



LAND EAST OF WESTERGATE

Planning Statement

(inc. Statement of Community Involvement and Affordable Housing Statement)

February 2024



LUKEN  BECK

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EXECUTIVE SUMMARY

Executive Summary

Cala Homes South Home Counties has prepared a hybrid planning application for the residential-led development of land located to the east of Westergate, comprising of 400 dwellings and associated landscaping, drainage and access (in outline) and the western section of the East / West Link Road with associated drainage and road bridge (in full).

The site is allocated for the provision of new homes and forms an important component of the Barnham Eastergate Westergate (BEW) Strategic Allocation in the Adopted Arun Local Plan 2011-2031. The principle of development is well established. The site has been confirmed to be in a sustainable location and the site's suitability for residential development to meet local needs is demonstrated through the technical documentation supporting this application. Delivery of this residential-led development will facilitate a significant boost in the supply of new homes and deliver a range of social, environmental and economic benefits which include;

- › a new waterside linear park including naturalised surface water drainage features and dedicated pedestrian and cycle routes that link into the surrounding rights of way network to provide traffic free connections with the wider countryside and local centres within the wider BEW Allocation;
- › a section of a strategic link road to connect Westergate Street with the proposed realignment of the A29 and Barnham Railway Station, as required by the Council;
- › creation of a robust design framework within which a high-quality development, that respects the character and quality of the local area, will be designed in more detail with the local community at the reserved matters stage;
- › location of new homes, in a range of sizes, types and tenures (including affordable, adaptable and specialist elderly accommodation), with convenient access to a range of local services and facilities using non car modes of transport;
- › through financial contributions, support for the delivery of green and other infrastructure on the wider BEW Strategic Allocation, such as schools, the A29 realignment sports pitches and healthcare facilities; and
- › direct and indirect economic benefits during the construction process and ongoing as a result of the additional local spend from new residents.

The proposals submitted are considered to be in accordance with the development plan when read as a whole. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The application documentation, including the Environmental Statement, Design and Access Statement, and full suite of supporting technical information, clearly demonstrates that there are no overriding reasons to refuse planning permission.

Against this background and in accordance with planning law the applicant respectfully requests planning permission is granted without delay.



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Disclaimer

This document has been prepared by Luken Beck on behalf of our client for the purposes set out in this statement. All drawings within this document are not to scale and only for diagrammatic and illustrative purposes. This document should be read in conjunction with the supporting technical reports, plans and drawings.

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Key Benefits



'Up to' 400
New Homes



7.44 ha. of
public open
space and play
spaces



Dedicated
pedestrian and
cycle routes
throughout



Supporting the
delivery of the
A29
realignment



Contributions
to local
schools,
facilities and
services



New Road
Bridge over the
Lidsey Rife



EV Charging
with every
home



Consultation
leaflets
delivered to
600 homes



Legal
Agreement to
deliver first
section of the
E-W Link



Deliverable in
the next 5
years

INTRODUCTION

Introduction

This Planning Statement has been prepared by Luken Beck on behalf Cala Homes South Home Counties to accompany a Hybrid Application for the following: 1) Full Permission sought for alterations to site access off Westergate Street and through Pine Close; east-west link road, including a bridge over the Lidsey Rife, drainage, landscaping & associated works; 2) Outline Planning Consent with all matters reserved except access for up to 400 No. Dwellings with associated works.

Background

Following the adoption of the Local Plan in 2018 (Arun Local Plan 2011-2031 (ALP)), Arun District Council (ADC) has been unable to maintain an adequate supply of housing supply to meet its locally set annual housing requirements (trajectory).

A recent appeal decision APP/C3810/W/22/3309365 on Land West of Yapton Lane, Walberton allowed 48 homes in a strategic gap on 2.46has of Grade 1 Best and Most Versatile (BMV) Agricultural Land and laid bare the situation ADC finds itself in. The Inspector noted;

"[Arun District] Council is facing a serious and persistent housing crisis"

"There is a significant need for affordable housing within the District, with over 1,000 households currently on the Council's housing register, having risen from 900 in 2018"

The principle of development on site is considered acceptable due to Policy SD5 BEW Allocation within the ALP outlining the area for housing development up to 4,300 homes. The site is situated within the Barnham, Eastergate and Westergate (BEW). Land East of Westergate is included within this allocation within the ALP.

Due to the 'serious and persistent housing crisis' in ADC as well as the BEW Allocation within the ALP, there is an acute need to bring forward this development without delay.

Purpose of this Document

This Planning Statement summarises the planning context for the site and its surroundings, sets out the relevant planning policy and guidance that serve as the appropriate framework for determining this application and provides an assessment of the proposals in that context.

Summary of Proposals

The proposal seeks to develop the site (19.35ha) for 'up to' 400 dwellings including play spaces, open spaces and a link road to the consented planning application adjacent and to the east (BN/11/22/OUT).

The proposals will provide a range of tenures and sizes that have been sensitively designed to assimilate with the surrounding area. In designing the 'illustrative' layout, careful consideration has been paid to ecology, surface water drainage, local amenity, character, movement networks and enhancing the landscaping along the north / south green corridor between this site and the BEW Consortium to the east.

The application seeks Hybrid Permission for the following development:

- › 'Up to' 400 dwellings with Affordable Housing (quantum and mix to be agreed)
- › Vehicular access (applied for in full) to link with Westergate Street, the proposed bridge over the Lidsey Rife, to the land to the east. This route will be restricted to public transport, cyclists and pedestrians until the A29 Realignment is complete;
- › The remainder of the site will be applied for in outline with a subsequent reserved matters submission that will detail design and other works to be carried out on site
- › Circa. 7.44 ha. of Public Open Space and play spaces

Application Content

To enable an assessment of the principle and parameters of development proposed, the application proposals include an 'illustrative' Site Layout Plan demonstrating the full quantum of 'up to' 400 new homes could deliver a sustainable and high quality scheme. A number of Associated Technical Reports and plans are submitted as part of this application:

- › Arboricultural Impact Assessment and Tree Survey produced by Barrell Tree Consultancy
- › Agricultural Land Quality Assessment produced by Kernon Countryside Consultants
- › Air Quality and Dust Assessment; Transport Assessment and Framework Travel Plan; Drainage Strategy and Flood Risk Assessment; and, Utilities Assessment produced by WSP
- › Archaeology Desk Based Assessment produced by Development Archaeology Services
- › Energy Statement produced by Stantec
- › Ecological Impact Assessment, including Ph 2 Surveys for bats, otter, birds, botanical, invertebrates, water vole, dormouse, reptile and newts (eDNA), and Shadows Habitat Regulations Assessment, produced by EcoSupport
- › Preliminary Ground Conditions Assessment and Phase 1 Land Contamination Assessment produced by Soils Ltd.
- › Lighting Assessment produced by DFL
- › Landscape Visual Impact Assessment (LVIA) and Landscaping Plans produced by David Jarvis Associates
- › Indicative site layout and parameter plans produced by Thrive Architects
- › Minerals Assessment produced by SLR Consulting
- › Noise Assessment produced by 24Acoustics
- › Socio-Economic Impact Assessment produced by Nexus Planning

Pre-Application

This application follows a Pre-Application Enquiry in June 2022. The formal response from officers is summarised below:

- › **Landscape:** A landscape-led design approach is required, involving the retention and enhancement of field boundaries with hedgerows or strong linear building frontages, where possible.



Previous Scheme

- › **Design:** The context appraisal should follow the Checklist in the Arun Design Guide (pg 43). The proposed apartment blocks on the eastern edge may need to be reviewed as a reduce scale and massing.
- › **Ecology:** The proposals should avoid significant harm to the integrity or function of the Biodiversity Corridors, which are protected under Policy EH2 of the Made Aldingbourne Neighbourhood Plan. 10% BNG is to be provided. The removal of the woodland on the western part of the site should be avoided as this is a Biodiversity Action Plan priority habitat.
- › **Habitats Regs (2017):** A shadow habitats regulation assessment (incl. dark corridor plans) is to be undertaken to inform the Council's Appropriate Assessment of potential impacts on the SAC Singleton and Cocking Tunnels.
- › **Lighting:** Early discussions with WSCC and their lighting contractor is advisable to secure the necessary adaptations and mitigations for road adoption.
- › **Housing Mix:** 25% of the total affordable housing to be provided as First Homes, and should be taken out of the intermediate housing provision. Any significant deviation from the SHMA mix will require evaluation and could take into account current up to date market trends, or local character trends. 50% of units meeting m4(2) standard (Access and adaptable dwellings), plus two additional units to be designed to m4(3) wheelchair accessible, for every 50 units proposed thereafter.
- › **5 YHLS:** The most up to date figure for the ADC Housing Land Supply is 2.36 years.
- › **Viability:** A 15% affordable housing contribution was agreed in principle, subject to a further viability update included in the planning application to reflect current and accurate market values and any final version of the revised IDP.

We believe the revised scheme addresses all of this feedback and will be revisited in the '*Planning Considerations*' Section of this document.

Stakeholder & Community Engagement

A leaflet was produced and shared with the Parish Council prior to delivering to c.600 homes within Westergate.



An Online Public Consultation was held at landeastofwestergate.squarespace.com. This outlined what the scheme would deliver and give residents the chance to comment on the application at this stage. A more in-depth Community Engagement Day is planned to be held at Reserved Matters Stage to give residents the chance to comment on detailed design matters.

Further detail is provided within the '*Statement of Community Involvement*' Section.

Environmental Impact Assessment

This application is also supported by an Environmental Impact Assessment (EIA) split into three volumes: Volume 1 - Main Technical Assessments; Volume 2 - Non-Technical Summary; Volume 3 - Appendices.



EIA Scoping Opinion

A response to the Scoping Opinion was received on 21st November 2022. In summary, the Scoping Opinion stated:

- › **Landscape and Visual Impact -**
 - › Provision for an LVIA and Local Character Assessment.
 - › South Downs National Park Authority (SDNP) had concerns over restricting views from the SDNP however, this could be covered in the LVIA.
 - › Dark Skies sensitivity needs to be mitigated.
- › **Ground Conditions, Contamination and Soils -**
 - › As the site is adjacent to the railway line, ground contamination may be present.
- › **Minerals -**
 - › Site is located within Minerals Safeguarding Area (MSA) for Sharp Sand and Gravel so requires a Mineral Resource Assessment.
- › **Noise and Vibration -**
 - › Noted to scope in impacts from the future realignment of the A29, existing pumping stations and electric sub stations.
 - › A submitted noise assessment should prove internal noise levels will conform to the Indoor Ambient Noise Levels for Dwellings.
- › **Air Quality and Dust -**
 - › Take account of the risks of air pollution and how to mitigate.
 - › Work with Arun District Council to establish the baseline conditions and receptor points.

- › **Water Environment -**
 - › **Foul and Surface Water -**
 - › Development should steer away from Flood Zones 2/3.
 - › A Full Drainage Impact Assessment will be required.
 - › **Flood Risk -**
 - › Follow sustainable drainage hierarchy and give due consideration to the location and design of surface water drainage features to achieve necessary capacity, water quality and ease of maintenance.
- › **Historic Environment & Archaeology -**
 - › A heritage chapter is required within the Environmental Statement (ES) which assesses the impacts of the development on the setting of historic assets.
- › **Socio-Economics -**
 - › Assessment of the potential impacts of the proposed development on the recreational value of the area, together with impacts on the community in the locality.
 - › Similarly, impacts on healthcare and education should be assessed.
- › **Climate Change & Resilience -**
 - › Assessment of the development's impact on the ability of the natural environment to adapt to climate change.
- › **Ecology -**
 - › Dust generated during the construction phase and impacting upon the Lidsey Rife will need assessment.
 - › Up to date surveys of water voles should be included alongside those already completed for bat, reptiles and dormice.
 - › The ES should also consider the impacts upon local wildlife and geological sites, consider the contribution the development could make to local environmental initiatives, the impact upon the Singleton and Cocking Tunnels Special Area of Conservation (SAC), dormouse, birds, habitats, birds and reptiles.
- › **Transportation -**
 - › A detailed STATS 19 accident analysis may be required for the latest 5-year period accident data is available.
 - › A Construction Management Plan should be included at detailed design stage.
 - › Modelling should accurately include the adjacent BEW Site.

- › **Agricultural Land Quality -**
 - › The site has Grades 2, 3a and 3b agricultural land.
 - › It is not considered that the development will give rise to significant effects over and above those already considered as part of the strategic allocation. Therefore, Agricultural Land can be scoped out.
- › **Waste -**
 - › A Site Waste Management Plan (SWMP) and Construction Environmental Management Plan (CEMP) will be required, at detailed design stage
 - › This can be dealt with via condition and therefore, can be scoped out.
- › **Wind Environment -**
 - › Due to the open nature of the surroundings, it is not considered that the proposed development would alter the wind environment to such an extent that it would result in significant environmental effects therefore, wind environment can be scoped out.
- › **Daylight, Sunlight and Overshadowing -**
 - › It is not envisaged that the development will give rise to any materially adverse daylight and sunlight effects therefore daylight, sunlight and overshadowing can be scoped out
- › **Cumulative Impacts -**
 - › The ES should identify cumulative impacts of other projects and activities that are being, have been or will be carried out.
 - › Projects such as existing completed projects, approved but uncompleted projects, projects under consideration by the Local Planning Authority (LPA), projects which are reasonably foreseeable for which an application has not yet been submitted but which are likely to progress before completion of the development and, other significant or major applications falling outside of the BEW Allocation site.
- › **Summary -**
 - › In summary, the ES will scope in: Transportation, Landscape and Visual Impact, Ecology, Air Quality, Noise and Vibration, Built Heritage and Archaeology, Water Environment and Drainage, Socio-economics, Ground Conditions and Contamination, Minerals, Climate Change and Resilience.

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SITE & SURROUNDINGS

Site Context

Site Location & Description

The three villages of Barnham, Eastergate and Westergate are located in Arun District between the A27 and the Sussex Coastal Plain, east of Chichester, north of Bognor Regis and north-west of Littlehampton in West Sussex. Barnham and Eastergate are located on the B2233 and Westergate on the A29.

The villages of Eastergate and Westergate are separated by a small stream through the Lidsey Rife which will necessitate a bridge between the eastern and western parts of the allocation. The two villages have a population of c.6000. The West Coastway Line runs through the two parishes and provides services as far as Cardiff and into Central London.

The site forms the north western part of the BEW Allocation. It is an irregularly shaped piece of land which measures 19.35 ha in area. The site is defined by the built edge of Westergate on the western edge, the railway line along its southern edge and the Lidsey rife along its eastern edge. The site sits within Aldingbourne Parish and borders the Barnham and Eastergate Parish on its eastern boundary.

The site will be set within the context of the wider allocated BEW sites.



Site Photographs





Surrounding Area

Eastergate and Westergate have developed from historic communities which were predicated at the junctions of important movement routes, while Barnham developed substantially in the 20th Century to the north and west of the new railway station.

The characteristics of the Coastal Plain define the area with low lying fields which are often small in size, divided by planting and/or watercourses. Much of the open land is use for agriculture and horticulture.

Although collectively identified as three villages, each community has a distinct sense of identity which is reinforced by a number of green gaps and wedges which separate the communities and avoid coalescence. To move eastwards along Barnham Road from Eastergate into the centre of Barnham is to experience a distinct sense of arrival at the heart of the settlement.

The A29 runs to the west of the site through Westergate and provides a strategic link between Bognor Regis and the A27 to the north. The B2233 provides an important east-west route through Eastergate and Barnham before continuing eastwards to Ford and Littlehampton.

There are two Conservation Areas: Church Lane to the south of Eastergate and along Church Lane to the south of Barnham. An area along the B2233 is designated as an Area of Special Character.

Watercourses, which are part of the wider network of the West Sussex streams, run through the western and eastern parts of the BEW Allocation. The Lidsey Rife runs north – south along the eastern edge of the site and has been identified as a Biodiversity Opportunity Area.

Transport

Barnham Station provides frequent services to Brighton, London, Southampton and Portsmouth and more locally to Littlehampton, Chichester and Bognor Regis.

Bus route 66 / 66a serves Barnham on the Bognor Regis to Walberton and Yapton route, while the 85 / 85a connects Barnham and Westergate to Arundel and Chichester.

A Transport Assessment is included in this application, and is summarised in the 'Planning Considerations' section, setting out the potential improvements to encourage non-car modes of travel.

Local Amenities

Barnham, Westergate and Eastergate each have their own primary schools. There are 2 secondary schools in the area; the Westergate Community School and the St Philip Howard Catholic High School. Early years childcare provision is available at the Westergate Nursery and Hopscotch Pre-School in Westergate. Provision is also available at the Eastergate Nursery and the Barnham Community Pre-School.

Healthcare provision is available at The Croft Surgery in Eastergate and the Chantry House Dental Care Surgery in Barnham. Community facilities are available at the Eastergate Village Hall and Aldingbourne Community and Sports Centre. Sports and Leisure facilities are available at the Six Villages Sports Centre in Westergate. A local play space is available at Olivers Meadow, Aldingbourne, Westergate.

Accessibility Map



Key

LEO Westergate (The Site)

BUS Bus Stops

Walking/Cycle Routes

Wider Local Context & Facilities



LEO Westergate
(The Site)

5 Minute Walk

Educational Institutions

10 Minute Walk

20 Minute Walk

30 Minute Walk

Barnham Train Station

Sports Centre

Religious Institutions

Proposed Local Centres

Site Planning History

Previous planning applications on this site are listed below:

- › **AL/15/17/PL** Refused Permission
Hybrid Application 1) Full Planning Application for 101 no. Dwellings with new access & associated works on 3.34 ha land; 2) Outline Planning Application with all matters reserved for 249 No. dwellings with access & associated works on 15.06 ha of land. This application affects the character & appearance of the Eastergate (Church Lane) Conservation Area, the setting of Listed Buildings, Public Rights of Way & is a Departure from the Development Plan.
- › **AL/97/22/ESO** ES Required
Environmental Screening Request for full application for 400 dwellings with associated open space, access, surface water drainage and landscaping.
- › **AL/98/22/EIS** Scoping Issued
Scoping Request for full application for 400 dwellings with associated open space, access, surface water drainage and landscaping.

Relevant Planning History

There are a number of relevant major applications near to the site:
For Site Locations, see Context Map on the subsequent pages.

Current Applications

- › **BN/11/22/OUT** Pending Decision
Mixed Outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide up to 1,250 residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class C2/C3), flexible retail and community floorspace (Use Classes E/F2/Sui Generis), a Primary School plus open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29 including construction of a new road carriageway, junctions and associated infrastructure. This application also lies within the parish of Aldingbourne, affects the setting of listed buildings, affects the character & appearance of the Eastergate Church Lane Conservation Area and affects a Public Right of Way. This application is the subject of an Environmental Statement.
- › **AL/57/23/PL** Pending Decision
Demolition of all existing buildings and structures and redevelopment of the existing car salvage and recycling facility to provide 80 No dwellings and a co-working hub, with vehicular access from Fontwell Avenue, provision of public open space, landscaping, and other associated works (resubmission following AL/49/22/PL). This application is a Departure from the Development Plan is in CIL Zone 3 and is CIL Liable as new dwellings.
- › **BN/195/22/PL** Pending Decision
Hybrid application: 1)- Full planning application for the demolition of existing dwelling and outbuildings and the construction of residential dwellings, public open space including recreation space and associated infrastructure and works to be constructed in 5 distinct areas (A-E) each one independent from the other and 2)-Outline application with all matters reserved other than means of access for a care home. This application falls within Strategic Site HD5, CIL Zone 1 and 2 (Zero Rated) and may affect the setting of listed buildings. This application is subject to an Environmental Statement.

- › **AL/107/21/PL** Pending Decision
Demolition of the Woodgate Centre buildings (including 3 No. residential dwellings) & the construction of 180 No. residential dwellings with the creation of new vehicular access with footways and cycleways, ancillary road infrastructure, emergency access arrangements, associated parking, public open space, including children's play space, landscape planting, surface water attenuation & drainage & other associated infrastructure. This site in in Cil Zone H SP2, BEW Strategic Site and is not CIL Liable.
- › **AL/70/23/OUT** Pending Decision
Outline planning application with all matters reserved except access for residential development of the site with up to 155 dwellings (Use Class C3), informal and formal public open space, landscaping, drainage, and other associated works. This application is a Departure from the Development Plan. This is Not CIL liable as Outline.

Current Applications



Key

- BEW Allocation (Policy SD5)
- LEO Westergate (The Site)
- Land at SRC Recycling (AL/57/23/PL)
- BEW Consortium Site (BN/11/22/OUT)
- Land North of Barnham Road (BN/195/22/PL)

*Site Boundaries are Approximate

Consented Sites

- › **APP/C3810/W/22/3309365** Granted Permission
Outline planning application with all matters reserved, other than means of access, for the construction of up to 48 dwellings (30% affordable homes) and dental/doctors' surgery (Use Class E (e)). (This application may affect the setting of a listed building & may affect the Walberton Village Conservation Area).

- › **AL/102/17/RES** Granted Permission
Application for approval of Reserved Matters following outline application AL/61/13/ for the demolition of existing glasshouses, bungalow, stables & outbuildings & residential development of 268 dwellings incl 30% affordable housing (incorporating 60 senior living units) with associated access, public open space & landscaping

- › **EG/6/18/RES** Granted Permission
Approval of reserved matters following outline consent EG/71/14/OUT for the erection of 60 No. dwellings with new vehicular access, open space & ancillary works

- ›

- › **BN/153/20/PL** Granted Permission
44 No. dwellings & associated infrastructure. This site falls within the BEW Strategic Site, CIL Zone 1 (Zero Rated).

- › **BN/135/20/PL** Granted Permission
Construction of 30 no. dwellings, new access, public open space, landscaping and associated works (submission following EG/22/19/OUT). This site is a Strategic Site in SP2 (Zero Rated).

- ›

- › **AL/21/20/OUT** Granted Permission
Outline Outline application with some matters reserved for the erection of 38 No. dwellings consisting of 5 No. 4-bed house, 14 No. 3-bed houses & 19 No. 2-bed houses, with communal work hub & associated car parking & landscaping (resubmission following AL/57/18/OUT). This application is a Departure from the Development Plan.

- › **AL/20/21/PL** Granted Permission
Demolition of Wings House & erection of 71 No. replacement dwellings (70 net new dwellings), access arrangements, sustainable drainage measures, public open space, landscaping & all other associated works (resubmission following AL/46/20/PL). This application is a Departure from the Development Plan.

- › **AL/129/21/OUT** Granted Permission
Outline planning application with all matters reserved (except access) for residential development with up to 95no. dwellings (Use Class C3), informal and formal public open space, landscaping, drainage and other associated works. This application is a Departure from the Development Plan.

- › **AL/20/18/OUT** Granted Permission
Outline application for the demolition of 2 No. dwellings & associated outbuildings & the erection of up to 27 No. dwellings, of which 30% will be affordable, with associated open space & access. This application is a Departure from the Development Plan.

- › **BN/142/20/OUT** Granted Permission
Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.

- › **BN/29/13** Granted Permission
Application for approval of reserved matters following Outline approval BN/27/09 for demolition of all existing structures and redevelopment with 86 dwellings together with associated open space, landscaping and access improvements.

- › **BN/6/18/RES** Granted Permission
Approval of reserved matters following outline consent BN/32/15/OUT relating to appearance, landscaping, layout & scale for erection of 38 No. dwellings including open space, landscaping & new access (resubmission following BN/28/17/RES).

Consented Sites

APP/C3810/W/22/3309365

Key

● ● ● BEW Allocation (Policy SD5)

LEO Westergate (The Site)	North of Lee's Yard, Lidsey Road (AL/21/20/OUT)
Warwick Nursery, Barnham Road (BN/153/20/PL)	Wings Nursery, Lidsey Road (AL/20/21/PL)
Boweries, Barnham Road (BN/135/20/PL)	Land Adj. to Woodgate Nurseries (A/129/21/OUT)
Land West of Yapton Lane (APP/C3810/W/22/3309365)	Land at Bridge Cottage (AL/20/18/OUT)
Nyton Nursery (AL/102/17/RES)	Land South of Barnham Station (BN/142/20/OUT)
Land at Eastergate Fruit Farm (EG/6/18/RES)	Angel's Nursery, Yapton Road (BN/29/13)
Land North of Barnham Road (BN/195/22/PL)	Lillies, Yapton Road (BN/6/18/RES)
West of Lidsey Road, Woodgate (AL/70/23/OUT)	Woodgate Centre, Lidsey Road (AL/107/21/PL)

*Site Boundaries are Approximate

PLANNING POLICY

National Policy

National Planning Policy Framework (NPPF)

Guidance is provided in the form of the NPPF, published in December 2023, which is a significant material consideration in the determination of planning applications. The NPPF confirms the purpose of the planning system is to contribute to the achievement of sustainable development (Paragraph 7). Furthermore, Paragraph 8 advises that there are three over-arching objectives to sustainable development, namely economic, social and environmental. With regard to each objective, the NPPF defines their purpose as;

An Economic Objective: To help build a strong, responsive and competitive economy ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

A Social Objective: To support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An Environmental Objective: To contribute to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 10 continues;

*"So that sustainable development is pursued in a positive way, at the heart of the framework is **a presumption in favour of sustainable development...**"*

It confirms in Paragraph 11 that in decision-taking this means (inter alia);

"c) approving development proposals that accord with an up-to date development plan without delay

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole"

With respect to decision-making, Paragraph 38 of the NPPF advises;

*"Local planning authorities should approach decisions to proposed development in a positive and creative way. **They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.** Decision-makers at every level should seek to approve applications for sustainable development where possible."*



On pre-application engagement, Paragraph 39 states;

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties..."

Paragraph 41 continues;

"The more issues that can be resolved at pre-application stage [...] the greater the benefits."

Paragraph 47 states;

"applications for planning permission [should] be determined in accordance with the development plan, unless material considerations indicate otherwise"

On delivering and maintaining a sufficient supply of new homes, Paragraph 60 sets out;

*"To support the Government's objective of significantly boosting the supply of homes, it is important that **a sufficient amount and variety of land can come forward where it is needed**, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community"*

Paragraph 73 continues;

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way..."

Local Planning Authorities are required to identify and update annually a supply of specific deliverable sites to provide **a minimum of five years' worth of housing** unless the criteria in Paragraph 76 are met:

"...for decision making purposes if the following criteria are met:

- a) their adopted plan is less than five years old; and
- b) that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded."

In all other circumstances, local planning authorities should provide a minimum of five years supply, or a minimum of four years' worth of housing if the provisions of Paragraph 226 apply.

Footnote 8 states:

"this includes, for applications involving the provision of housing, situations where

- (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in Paragraph 77) and does not benefit from the provisions of paragraph 76 [...]"

In Annex 1, Paragraph 226 states:

"...for decision-making purposes only, certain local planning authorities will only be required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of four years' worth of housing against the housing requirement set out in adopted strategic policies, or against local housing need where the strategic policies are more than five years old, instead of a minimum of five years as set out in paragraph 77 of this Framework. This policy applies to those authorities which have an emerging local plan that has either been submitted for examination or has reached Regulation 18 or Regulation 19 stage, including both a policies map and proposed allocations towards meeting housing need. This provision does not apply to authorities who are not required to demonstrate a housing land supply, as set out in paragraph 76...."

With regard to Making effective use of land, Paragraph 123 states;

"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a

clear strategy for accommodating objectively assessed needs..."

Paragraph 126 elaborates further on the above stating;

" Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and

b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area."

With respect to design of any proposals, the NPPF provides guidance in its chapter 'Achieving Well-Designed and Beautiful Places' in which Paragraph 131 sets out that;

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."

Paragraphs 135, 136, 137 and 139 provide additional advice;

"Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that ... opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible..."

"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

National Design Guide (NDG)

Additional guidance by national government is provided within the National Design Guide, amended in January 2021, and is a significant material consideration in any forthcoming determination of planning application. Paragraph 3 of the guide highlights;

“The National Planning Policy Framework makes clear **that creating high quality buildings and places is fundamental to what the planning and development process should achieve.** This National Design Guide, and the Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.”

The National Design Guide sets out ten different characteristics that developments should achieve to create the physical character, whilst nurturing and sustaining a sense of community and working positively to address environmental issues that are impacting the climate as specified in Paragraph 35. These characteristics include the following;

Context is the location of the development and the attributes of its immediate, local and regional surroundings. Paragraph 39 emphasises that well designed places are based on sound understanding of the features of the site and the surrounding context; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and respond to local history, culture and heritage.



Identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. Paragraph 50 states that well-designed places, buildings and spaces have a positive and coherent identity that everyone can relate with; have character that suits the context, its history, how we live today and in the future; and are visually attractive in order to delight their occupants and users.

Built Form is the three-dimensional pattern or arrangement of development blocks, streets, buildings, or open spaces. Paragraph 62 advises that a well-designed built form can be achieved through compact forms of development that are walkable and contribute positively to well-being and placemaking.

Movement patterns for people are integral to well-designed places. Paragraph 76 specifies that a well-designed movement network defines a clear pattern of streets that: are safe and accessible for all; function efficiently to get everyone around, taking into account the diverse needs of all potential users with a genuine choice of sustainable transport modes; limits the impacts of car use by prioritising and encouraging walking, cycling and public transport whilst identifying opportunities to improve air quality.

Nature contributes to the quality of place, and to people’s quality of life, and it is a critical component of well-designed places. Paragraph 91 requires well-designed places to integrate existing and incorporate new natural features that supports quality of place, biodiversity and water management whilst addressing climate change mitigation and resilience; prioritise nature so diverse ecosystems can flourish; and provide attractive open spaces in locations that are easy to access with activities for all to enjoy.

Public Spaces are streets, squares and other spaces that are open to all. Paragraph 100 emphasises that well-designed places include well-located public spaces that support a wide variety of activities that encourage social interaction; have a hierarchy of spaces that range from large and strategic to small and local spaces; that feel safe, secure and attractive for all to use; and have trees and other planting for people to enjoy whilst providing shading and air quality / climate change mitigation.

Uses mixed together encourage sustainable places that support everyday activities including to live, work and play. Paragraph 111 highlight well-designed places as having; a mix of uses including local services and facilities to support daily life; an integrated mix of housing tenures and types to suit people at all stages of life; and well-integrated housing and facilities that are designed to be tenure neutral and socially inclusive.

Homes and Buildings are well-designed if they are functional, accessible and sustainable. Paragraph 123 encourages a good quality internal and external environment for users, promoting health and well-being; homes and buildings that relate positively to the private, shared and public spaces around them; and resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

Resources that include land, water, energy and materials should be conserved. Paragraph 137 states this can be achieved through having a layout, form and mix of uses that reduces their resource requirement; buildings that are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste; and use materials and adapt technologies to minimise their environmental impact.

Lifespan of developments that help sustain their beauty over time and add to the quality of life of their users and as a result people are more likely to care for them over their lifespan. Paragraph 151 encourages places, buildings and spaces that are: designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages; robust, easy to use and look after enabling users to establish a sense of ownership and belonging whilst aging gracefully; adaptable to users changing need; and are well-managed and maintained by their users, owners, landlords and public agencies.



The ten characteristics of well-designed places

Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the relevant Development Plan unless material considerations indicate otherwise. The Development Plan for Arun District comprises various the following;

- Adopted Arun Local Plan 2011-2031 (2018)
- Made Aldingbourne Neighbourhood Plan (2021)
- Adopted West Sussex Joint Minerals Plan (2018) & West Sussex Waste Local Plan (2014)

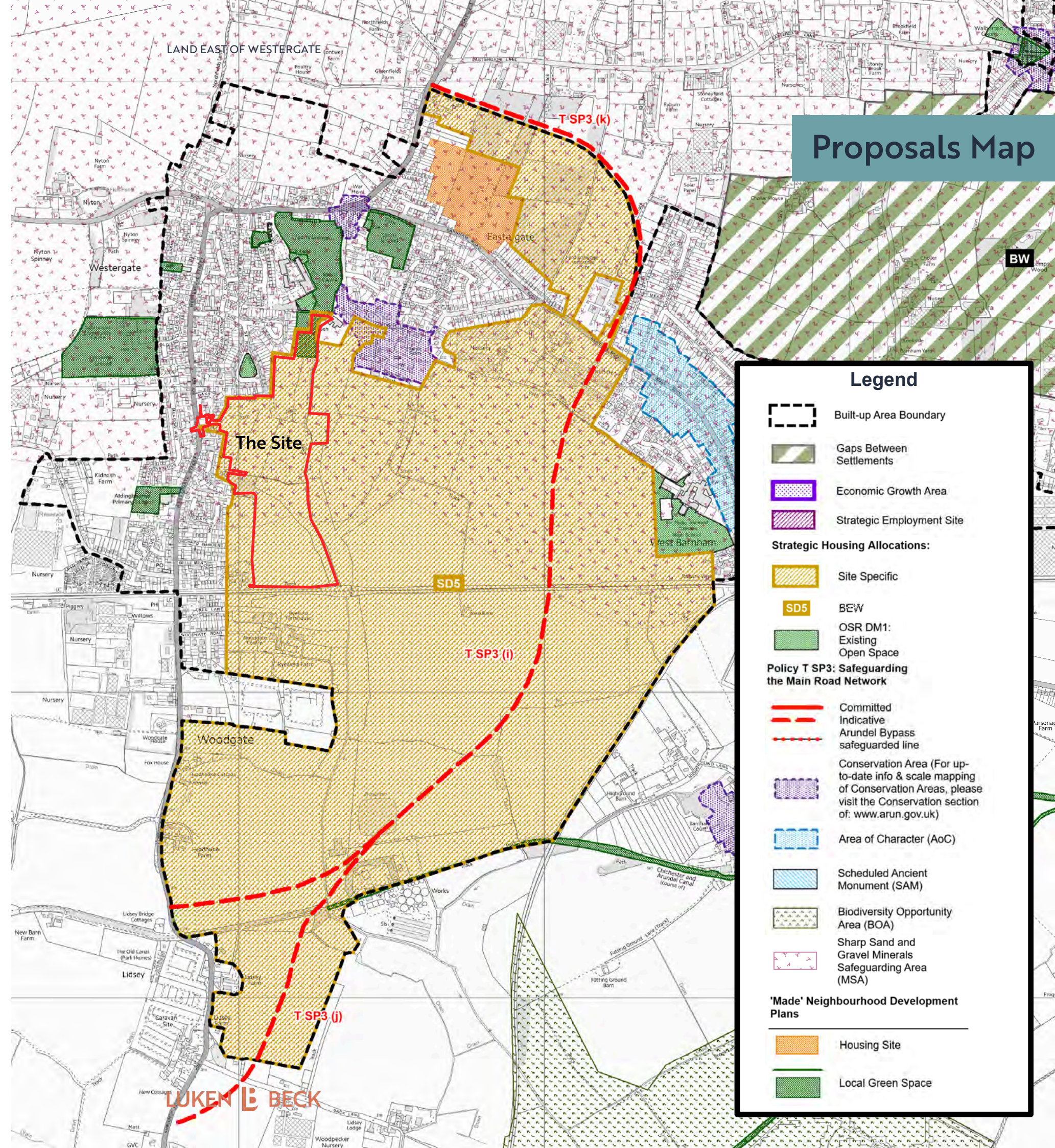
Adopted Arun Local Plan 2011-2031 (2018)

The Adopted Arun Local Plan (ALP) (2018) sets out the vision, and guides development that will achieve that vision, for Arun District in the period 2018-2031. In order to meet these objectives, the ALP includes the following relevant policies for the application site;

- **Policy H SP2c - Inland Arun: Barnham/Eastergate/Westergate (SD5):** The Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total. Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- A. Preserve the separate BEW identities and further physical coalescence
- B. Design and landscaping shall ensure that there is continuity between the existing landscape setting and villages
- C. Design and layout of the development shall take account of the railway line crossing the site
- D. Housing shall be designed around a Linear Park which follows along the Lidsey Rife
- E. A comprehensive strategy for surface water management
- F. Significant views to and from the South Downs shall be incorporated within the site
- G. Provide a Community Hub with local centre; new retail, commercial and community facilities; new tier 7 Library; and healthcare facilities to serve BEW
- H. Transport requirements including a new A29 route; an east-west route north of the railway line to join the existing and new A29; access to Barnham Railway Station; regular bus services linking BEW with Bognor Regis; and, Westergate Link cycle scheme.
- I. Provide a new two-from entry primary school, a new one-from entry primary school and nursery places
- J. Incorporate two new sports pitches and changing facilities, and
- K. Incorporate planned new employment provision.

Proposals Map



- › **Policy SD SP1 - Sustainable Approach:** Indicates a positive approach by the Council in favour of sustainable development, as required by the NPPF, to secure development that will contribute to the social, economic and environmental conditions of the district.
- › **Policy SD SP1a - Strategic Approach:** Highlights the aspirations to maintain the District's unique character as a coastal location set against the South Downs whilst ensuring that the needs of the community are met through sustainable growth and the provision of suitable services including through providing for growth of the sustainable villages whilst maintaining their setting within the open countryside; providing for the housing needs of the community by delivering 20,000 homes; and support development which protects, conserves and enhances the built environment.
- › **Policy SD SP2 - Built-Up Area Boundary:** States that development should be focused within Built-Up Area Boundaries (BUAB), and these will be supported subject to consideration of other policies.
- › **Policy GI SP1 - Green Infrastructure and Development:** Requires all major development proposals to protect and enhances the existing Green Infrastructure assets and the connections between them, to provide a joined up Green Infrastructure Network. which should be protected from light pollution.



- › **Policy LAN DM1 - Protection of Landscape Character:** Requires development to respect the landscape, with special regard to the South Downs National Park, and the historic character and development pattern of settlements of the locality.
- › **Policy H SP1 - The Housing Requirement:** States that within the plan period 2011 – 2031 at least 20,000 new homes will be accommodated within Arun District, including 1,120 dwellings per annum in 2020/21 and 1,310 dwellings per annum in 2021/22 – 2025/26. In Yapton, 500 units are allocated in strategic housing sites whilst additional non-strategic allocations will be made in the Neighbourhood Plan.
- › **Policy H DM1 - Housing Mix:** Specifies that a mix of dwelling types and sizes are required. Developments of 11 units or more should include a balanced mix of market and affordable dwelling sizes including family sized accommodation based on the most up to date SHMA recommendations. Tenure mix shall be negotiated on a case by case basis having regard to the SHMA. The housing provided should take account of the needs of older people.
- › **Policy D SP1 - Design:** Seeks the efficient use of land that reflects the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural detailing which should be derived from a thorough site analysis and context appraisal.
- › **Policy D DM1 - Aspects of Form and Design Quality:** Requires development proposals to be assessed regarding character, appearance/attractiveness, impact on neighbours' amenity, innovation, adaptability, crime prevention, trees/woodland, solar gain, public realm, layout in terms of movement and legibility, public art, density and scale. Development should also comply with the Arun Design Guide.
- › **Policy AH SP2 - Affordable Housing:** For developments of 11 units or more a minimum of 30% affordable housing will be required, with an affordable mix of 75% rent and 25% intermediate housing. Affordable housing should be visually indistinguishable from market housing with large groups of single tenure dwellings or property types avoided. Affordable housing mix should comprise the following;

1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
35-40%	35-40%	15-20%	5-10%

- › **Policy D DM2 - Internal Space Standards:** Requires the provision of internal spaces of an appropriate size to meet the requirements of all occupants and their changing needs.
- › **Policy ECC SP1 - Adapting to Climate Change:** Development will be supported which is located and designed to adapt to climate change impacts, notably flooding, water stress, health impacts from extreme temperatures and richness of biodiversity, taking account of location, water efficiency, shade/ solar gain, green infrastructure connectivity, layout and massing, building resilience to extreme weather events and capacity of drainage systems.
- › **Policy ECC SP2 - Energy and Climate Change Mitigation:** New residential development will be expected to be energy efficient, reflecting current standards. Design and layout should promote energy efficiency and incorporate decentralised, renewable and low carbon energy systems, such as solar panels. All major developments must produce 10% of total predicted energy requirements from renewable or low carbon sources, unless demonstrated to be unviable.
- › **Policy HWB SP1 - Health and Wellbeing:** All development should be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. In particular regard shall be had to providing or contributing to the necessary infrastructure to encourage physical exercise and health, including accessible open space, sports and recreation facilities and safe, well promoted, walking and cycling routes.
- › **Policy OSR DM1 - Open Space, Sport and Recreation:** Housing development will be required to contribute towards open space provision in accordance with guidance set out in the current Open Space Study. Developments should have regard to Secure by Design guidance.
- › **Policy T SP1 - Transport and Development:** States that all new development should provide safe access on to the highway network, reduces congestion, works to tackle climate change and promote healthy lifestyles, contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

- › **Policy T DM1 - Sustainable Travel and Public Rights of Way:** New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks must be available and accessible to all members of the community. Proposals must be within easy access of established public transport services and sustainable transport infrastructure, make provision for cycling and pedestrian facilities to meet County Council Parking Standards and contribute towards the provision of a joined up cycle network and PRow network.
- › **Policy HER SPI - The Historic Environment:** Supports proposals that conserve or enhance the historic environment of the District including designated heritage assets including listed buildings, structures, conservation areas and their settings as well as non-designated heritage assets.
- › **Policy HER DM1 - Listed Buildings:** Proposals affecting Listed Buildings will be required to protect, and where possible enhance the setting of the building.
- › **Policy HER DM3 - Conservation Areas:** In order to preserve or enhance the character or appearance of the Conservation Area, planning permission or relevant consent will normally be granted for proposals within or affecting the setting of a Conservation Area provided they protect the character and features of the Conservation Area.
- › **Policy HER DM5 - Remnants of the Portsmouth and Arundel Canal:** Development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal.
- › **Policy HER DM6 - Sites of Archaeological Interest:** There will be a presumption in favour of the preservation of scheduled and other nationally important monuments and archaeological remains unless it can be demonstrated that the development will not be harmful to the archaeological interest of these sites through a Desk Based Archaeological Assessment.
- › **Policy ENV SPI - Natural Environment:** States that the preservation, restoration and enhancement of biodiversity and the natural environment through the development process will be encouraged, and where possible the creation of new habitats and areas for species will be supported.
- › **Policy ENV DM4 - Protection of Trees:** Ensures that tree that are subject to Tree Preservation Orders, located within a Conservation Area or contribute to local amenity are protected.
- › **Policy ENV DM5 - Development and Biodiversity:** Seeks to achieve a net gain in biodiversity and protect existing habitats on site, through incorporating elements of biodiversity and establishing links between habitat areas and open spaces.
- › **Policy W SPI - Water:** States that water efficiency measures will be encouraged in order to protect water resources and enhance the quality of the water environment. Developments will be encouraged to make active use of surface water as a design feature.
- › **Policy W DM1 - Water Supply and Quality:** Requires sufficient water supplies to be available prior to occupation of a development and that adequate foul drainage capacity exists or can be provided to meet the needs of a development.
- › **Policy W DM3 - Sustainable Urban Drainage Systems:** Requires development to incorporate SUDS drainage, appropriate to the size of development. Potential source control features include; green roofs; permeable driveways and parking; soakaways; water harvesting and storage.
- › **Policy WM DM1 - Waste Management:** Development proposals over £300,000 in cost must identify the volume and type of materials to be excavated and maximise opportunities to re-use material on site. New residential development must ensure that kerbside waste collection is possible.
- › **Policy QE SPI - Quality of the Environment:** All development should contribute positively to the quality of the environment and not have a significant negative impact on residential amenity.
- › **Policy QE DM2 - Light Pollution:** Outdoor lighting must not adversely impact neighbouring uses or the wider landscape, particularly the South Downs Dark Sky Reserve.
- › **Policy QE DM3 - Air Pollution:** Major development proposals must mitigate negative impacts on air quality by maximising provision of cycling and pedestrian facilities.
- › **Policy INF SPI - Infrastructure provision and implementation:** States that the LPA will support applications that provide or contribute towards infrastructure provision, including those set out in the Infrastructure Delivery Plan.

West Sussex Joint Minerals Plan 2018 & West Sussex Waste Local Plan 2014

The plan comprises of County wide planning policies for minerals and waste designated areas for safeguarding and protection of minerals to ensure adequate ongoing access to resources.

The site is located within a Sharp Sand and Gravel (inc. 250m buffer) safeguarding area

- › **Policy M9 - Safeguarding Minerals:** Sharp sand and gravel is safeguarded against sterilisation and proposals will not be permitted unless: mineral sterilisation will not occur; or, it is appropriate and practicable to extract the mineral prior to development; or, the overriding need for the development outweighs the safeguarding of the mineral and it has been demonstrated that prior extraction is practicable or environmentally feasible

The site is also located in the Area of Search for waste management facilities (Policy W3) however, this does not significantly constrain the site and due to its urban location, is unlikely to be developed into a waste management facility.

Made Aldingbourne Neighbourhood Plan

The site sits within the Aldingbourne Parish, which benefits from a Neighbourhood Plan. The Aldingbourne Neighbourhood Plan was 'Made' in November 2016, with a revised version adopted in July 2021, and as such the plan is a material consideration in planning decisions within the Parish. Relevant policies to this application include:

- › **Policy H1 - Quality of Design:** Proposals for new housing or extending or altering existing dwellings should be of a high quality design that reflects the local character and reinforces local distinctiveness. Proposals must demonstrate how they meet the policies set out in the Plan.
- › **Policy H2 - Housing Mix:** Proposals for new housing must deliver a range of house types, sizes and tenures and demonstrate they will meet local needs. 25% of homes shall meet (the now defunct) Lifetime Homes standard, or equivalent.
- › **Policy H3 - Housing Density:** The density of new development shall be appropriate to its location by virtue of size, siting and relationship to existing properties.
- › **Policy H4 - Affordable Housing:** Any proposal for 10 or more new dwellings should include 40% affordable units, unless this can be demonstrated to make the scheme unviable. The size and tenure of affordable units should reflect latest available housing needs evidence.
- › **Policy H8 - Outdoor Space:** All new dwellings must include an outdoor amenity space of adequate size and quality, either as a private garden or shared amenity area.
- › **Policy H9 - Attention to Detail:** The following must be considered early in the design process and be integrated into the scheme; bin stores and recycling facilities; cycle stores; meter boxes; lighting; flues and ventilation; gutters and pipes; and other features.
- › **Policy EH2 - Green Infrastructure:** New development within, or immediately adjacent to the Biodiversity Corridors identified on Maps A1 and A2 will only be supported where it can be clearly demonstrated that development proposals will not give rise to any significant harm to the integrity or function of the Biodiversity Corridors.
- › **Policy EH6 - Protection of Trees and Hedgerows:** Development that damages or results in the loss of trees of arboricultural and amenity value or loss of hedgerows and/or priority habitat, or which significantly damages ecological networks will be resisted, unless need and benefits clearly outweigh the loss. Development proposals, where appropriate, must be designed to incorporate biodiversity and enhance ecological networks, seeking to retain wherever possible ancient trees, trees of good arboricultural and amenity value and hedgerows to contribute to the Government's target to halt the decline in biodiversity by aiming for a net gain for nature. Proposals which affect sites with existing trees or hedgerows should be accompanied by a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan to demonstrate how they will be so maintained.
- › **Policy GA1 - Promoting Sustainable Movement:** Development proposals that increase travel demand will be supported where they can demonstrate that: they extend or improve walking and cycling routes by making land available for those purposes or by means of financial contributions through legal agreements or (when adopted for the District) the Community Infrastructure Levy; they are located in places accessible to public and community transport or can improve the accessibility of the site to public and community transport by contributing to the provision of enhanced services; they do not result in the loss of any existing footpaths or cycle paths.
- › **Policy GA3 - Parking and New Development:** Proposals must provide adequate parking in accordance with the standards adopted at the time. Proposals that would result in a loss of parking spaces either on or off street will be resisted.
- › **Policy H4 - Affordable Housing:** Any proposal for 10 or more new dwellings should include 30% affordable units; size and tenure should reflect latest evidence.



Local Planning Guidance

In addition to the adopted Arun Local Plan, the following Supplementary Planning Documents are considered to be relevant to the proposals;

- › Arun Design Guide SPD (2021)
- › Arun Parking Standards SPD (2020)
- › Open Space and Recreation Standards SPD (2020)
- › Arun Infrastructure Delivery Plan

Arun Design Guide SPD (2021)

The Arun Design Guide SPD advises on the design of new residential developments in the District. The guide sets out 13 key design principles;

- › **Local Distinctiveness, Character & Identity** - Enhancing a sense of place which takes into account its context;
- › **Cohesive & Vibrant Neighbourhoods** - Ensure the health, well-being and quality of life of users;
- › **Diversity** - Provide variety, choice and sensory richness in design;
- › **Ease of Movement** - Ensure places are easy to get to and move through for all users, including pedestrians and cyclists;
- › **Accessibility & Inclusions** - Ensure places are safe, secure and welcoming for people of all ages and abilities;
- › **Legibility & Integration** - Ensure places are easily understood with positive relationships between fronts and backs of buildings;
- › **Adaptability & Future Needs** - Anticipate the need for change to buildings and outdoor spaces, to design flexible places that function well today and last for the future;
- › **Safety, Security & Crime Prevention** - Create safe, pleasant spaces and routes with a sense of welcome;
- › **Efficient Use of Natural Resources** - Make good use of the natural and built environments;
- › **Innovation** - Encourage appropriate innovation in construction techniques, design and technologies
- › **Climate Change & Sustainability** - Mitigate and adapt for climate change through energy efficiency and sustainability;
- › **Good Streets & Spaces** - Provide a clear and permeable hierarchy of streets, routes and spaces;
- › **Well Designed Buildings** - Construct sustainable buildings which are appropriate to their function and context.

Density should be appropriate to location, balancing the need for efficient use of land with a design that responds to and enhances existing character. The guidance advises in village locations that developers should aim for the following:

Settlement/ Centre Type	Approximate Residential Density Ranges according to Building Typologies:		
	Detached & Semi Detached Houses	Terraced Houses	Flats
Town Centres	-	30-60 dwellings/ha	60-100 dwellings/ha
Local Service Centres	20-30 dwellings/ha	30-40 dwellings/ha	40-60 dwellings/ha
Villages	15-25 dwellings/ha	20-30 dwellings/ha	30-50 dwellings/ha
Suburban Centres	10-20 dwellings/ha	15-25 dwellings/ha	20-40 dwellings/ha
Rural Settlements	5-15 dwellings/ha	15-20 dwellings/ha	-

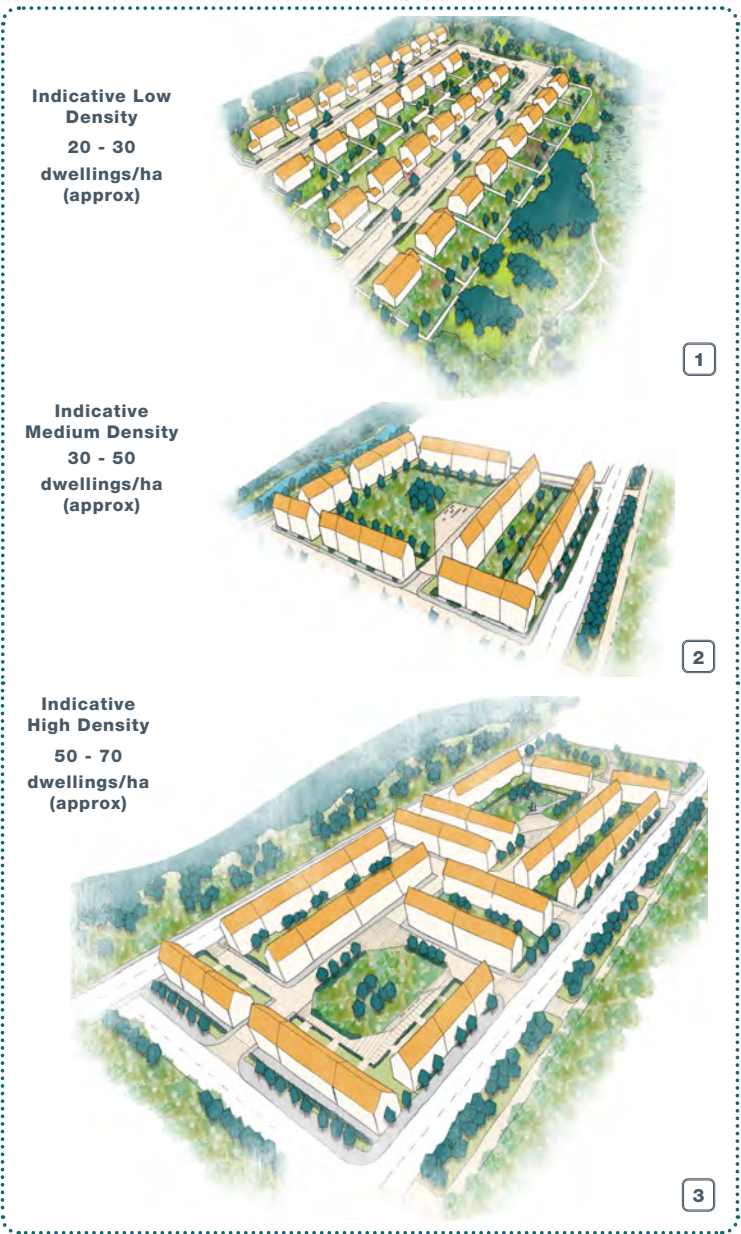


Figure 147: Private Front & Rear Garden

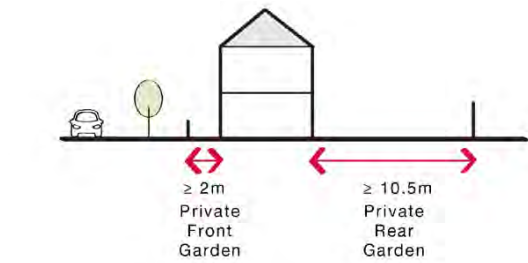


Figure 148: Back to Back Separation Distances

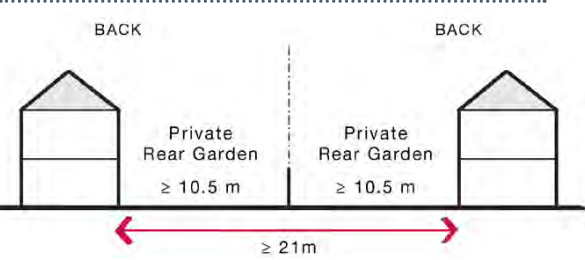


Figure 149: Front to Front Separation Distances

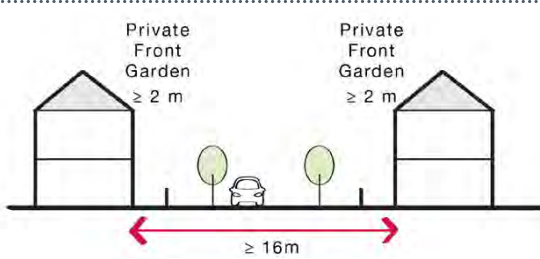


Figure 150: Back to Side Separation Distances

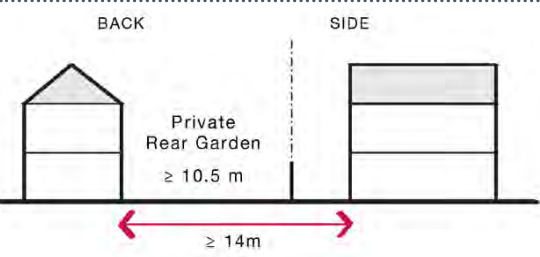
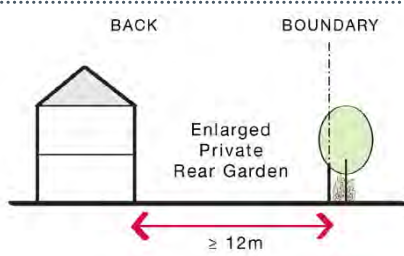


Figure 151: Back to Boundary Separation Distances



Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD (2020)

The Arun District Open Space and Recreation Standards SPD sets out the provision of open space, playing pitches, indoor and built sport facilities within new developments.

Open Space and Recreation Standards SPD calculator, confirms the requirements for Public Open Space (POS) within residential developments. The amount of POS for 400 dwellings would require an on-site contribution of 28,160m² and 4,840 m² of Play Space as well as a £7,700 contribution to Allotments.

As set out within the standards the above figures are expectations for exclusive recreational use of the space and should not include multi-functioning areas (for example including SuDS).

The below table sets out the expectations for the Open Space SPD:

Typology		Quantity Guideline	
		ha per 1,000 population	m2 per 1,000 population
Public Open Space	Parks and Gardens	0.80	8,000
	Amenity Green space	0.60	6,000
	Natural and Semi-Natural	1.80	18,000
POS Total		3.20	32,000
Play Space	Equipped/ designated play areas (LAPs and LEAPs)	0.25	2,500
	Other Outdoor Provision (NEAPs e.g. MUGAs and skateboard parks)	0.30	3,000
Play Total		0.55	5,500
Allotments (over 728 dwellings)		0.25	2,500
Allotment Total		0.25	2,500
Total		3.75	

Arun Parking Standards SPD (2020)

The Arun Parking Standards SPD sets out requirements for the provision of car parking spaces, cycle parking spaces and electric vehicle charging spaces in residential developments.

Car Parking Standard			Cycle Parking Standard		
No. of Bedrooms	No. of Habitable Rooms	Parking Behaviour Zone 2	No. of Bedrooms		Spaces
1	1 to 3	2 Spaces	Houses	Up to 4 rooms (1&2 Bed)	1 Space
2	4	2 Spaces		5+ rooms (3+ Bed)	2 Spaces
3	5 to 6	2 Spaces	Flats	Up to 3 rooms (1&2 Bed)	1 Space
4+	7 or more	3 Spaces		4+ rooms (3+ Bed)	1 Space

In addition, visitor parking will be required to be provided at a ration of 20% of the total number of residential units (e.g. 400 dwellings = 80 visitor parking spaces)

- Consideration must be given to:
- › 100% of Parking Spaces should have active EV charging Points
 - › Houses – One charging point per house with garage or driveway
 - › Flats (<50 units) – One parking bay marked out for use by electric vehicles only, together with charging infrastructure or cabling
 - › Flats (>50 units) - Further dedicated charging bays totalling 2% of the total provision

Arun Infrastructure Delivery Plan - Barnham/Eastergate/Westergate (BEW) Area

The plan provides for the provision of the A29 realignment that will provide for current and future traffic capacity, notably at the Woodgate level crossing.

The site is within the Aldingbourne Rife catchment. The area is prone to flooding due to surface water runoff combined with watercourse blockages and high ground water levels.

The site will be subject to the Three Villages Green Space Priority Project that seeks to create and maintain a green space to maintain a separation between the existing settlements.

Southern Water (SW) is the foul sewerage undertaker for the area and the site is within proximity to the SW’s Lidsey Waste Water Treatment Works (WWTW). A solution to expand capacity at Lidsey WWTW will be assessed at Reserved Matters stage.

Current GP capacity is under pressure however, provision will be provided to accommodate for this. Similarly, Primary School places are limited however, further provision will be provided within the BEW Consortium site to the east for Primary and Secondary schools.

The timing of infrastructure and housing delivery will be key.



THE DEVELOPMENT

The Proposed Development

The planning application seeks the following:

Hybrid Application for the following: 1) Full Permission sought for alterations to site access off Westergate Street and through Pine Close; east-west link road, including a bridge over the Lidsey Rife, drainage, landscaping & associated works; 2) Outline Planning Consent with all matters reserved except access for up to 400 No. Dwellings with associated works

A Reserved Matters application, with a detailed design of the scheme, will be prepared following approval of this application.

Summary

The proposals include:

- › Up to 400 dwellings with Affordable Housing (quantum, mix and tenures to be agreed);
- › 7.33 ha of public open space, 0.11 ha of play spaces and other associated public open space;
- › Dedicated footpath and cycle paths throughout the site;
- › Access to existing and future bus routes, cycle routes and footpaths via Westergate Street/Pine Close and eastwards following construction of road bridge and footpath connections;
- › Construction of the western section of the East/West link, including the delivery of a road bridge on the eastern boundary (restricted to bus, cycle and pedestrian use until the A29 realignment is completed);
- › Policy compliant provisions for parking, cycle storage and electric vehicle charging;
- › Sustainable construction with modern specification housing;
- › Contributions to infrastructure via CIL and S106.

Amount, Density and Mix

The development comprises up to 400 new homes. A viability assessment is submitted as part of this application to support the delivery of affordable homes, in accordance with Policy AH SP2. We reserve the right to agree and appropriate level and mix of affordable homes during the determination period, subject to viability. The illustrative mix of new homes comprises the following:

Dwelling Size	Number	%r
1 Bedroom	40	10.00%
2 Bedrooms	160	40.00%
3 Bedrooms	141	35.25%
4 Bedrooms	59	14.75%
Total	400	100.00%

The site is approx. 19.35 hectares with an average gross density of 21 dph, in accordance with the density outlined within the Arun Design Guide SPD (2021) which advises a density of between 15-25 dph should be sought in the 'villages' and Policy H3 of the Aldingbourne Parish Neighbourhood Plan.

Illustrative Layout



Layout, Scale and Appearance

The Hybrid Application proposes an indicative layout of 'up to' 400 units. This is proposed to be split into four distinct character areas: Westergate Meadows; Westergate Avenue; Village Street and The Lanes.

Character Areas

Westergate Avenue - An east-west link road with an urban character

- › This character area includes the east/west spine road linking to the bridge.
- › The character is urban and higher density with continuous frontage with back served parking and small front gardens.
- › Higher storey heights with significant amount of 2.5 and some 3 storey key buildings.
- › A key space along the avenue includes Westergate Green which incorporates an existing mature tree (tree T92).

Village Street - A north-south winding road with a semi-urban and informal character

- › This character area incorporates the primary street that runs from the north to the south of the scheme.
- › The street is semi-urban and informal in character with a winding road and segregated cycle way on one side.
- › Informal street tree planting emphasises the hierarchy.
- › Properties are predominantly semi-detached with side parking and there are a mix of heights with a good proportion of 2.5 storey dwellings.
- › Key spaces include Lydsey Oaks and East Aldingboure Green.

Westergate Meadows - A lower density edge fronting linear parkland

- › This character area will define a lower density edge fronting linear park land.
- › Dwellings will be predominantly detached houses served off drives and lanes, with larger front gardens and a loose edge character.

The Lanes - Back land mews area served with shared surfaces

- › This character applies to several back land mews areas of the scheme that are served with shared surfaces providing a different street hierarchy.
- › These areas have narrower streets, with incidental on street tree planting.
- › Dwellings will include mainly semi-detached and some terraced properties.
- › Parking to the side of plot or frontage parking.

Character Areas Map



Access and Movement

Vehicular access to the site will be via a new signalised junction at Westergate Street/Pine Close and will carry traffic through to the northern and southern portions of the site. The part of this application in full is the East-West Link Road (■ on the adjacent map).

The access and movement strategy for the site shows a hierarchy of routes. An east-west route will deliver a link road to connect Westergate Street to the future re-alignment of the A29 via the BEW Allocation Site (BN11/22/OUT) to the east (see below). A segregated cycle lane and pedestrian routes (■ on the adjacent plan) will be delivered as part of this strategic link. A north-south primary street will act as a spine road connecting the rest of the site with secondary streets connecting the edges of the development. The East-West Link Road will provide access along a bridge over the Lidsey Rife. This route shall be restricted to public transport, cycles and pedestrians so as to prevent traffic from either site accessing one another and prevent traffic from building up along Westergate Street.

Existing Public Right of Ways (■ on the adjacent plan) and new pedestrian routes will form a permeable network across the development linking to Westergate, Eastergate and the adjacent proposed development to the east.

Parking

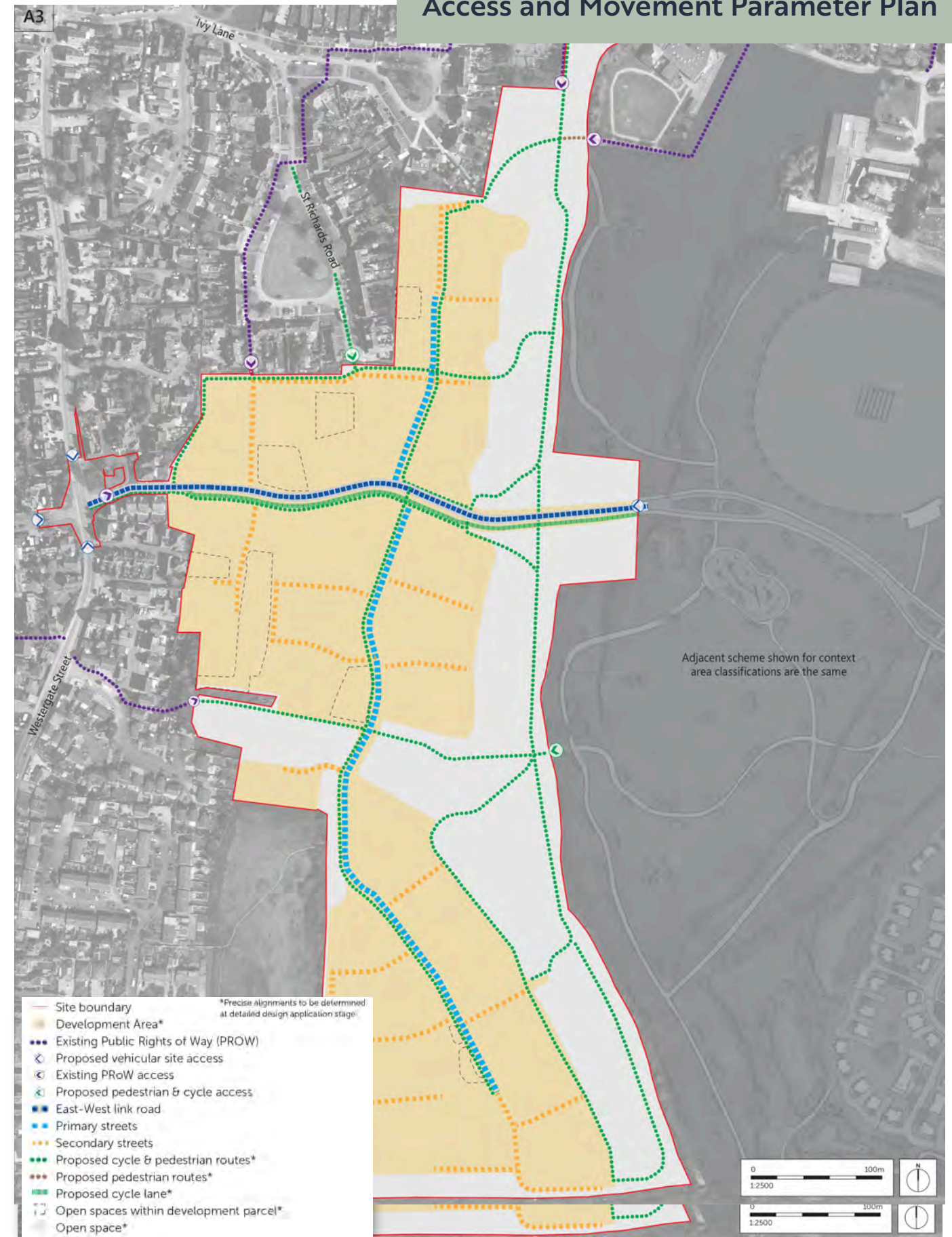
The design of parking will be designed to ensure that the site is not dominated by the vehicles, and provides access for refuse collection, emergency and servicing vehicles. The vehicle and cycle parking will be provided as outlined within the West Sussex County Council Guidance on Parking at New Developments (September 2020). Visitor vehicular parking should be provided at 0.2 spaces per dwelling. Cycle Parking will be provided in a safe secure location, convenient of access and covered. If the parking is provided within a garage, the garage should be designed to the dimension of 6m x 3m in order to accommodate both a motor vehicle and cycles. If a smaller garage is provided an additional cycle storage is required.

Encouraging Walking And Cycling & Active Travel England

The proposals will deliver infrastructures which will promote a variety of transport modes and will encourage cycle and walking. Pedestrian routes through the site will be provided in the form of 2.0m wide footways alongside the carriageway and via off-road pedestrian and 'Cycle Only' routes. 'Cycle Only' routes will maintain at least 3m width.

The design will be further discussed with Active Travel England which has a function as a statutory consultee on planning applications for major new developments and on land used for highways.

Access and Movement Parameter Plan



Westergate
Meadows



Westergate Avenue
(Bridge End)



Village Street



Westergate Avenue
(Westergate Green)



Westergate
Meadows



The Lanes



Village Street



The Lanes

