements set out in Condition No.7 (above) shall be submitted to, and approved in writing by, the Local Planning Authority. This documentary evidence shall include 'As Built' SAP 10 assessments, photographic evidence of materials etc and other assessments.

Reason: To ensure the development demonstrates a high level of sustainable performance to address mitigation of, and adaptation to, predicted climate change.

9. The development hereby permitted shall not be brought into use until details of refuse and recycling storage shall have been submitted to and approved in writing by the Local Planning Authority. The approved refuse and recycling storage facilities shall be implemented in full accordance with the approved details prior to the occupation of the development and thereafter be retained.

Reason: To conserve the residential and visual amenities of the locality.

#### Drainage & SuDS

10. No development shall commence until details of the proposed means of foul sewerage have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water. Hereafter, the development shall be carried out in full accordance with the approved details. No dwelling shall be occupied until the drainage system has been implemented in full accordance with the approved details.

Reason: To ensure satisfactory provision of foul water drainage. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission

11. No development shall commence until details of the proposed means of surface water run off disposal in accordance with Part H3 of Building Regulations hierarchy as well as acceptable discharge points, rates and volumes have been agreed by the Lead Local Flood Authority, in consultation with Southern Water.

Reason: To ensure satisfactory provision of surface water drainage. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

#### Dark Night Skies

12. No development shall commence above slab level until a sensitive external lighting scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Dark Night Sky specialist and HCC ecology. All external lighting on the dwellings shall be restricted to down lighters that do not exceed 1000 lumens, which shall be designed and shielded to minimise upwards light spillage. It shall also take into account bat foraging and commuting routes and be informed by measures outlined in the submitted ecological assessment by ECOSA March 2025. Measures shall thereafter be implemented in full accordance with the approved details.

Reason: To conserve dark night skies and due to the sensitive ecological nature of the site.

#### Parking and Highways

13. Prior to the development being brought into use, the vehicular accesses, car parking spaces and cycle parking spaces, shall have been completed in full accordance with the approved plans and shall be retained thereafter.

Reason: To ensure adequate on-site parking is provided

Permitted Development Rights

14. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, structures or works as defined within Part 1 of Schedule 2, classes E and F and Part 2 of Schedule 2, class A; inclusive of that Order, shall be erected or undertaken on the site unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: To enable the Local Planning Authority to regulate and control the development of land in the interests of the character and appearance of the area and amenity.

Ecology, BNG, Trees

15. Development shall proceed in accordance with the measures set out in the Ecological Impact Assessment dated March 2025 by ECOSA and Habitat Management and Monitoring Plan dated March 2025 by ECOSA;

Reason: To protect and enhance biodiversity in accordance with the Habitat and Species Regulations 2017, Wildlife and Countryside Act 1981, NERC Act, NPPF and Policy SD8 and SD9 of the South Downs Local Plan.

16. The Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Report dated September 2025 by ECOSA

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Local Plan (2014-33) and the SDNPA Biodiversity Technical Advice Note.

17. Prior to the commencement of the development hereby permitted, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall accord with the Biodiversity Gain Plan and include, but not be limited to:

- i) A non-technical summary;
- ii) The roles and responsibilities of the people or organisations delivering the HMMP;
- iii) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- iv) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the first use of the development;
- v) The monitoring methodology and frequency in respect of the created or enhanced habitat; and
- vi) Provision for the identification, agreement and implementation of contingencies and/or remedial actions where the results from monitoring show that the conservation aims and objectives of the HMMP are not being met.

The created and/or enhanced habitat specified in the approved HMMP shall thereafter be managed, maintained and monitored in accordance with the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Local Plan (2014-33) and the SDNPA Biodiversity Technical Advice Note.

18. Prior to the first use of each phase of the development hereby permitted, a completion report, evidencing the completed habitat enhancements set out in the approved Habitat Management and Monitoring Plan, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act, Policy SD9 of the South Downs Local Plan (2014-33) and the SDNPA Biodiversity Technical Advice Note Informative:

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 01 March and 31 August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.
2. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place

## **TIM SLANEY**

**Director of Planning**

**South Downs National Park Authority**

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Appendix: Appendix I - Information concerning consideration of applications before committee.  
SDNPA Consultees Legal Services, Development Manager  
Background Documents: [All planning application plans, supporting documents, and consultation and third party responses](#)  
[National Planning Policy Framework \(2023\)](#)  
[South Downs Local Plan \(2014-33\)](#)  
[The South Downs Local Plan Review - South Downs National Park Authority](#)  
[South Downs National Park Partnership Management Plan](#)  
[Adopted Affordable Housing SPD - South Downs National Park Authority](#)  
[Adopted Parking SPD - South Downs National Park Authority](#)  
[Adopted Design Guide SPD - South Downs National Park Authority](#)  
[Adopted Sustainable Construction SPD - South Downs National Park Authority](#)  
[Biodiversity Net Gain Technical Advice Note \(TAN\) - South Downs National Park Authority](#)  
[Ecosystem Services Technical Advice Note \(TAN\) - South Downs](#)

[National Park Authority](#)

[Petworth-Neighbourhood-Plan\\_July-2018.pdf](#)