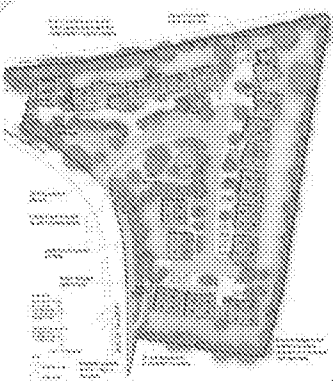
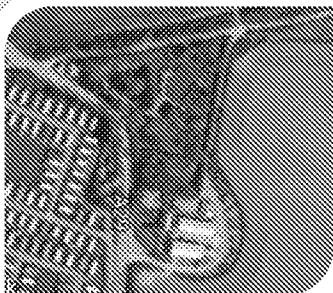


Batcheller Monkhouse



Land at Bridge Cottage & The Old Cottage
A29 Lidsey Road
Lidsey

Planning Statement



Town and Country Planning Act 1990

February 2018
Prepared by Batcheller Monkhouse

Statement Overview

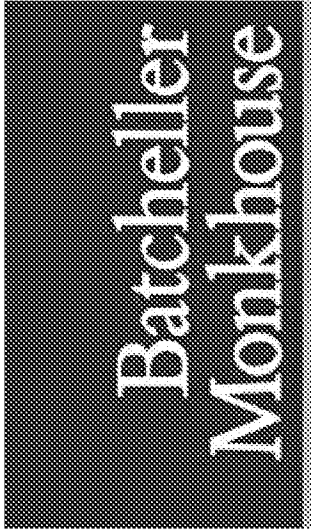
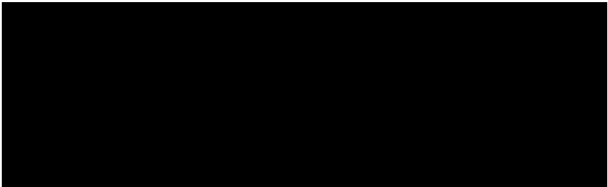
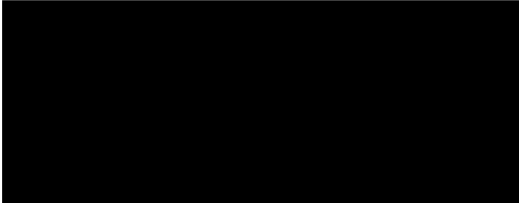
STATEMENT OVERVIEW

Outline Planning Application for the demolition of two residential dwellings and associated outbuildings and the erection of up to 27 dwellings of which 30% will be affordable, with associated open space and access.

PREPARED FOR

Mr Chris Howard-Harris.

PREPARED BY

	OFFICE LOCATION	CLARE BARTLETT MRTPI PIEMA Partner
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1. INTRODUCTION

- 1.1 This Planning Statement is prepared on behalf of Chris Howard-Harris in support of an outline planning application with all matters reserved except for access for the following:

Outline Planning Application for the demolition of 2no. dwellings and associated outbuildings; the erection of up to 27 dwellings of which 30% will be affordable, open space and access improvements.

- 1.2 This Planning Statement sets out the relevant background to assist the planning authority in its determination of the planning application. The statement includes a description of the site and its surroundings, relevant planning history, details of the proposed development, a summary of the planning policy context, and an appraisal of the scheme against all relevant planning considerations.

- 1.3 The application is supported by the following documents and plans:

- Planning Statement (incorporating an affordable housing statement, bin storage and collection statement, and noise assessment)
- Planning application forms
- Design and Access Statement
- Arboricultural Impact Assessment
- Existing Tree Schedule
- Tree Retention and Protection Plan
- Flood Risk Assessment (incorporating surface water and foul drainage strategy)
- Biodiversity Checklist
- Preliminary Ecological Appraisal
- Site Habitat Plan
- Transport Statement
- Topographical Survey
- Site Location Plan
- Illustrative Site Layout Plan (incorporating a parking plan)
- Illustrative Street Scene
- Planning Application summary
- Validation Checklist

2. THE SITE

- 2.1 The application site extends to approximately 1.12 hectares and comprises two large detached dwellings, associated outbuildings, areas of hardstanding and residential garden land.
- 2.2 The site is located on the east side of Lidsey Road (A29) and currently has three access points on to the main road, two serving The Old Cottage and one serving Bridge Cottage.
- 2.3 The A29 links the site to Bognor Regis to the south and Fontwell to the north. A public right of way also runs along the northern boundary of the site which runs east-west between Chichester and Yapton.
- 2.4 The site is bordered by a redundant farm building and industrial units to the south, the A29 to the west with a caravan site beyond, a public right of way and access to sewage treatment works to the north with farmland beyond, and farmland to the east.
- 2.5 The site and wider area forms part of a proposed strategic allocation within the emerging Arun Local Plan for at least 2300 homes.
- 2.6 Lidsey is located within the parish of Aldingbourne which has a population of approximately 3800 people. Bognor Regis is the nearest town which is located approximately 3.5 miles to the south and provides a wide range of shops and services. Other facilities are located within Aldingbourne, Barnham and Yapton.
- 2.7 Table 2.1 below details the main facilities closest to the application site.

Table 2.1 – Nearest Facilities to the Application Site

Facility	Details	Distance from site
Schools	Aldingbourne Primary School	1.0 mile
	Ormston Academy, Westergate	1.7 miles
Shops	Aldingbourne Village Shop	0.8 miles
	Lidl, North Bersted	1.4 miles
Healthcare	Bersted Green Surgery	1.5 miles
	Chantry House Dental Practice, Eastergate	1.7 miles
Community facilities	Bersted Park Community Centre	3.0 miles
Leisure facilities	Aldingbourne Tennis Club	1.3 miles
	The Base Skate Park, North Bersted	1.4 miles

3. PLANNING HISTORY

3.1 The site has been the subject of the following applications:

Table 3.1 – Planning History for the Application Site

Application Ref	Development	Date	Status
AL/45/88	Erection of a new double garage	06/05/1988	Approved with conditions
AL/13/89	Demolition of existing utility room and erection of new two storey extension	20/02/1989	Approved with conditions
AL/8/95	Demolition of existing utility room and construction of new two storey extension	14/02/1995	Approved with conditions
AL/53/01	Creation of new access, close existing access, construct earth embankment	04/07/2001	Approved with conditions
AL/89/02	Outline application for the construction of new residential unit. Two storey with pitched roof (outside of development plan)	15/11/2002	Refused
AL/6/03	Two storey extension to form enlarged lounge and bedroom	21/01/2003	Approved with conditions

4. THE PROPOSAL

- 4.1 The proposal is for the demolition of the existing dwellings and outbuildings and the erection of up to 27 dwellings with associated open space and access. 30% of the dwellings will be affordable. Outline planning permission is sought with all matters reserved.
- 4.2 An indicative layout plan is submitted with the application which shows how the proposed number of dwellings can be accommodated on site alongside the required amount of open space.

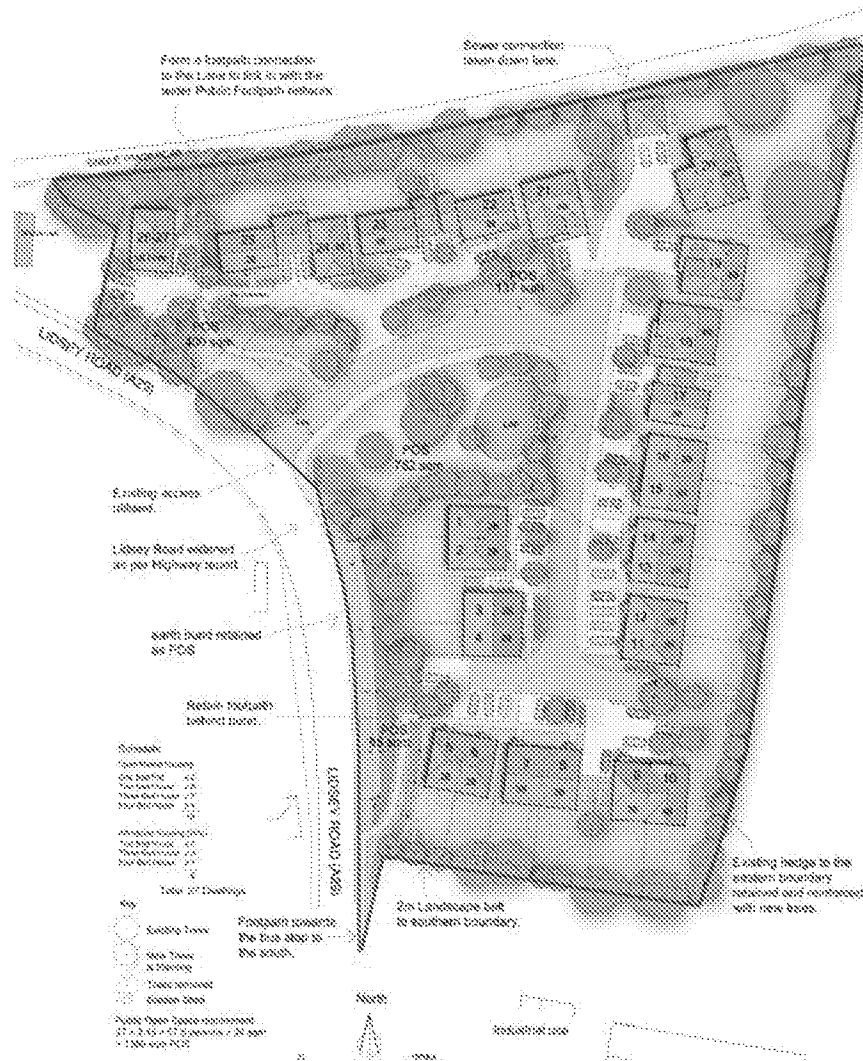


Figure 4.1 – Illustrative Site Plan

- 4.3 The housing mix envisaged for the site is as follows:

- 2 x 1 bed houses or flats (7%)
- 10 x 2 bed houses or flats (37%)

- 10 x 3 bed houses (37%)
- 5 x 4 bed houses (19%)

- 4.4 The net gain of residential units would be 25 units.
- 4.5 1384sqm of open space would be provided on site, equating to 24sqm per person, assuming 2.13 people per dwelling (average household size in Arun - Census 2011). The plans allow for the provision of a Local Area of Play.
- 4.6 The site is located south of a bend on the A29. Currently this section of the road is not wide enough for two HGVs to pass at the same time, as their tracking circle would mean those vehicles heading north have to cross the middle line in the road. These proposals seek to resolve this by realigning and widening the A29 so at this point two HGVs would be able to pass without crossing paths.
- 4.7 With the proposed widening and realignment of the A29, the proposed access point can achieve the necessary visibility splays in both directions. This will also create a safe arrangement for vehicles travelling north to stop on the road, before waiting to turn right into the site.
- 4.8 Lidsey Road is a classified A road with a speed limit of 50mph and signposted advisory limit of 20mph on the bend close to the application site. A speed survey recorded an average mean speed of 33mph. This section of the road connects Bognor Regis to the south with the A27, at Fontwell, to the north. The high classification reflects the road's importance and its role within the strategic road network. As such the road has significant capacity and the introduction of an additional 27 homes will not have a detrimental effect on the roads infrastructure.
- 4.9 In addition to this, the suggestion for the wider strategic site is to develop a bypass, connecting further south from this site. Once this is connected the plan is to close the level crossing at the railway, meaning this section of the road will become a dead-end. As such the level of traffic will significantly decrease within the area, further increasing the excess capacity of this road.
- 4.10 The indicative layout shows 56 parking bays, there is additional 11 parking spaces within garages and car ports. This equates to 67 spaces, which meets the demand for spaces suggested by the WSCC parking demand calculator (attached at Appendix B).

Affordable Housing Statement

- 4.11 The application proposes that 8 of the proposed dwellings will be affordable. This equates to 29.62%.
- 4.12 The proposed mix is set out below.

Table 4.1 – Affordable Housing Mix

Dwelling Size	No. of units	%
2 bed house	4	50
3 bed house	3	37.5
4 bed house	1	12.5

- 4.13 The Illustrative Site Plan shows how the site could be developed with the affordable units pepper potted throughout the site. All houses will be designed to be tender blind to ensure the affordable houses and open market houses share the same appearance.
- 4.14 As a local landowner who has lived in the area for many years, the applicant is particularly keen to discuss with the planning authority how the affordable units could be secured for occupation by people currently on the housing waiting list within the parish.
- 4.15 The 8 affordable units can be secured through a S106 planning obligation to be agreed with the planning authority.

Bin Storage & Collection Statement

- 4.16 All dwellings will be provided with recycling and refuse facilities which can be sited within 15 metres of the road side for easy collection.
- 4.17 The internal road system has been designed to allow for the safe turning of a refuse vehicle.

5. PLANNING BACKGROUND

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications are determined in accordance with the provisions of the statutory Development Plan unless material considerations indicate otherwise. Currently the Development Plan for the site comprises the saved policies of the adopted Arun District Local Plan (2003) and the Aldingbourne Neighbourhood Plan (2016). Material considerations include the National Planning Policy Framework (NPPF).

National Planning Policy Framework

- 5.2 The NPPF sets out a presumption in favour of sustainable development (paragraph 14) which for decision taking means approving development proposals that accord with the development plan without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF as a whole.
- 5.3 Paragraph 7 of the NPPF sets out the three dimensions to sustainable development: economic, social and environmental.
- an economic role – contributing to building a strong, economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth; with particular importance on the provision of infrastructure;
 - a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; creating a high quality built environment, with accessible local services that reflect the community’s needs
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 5.4 Paragraph 47 seeks to ‘boost significantly the supply of housing’. Planning authorities are required to meet their full Objectively Assessment Need for market and housing in the housing market area as far as it is consistent with the policies set out in the NPPF. Authorities are also required to identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing with either a 5% or 20% buffer depending on the local authority’s record of housing delivery.
- 5.5 Paragraph 49 requires housing application to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the planning authority cannot demonstrate a five year supply of deliverable housing sites. In such a circumstance, paragraph 14 of the NPPF is engaged.

- 5.6 Paragraph 198 states that planning permission should not normally be granted where it would conflict with a neighbourhood plan that has been brought in to force. However, a Ministerial Statement issued on 12th December 2016 confirmed that where a planning authority has less than a three year supply of deliverable housing sites and a neighbourhood plan has been part of the development plan for more than two years old that plan can be considered out of date.

Five Year Housing Land Supply Position

- 5.7 A Housing Implementation Strategy was produced in March 2017 to support the modifications to the emerging Local Plan housing policies and this document identifies the current five year housing land supply situation. The current housing land supply cited (with a 'policy off' position) is 1.92 years.
- 5.8 The latest Annual Monitoring Report published in January 2018 states the five-year housing land supply position to be 2.08 years.
- 5.9 A report to the Local Plan Sub-Committee in December 2017 recommended to Full Council that planning applications should be invited on sites identified as being 'deliverable' by the Housing and Economic Land Availability Assessment where they are considered sustainable and will not prejudice the emerging local plan and/or infrastructure delivery. This was due to the shortfall in housing land supply since the start of the plan period in 2011.

Arun Housing and Economic Land Availability Assessment (August 2017)

- 5.10 The latest HELAA identifies the site as lying almost entirely within site reference NEWEG1. NEWEG1 has been identified as being deliverable with a suggested total yield of 1477 units, with 50 of these to be built in 2018-19.

Saved Policies of the Arun District Local Plan (2003)

- 5.11 The proposals map shows the site situated outside of the built up area boundary, as such the site lies within the open countryside. The following policies are therefore relevant to this application:

Table 5.1 – Saved Policies of the Arun District Local Plan

Policy Ref	Policy Title	Summary
Policy GEN2	Built-up area boundary	Development will be permitted within the built-up area boundaries subject to other policies in the plan. Outside of the built-up area boundaries development will not be permitted unless it is consistent with other plan policies.
Policy GEN3	Protection of the countryside	The countryside outside of the built-up area will be protected for its own sake.
Policy GEN7	The form of new development	New developments must respond positively to the identified characteristics of a particular site to create developments which respect local characteristics.
Policy GEN9	Foul and Surface water drainage	Development proposals must demonstrate that either adequate drainage capacity exists or can be provided.
Policy GEN12	Parking in New Development	Development must provide adequate levels of car parking
Policy GEN15	Cycling and walking	New developments must provide safe and attractive facilities for cyclists and pedestrians where appropriate.
Policy DEV17	Affordable housing	This policy has been amended since the adoption of the plan. The policy now seeks 30% of new dwellings within schemes of 15 or more units to be affordable.

- 5.12 The Arun District Local Plan provides for the district's development needs up to 2011 and policies for the supply and distribution of housing are therefore considered to be out of date.

Emerging Arun Local Plan

- 5.13 The Council are in the process of preparing a new Local Plan. The publication version made provision for 580 dwellings per annum in the period 2011 – 2031. However, following an examination hearing session in January 2016 and in light of further evidence the objectively assessed need is considered to be 919 dwellings per annum.
- 5.14 The latest version of the Local Plan identifies most of the application site as lying within the Barnham/Eastergate/Westergate strategic allocation for at least 2300 homes. A new road is also proposed as part of the allocation which would effectively serve the entire development and bypass Lidsey Road, joining the A29 to the north of the level crossing and to the south of Back Lane.
- 5.15 An extract from the proposals map is provided below, with the application site indicated with a red star.

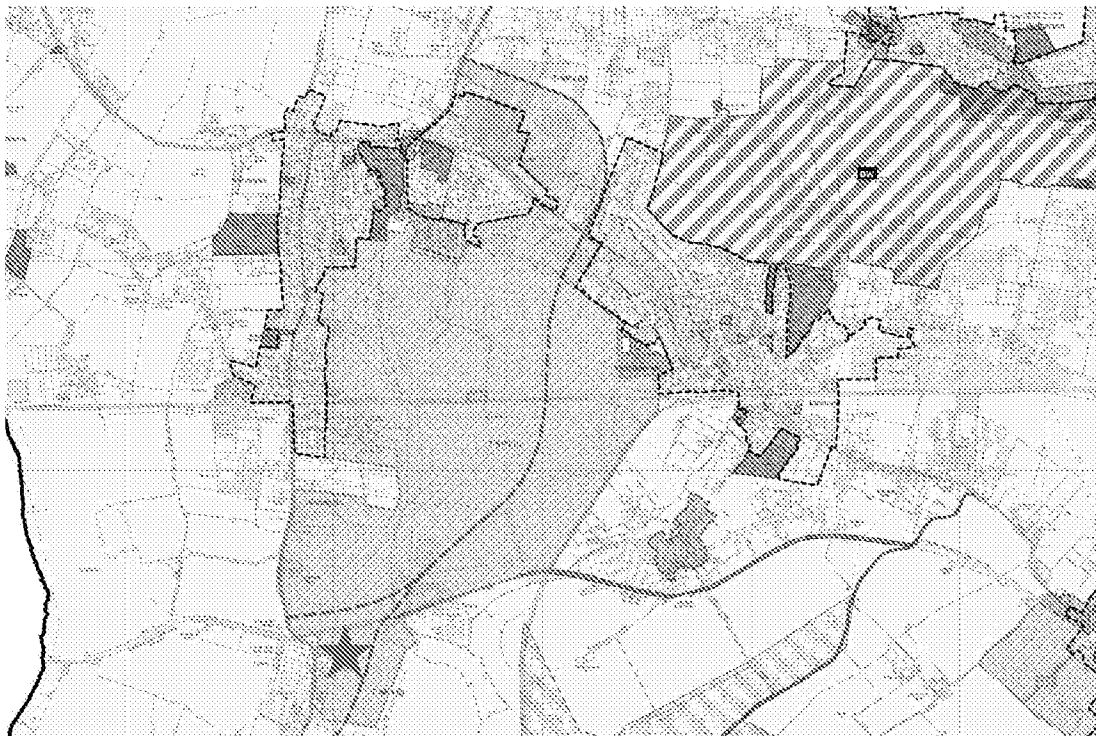


Figure 5.1 - Emerging Arun Local Plan – Proposals Map Extract

- 5.16 The strategic allocation is covered by Policy H SP2c which sets out key design and infrastructure requirements and is pasted below.

Policy H SP2c

Inland Arun

Barnham/Eastergate/Westergate (SD5)

This allocation is located around the small settlements of Barnham Eastergate and Westergate. This Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031). Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- a. conserve the unique character and the separation of the three villages of Barnham, Eastergate and Westergate. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233,
- b. the design of development and landscaping shall ensure that there is continuity between the existing landscape setting and villages,
- c. the design and layout of the development shall take account of the location 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 will be developed in line with specific recommendations for this locality, in the Arun Strategic Surface Water Management Study;
- f. significant views to and from the South Downs shall be incorporated within the site,

- g. provide a Community Hub which has been designed and will include;
 - i. a new well connected local centre, with connections to the train station at Barnham,
 - ii. the location and scale of the local centre shall support and respect the relationship with existing facilities within the six villages area,
 - iii. new retail, commercial and community facilities
 - iv. new Tier 7 library facility; and
 - v. healthcare facilities to serve BEW (SD5) and Fontwell (SD6)
- h. transport requirements including;

- i. a new A29 route through the allocation which provides all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. The construction of this new route will be regarded as not only mitigating the effect of additional development traffic from the strategic site, but also providing significant additional benefits to the primary local road network and reducing the potential for future congestion in the wider area. In the event that the any landowner delays the delivery of the route and/or does not reasonably make available part or all of the route then Arun District Council will utilise Compulsory Purchase Order powers to deliver the entire route of the road from the A29 Fontwell Avenue in the north to the A29 Lidsey Road in the south;
- ii. provision of an east-west route north of the railway line that will join the existing A29 route to the new A29 route and continue eastwards to Barnham railway station;
- iii. access to Barnham railway station shall be maximised through the provision of direct and attractive routes for all transport modes including additional car parking to serve facilities in Barnham's centre including at the railway station;
- iv. regular bus services linking BEW with Bognor Regis (A29 route) and local facilities and employment; and
- v. Westergate Link cycle scheme, in addition to further cycle routes to/from Bognor Regis and linkages.
- i. provide a new two-form entry primary school, a new one-form (expandable to two-form) entry primary school and nursery places,
- j. incorporate two new sports pitches and changing facilities, and
- k. incorporate planned new employment provision.

Figure 5.2 – Extract from Emerging Arun Local Plan

5.17 Arun Local Plan examination hearings were held in September 2017 and a series of Main Modifications are now the subject of a consultation exercise ending on 23rd February 2018. Adoption of the Local Plan is anticipated late 2018.

Arun Housing and Economic Land Availability Assessment (August 2017)

5.18 The latest HELAA identifies the site (reference NEWEG1), as being part of a much larger strategic allocation, which would deliver 1477 total dwellings with a density of 32 dwellings per hectare.

- 5.19 The report indicates a suggested yield of 50 between 2018-19, there is no indication the rest of the site is forthcoming at this stage, therefore this proposed development will help meet the expected delivery of this site.

Aldingbourne Neighbourhood Plan (2016)

- 5.20 The site is located within the boundaries of the Aldingbourne Neighbourhood Plan which was adopted in September 2015. The site is located outside of the built-up area boundary, although the plan states that if the strategic allocation for Barnham/Eastergate/Westergate is adopted the Neighbourhood Plan will need to be reviewed.
- 5.21 The following policies relate to this application:

Table 5.2 – Aldingbourne Neighbourhood Plan

Policy Ref	Policy Title	Summary
Policy H2	Housing Mix	Proposals for new housing must deliver a range of house types, sizes and tenures. At least 25% of dwellings must meet Lifetime Home Standards.
Policy H3	Housing Density	The density of new housing proposals should be appropriate to its location by virtue of size and setting.
Policy H4	Affordable Housing	Any proposal of 10 or more dwellings should include 40% affordable units, unless it effects viability of the scheme. The design and type of housing should not be distinguishable from market housing and should reflect the results of the housing needs survey.
Policy H7	Development in the vicinity of business	Proposals in the vicinity of noisy businesses will not be supported.
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 space.
Policy EH1	Built up area boundary	Proposals that fall outside of the built-up area boundary will generally be resisted, unless for essential utility infrastructure.
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 will be resisted.
Policy EH10	'Unlit village' status	Development proposals for which detract from the unlit village status will not be supported

Policy GA1.	Promoting sustainable movement	This policy promotes sustainable transport methods by supporting schemes which extend or improve walking and/or cycling routes. Schemes will be supported where they are in areas supported by public and community transport and do not result in the loss of footpaths or cycle paths.
Policy GA2	Footpath and Cycle Path network	Proposals that enhance or extend the existing footpath and cycle path network will be supported, especially where they allow better access to local amenities.

Other Designations

5.22 The site itself is not subject to any environmental designations.

5.23 The site lies within Flood Zone 1 with a low probability of flooding.

6. APPRAISAL

6.1 The main issues in the determination of the planning application are considered to be as follows:

- Principle of Development
- Access and Parking
- Traffic
- Design and Appearance
- Open Space
- Trees
- Ecology
- Noise
- Flood Risk and Drainage

6.2 These issues are considered in further detail below.

Principle of Development

6.3 The application site is situated outside of the built-up area boundary in the Arun Local Plan as such is located within the countryside. Saved Policy GEN2 of the Arun Local Plan (2003) states that outside of the built-up area boundaries development will not generally be permitted. Policy GEN3 also states that the countryside should be protected for its own sake and that new development should be consistent with its use and aims. However, both policies are accepted to be out of date by the Council given the 5-year housing supply position.

6.4 Further, whilst the Aldingbourne Neighbourhood Plan does not identify the site as a housing allocation, as the Council are only able to demonstrate less than 3 years housing land supply and the plan is more than 2 years old the policies relating to the supply of housing must be considered out of date under paragraph 49 of the NPPF. This is in accordance with the written ministerial statement discussed in paragraph 5.6 above.

6.5 Thus paragraph 49 of the NPPF is engaged and the planning application falls to be determined against paragraph 14 of the NPPF which sets out a presumption in favour of sustainable development.

- 6.6 The proposal is considered to perform the three roles of sustainability as defined by the NPPF. In relation to the environmental role, the site is unaffected by any statutory environmental designations and a raft of landscaping and biodiversity improvements are proposed as part of the development
- 6.7 In relation to the social aspect of sustainable development, the proposal would provide much needed housing, including affordable housing in an accessible location. The development is relatively small scale but will provide a mix of housing types and size.
- 6.8 In relation to the economic role of sustainable development, the construction phase would generate a number of jobs, whilst the new residents would increase spend in local shops and facilities helping to support the local economy. Local trades people would also be required for the maintenance of the dwellings and open space once occupied. The development would also generate Council Tax payments.
- 6.9 The proposal is therefore considered to constitute sustainable development in accordance with the NPPF.
- 6.10 In addition, the site was identified as 'deliverable' in the latest Housing and Economic Land Availability Assessment. A report to the Local Plan Sub-Committee recommended to Full Council that planning applications should be invited on such sites where they are considered sustainable and will not prejudice the emerging local plan and/or infrastructure delivery.
- 6.11 The site's location in the southern end of a proposed strategic allocation, with road frontage and direct access on to the A29 makes it suitable to be brought forward for development now, in advance of the rest of the allocation. The site is not dependent upon new infrastructure being provided first and being located on the edge of the strategic site can be developed without prejudicing the delivery of the wider site.

Access and Parking

- 6.12 Whilst the application is submitted in outline, access is a matter for consideration as part of the application.
- 6.13 The application proposes a new wider access that enables safe two-way traffic flow. The existing accesses, at the apex of the bend in the A29, and the unmade access to the south of the site will both be closed off.
- 6.14 The new access has been subject to a Road Safety Audit that confirmed it will not affect highway safety, or capacity, to an extent that could be considered severe.

- 6.15 The proposed access road includes a formal turning area that can accommodate large refuse vehicles and a fire appliance. Currently refuse and delivery vehicles park on the main carriageway impeding the free flow of traffic so this represents an improvement to highway capacity and safety.
- 6.16 In the five-year period to February 2016, there have been three collisions at the bend in the road next to the location of the proposed access. One was a very rare event involving a vintage left-hand drive HGV. The two others suggest that the drivers were not driving in a manner suitable to the prevailing road conditions. They collided with vehicles approaching from the opposite direction, at the bend in the road. All three were contributed to by limited forward visibility, as vehicles approach the bend in the road. Recommendation 1 of the Road Safety Audit recognises that 'shrubbery and undergrowth should be removed from the western verge to maximise visibility'.
- 6.17 Currently, forward visibility afforded to drivers waiting to turn right into the site, and those approaching the bend, is in the region of 47metres. The widening of the A29 at the location of the new access, and maintenance of the hedgerow, will increase the visibility splay and forward visibility to at least 81metres.
- 6.18 An Illustrative Site Plan submitted with the application shows a possible arrangement of houses and car parking. The WSCC parking calculator indicates a demand for 61 parking spaces for 27 dwellings. The Illustrative Site Plan shows how the site can provide 56 parking bays and 11 garages/car ports.
- 6.19 A Transport Statement is submitted with the planning application that concludes that the proposed development fully complies with all relevant local and national policies.

Traffic

- 6.20 The Transport Statement submitted with the application assesses the likely traffic impact of the proposed development. This suggests the scheme will generate around 153 vehicle movements throughout a typical day.

- 6.21 Design Manual for Road and Bridges (42/95) 'Geometric Design of Major/Minor Priority Junctions' notes that simple 'T' junctions can accommodate of up to 300 vehicle movements on the minor arm (site access) and 13,000 vehicle movements on the major arm (A29). The data derived from the Traffic Speed and Volume Survey and the daily maximum trip rate of this proposal are both well within these limits. Therefore, the new access will operate safely and well within the new junction's operational capacity.

Design and Appearance

- 6.22 Planning Policies and Central Government Advice support the efficient and effective use of land. Policy GEN7(ii) requires new developments to respond positively to the identified characteristics of a particular site to create developments which respect local characteristics. Central Government Advice further indicates that more intensive development is not always appropriate and that design which is inappropriate in its context should not be accepted. Furthermore, new development should be well integrated with and complement the local area.
- 6.23 The locality is characterised by a variety of uses, including low density residential, a caravan park and commercial uses. The area will also change significantly if the Barnham/Eastergate/Westergate strategic allocation is adopted.
- 6.24 Whilst design and appearance are reserved matters, the Illustrative Site Plan has been prepared to show how the site could be developed with the proposed number of dwellings whilst reflecting Policy GEN7(ii) and emerging Policy H SP2c. The site frontage will feature a retained earth bund with planting behind. Houses would be set back from the A29 to soften the appearance of the site from public vantage points.
- 6.25 Access points have been provided to connect the site with existing footpaths to the north and south.
- 6.26 The proposed density, at 24dph, is considered appropriate for the area and represents an efficient use of the space available whilst respecting the lower density character of the area. This also allows for each property to have a good-sized garden of at least 10 metres in length and the site to accommodate a generous amount of open space.

Open Space

- 6.27 The Illustrative Site Plan shows 1384sqm of public open space which is provided across four areas. This equates to 24sqm per person, assuming 2.13 people per dwelling which was the average household size in Arun in the 2011 Census. This is consistent with the Open Space Recreation Standards SPG.

- 6.28 The main area of open space would accommodate a Local Area of Play of at least 100sqm sited over 5 metres away from the nearest property in accordance with standards.

Ecology

- 6.29 A Preliminary Ecological Appraisal of the site was undertaken in December 2017 and January 2018. This identified evidence of some existing buildings supporting bats of a common species. A mitigation strategy is therefore submitted with the application to ensure their protection during construction and biodiversity gains upon operation.
- 6.30 The appraisal also recommended a reptile survey be undertaken prior to any development taking place and sets out mitigation should presence be recorded.
- 6.31 Two trees were also considered to offer some level of bat roost suitability. These are located north of the proposed access road and are being retained.
- 6.32 A raft of ecological enhancements is proposed as part of the proposals and are set out within the Preliminary Ecological Appraisal Survey report. In summary these include:
- The use of plants listed within the RHS 'Perfect for Pollinators' plant list to provide year-round interest for invertebrates;
 - Planting of a new native species-rich hedgerows (such as hawthorn; blackthorn; guelder rose; holly; spindle; and dogwood) to the boundaries of the development along with native, seed / fruit bearing trees.
 - The provision of bird nest boxes to matures existing trees;
 - The installation of a suitable bat box to mature trees;
 - Use of a sympathetic lighting scheme across the site, with lighting angled down and away from hedge / tree lines and bat boxes;
 - The use of pale and night-scented species around the site will increase bat foraging potential. Species could include jasmine; michaelmas daisy; and evening primrose.;
 - Use of wildflower seeding within areas of open space / habitat creation areas. A matrix of native trees, scrub and rough grassland will provide habitat for invertebrates in turn providing a foraging resource for birds, bats and reptiles. Log piles and compost heaps should be provided for refuge;

- Use of hedgehog friendly gravel boards to allow easy passage of hedgehogs around the site. These should be signed with 'hedgehog highway' signs (available from PTES) or similar to prevent their closure;
- Installation of a hedgehog house within areas of scrub;
- Digging a new replacement pond to compensate for the 2 no. which will be lost. The pond should be 15-50cm deep with shallow sloping sides.

Trees

- 6.33 An Arboricultural Impact Assessment has been undertaken for the proposed development. This confirms that a number of U grade and low to moderate trees will require removal, but a significant amount of new planting will be carried out, the detail of which will be coordinated with an ecologist to ensure opportunities for biodiversity enhancements are maximised whilst providing a high-quality living environment for future residents.

Flood Risk and Drainage

- 6.34 A Flood Risk Assessment for the proposed development has been prepared. This confirms the site is located within Flood Zone 1 with a less than 1 in 1000 chance of flooding in a year.
- 6.35 The use of permeable paving and soakaways will provide surface water storage to protect the proposed dwellings and adjacent areas from a 1 in 100 year +40% storm.
- 6.36 The existing septic tanks will be removed providing improvement to the current groundwater quality.
- 6.37 An assessment of the water quality confirms that there will be suitable SuDS methods available to control any small amount of pollution that the site may generate.

Noise

- 6.38 The application site is located adjacent to the A29 and a small industrial facility and therefore mitigation measures may need to be incorporated at the detailed design stage to ensure residents of the scheme will not be exposed to unacceptable noise levels. The location of houses adjacent to such uses is not unusual and mitigation measures are commonly used to minimise the effects of a potential source of noise such as a road or commercial premises.

- 6.39 Indeed, a neighbouring building to the south was recently granted prior approval for a residential conversion (ref AL/44/17/PD), with a satisfactory noise assessment being required by condition. The building is sited closer to the industrial premises and alongside the A29 so is comparable. The noise assessment submitted to discharge the relevant condition made recommendations for mitigation and the condition has now been discharged.
- 6.40 Similar mitigation measures will most likely need to be incorporated into the landscaping, layout and dwelling design which are all reserved matters. It is therefore suggested that a scheme of mitigation at the appropriate reserved matters stage be secured through the imposition of a condition. This was the approach taken by a Planning Inspector in the consideration of appeal ref APP/C3810/W/17/3170059.
- 6.41 Possible mitigation measures could include:
- Landscaped buffer alongside the A29 (as shown on the Illustrative Site Plan)
 - Triple glazing to dwellings
 - Acoustic fence and planting along the southern boundary

7. DRAFT HEADS OF TERMS

- 7.1 Planning Obligations may only be used where they satisfy the relevant tests and are necessary to make the development acceptable in planning terms.
- 7.2 The proposed development is considered to accord with planning policy, and contributions towards the following are likely to be required through a S106 obligation:
- Affordable housing
 - Education
 - Libraries
 - Fire & Rescue

8. SUMMARY

- 8.1 The proposed development would provide 27no 1, 2, 3 and 4 bedroom dwellings of which 30% will be affordable.
- 8.2 The site forms part of the proposed Barnham/Eastergate/Westergate strategic allocation and has been assessed as deliverable within the latest HELAA.
- 8.3 The site is not subject to any constraints and could be developed now without prejudicing the aims of the emerging Local Plan or the delivery of the strategic allocation.
- 8.4 The proposal would deliver improvements to the existing highway to the wider benefit of the area.
- 8.5 The proposal is considered to provide significant social, environmental and economic benefits in accordance with paragraph 14 of the NPPF. We therefore consider planning permission should be granted.