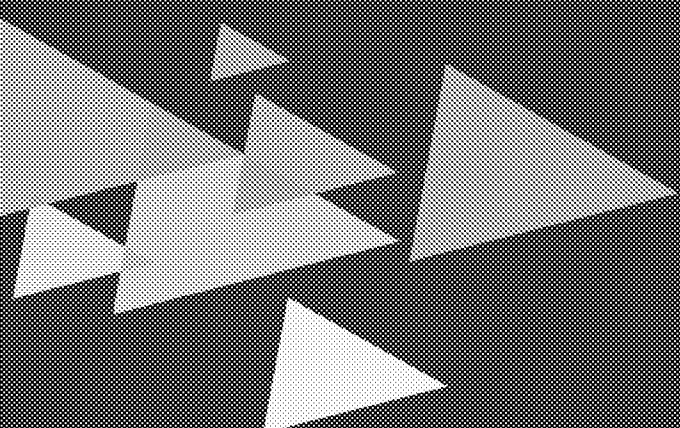




New Residential Dwellings
West Barn, Norton, West Sussex

Transport Statement

For

Mr and Mrs Cozens

Document Control Sheet

New Residential Dwellings

West Barn, Norton, West Sussex

Mr and Mrs Cozens

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
23/09/2020	1 st Draft	Chris Saunders	John Russell
24/09/2020	Final	Chris Saunders	John Russell

Motion
9 Greyfriars
Reading
PC1 1NU

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Mr and Mrs Cozens to support a planning application for six 2-bed mews houses on a redundant tarmac tennis court at West Barn, Old Dairy Lane, Norton.
- 1.2 The site is located on the western side of Norton Lane within the village of Norton and within the administrative boundaries of Arun District Council and West Sussex County Council. Norton Lane is classified as a quiet lane and joins the A27 to the north and the B2233 Nyton Road to the south.
- 1.3 Given the rural location of the site, sustainable transport options are available including foot, cycle and public transport with the nearest bus stops approximately 500 metres to the south of the site access on Nyton Road.
- 1.4 The access to the site will be via the existing Old Dairy Lane, which is of sufficient width to accommodate the small increase in vehicular traffic.
- 1.5 This report demonstrates that:
- ✧ The site accords with national and local policies relevant to transport;
 - ✧ The site is accessible by public transport, walking and cycling;
 - ✧ The highway network is not subject to any defects that lead to an abnormally high accident rate;
 - ✧ Suitable and appropriate access to the site can be achieved from Norton Lane; and,
 - ✧ The levels of traffic associated with the proposal will not lead to any demonstrable harm being caused to the existing operation and free-flow of traffic on the adjoining highway.
- 1.6 Following this introduction, the Transport Statement is split into six sections as follows:
- ✧ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ✧ Section 3 considers the existing use of the site, reviews the accessibility of the site by all modes of transport and assesses local road safety records.
 - ✧ Section 4 provides an overview of the proposed development together with the details related to access, parking and servicing strategies that will be adopted.
 - ✧ Section 5 assesses the trip generating potential of the proposals by all travel modes and the likely traffic impact associated with the proposals upon the local highway network.
 - ✧ Section 6 summarises the key findings and conclusions of the report.

2.0 Policy

2.1 The key policy documents which set the context for the development proposals are as follows:

- ✧ National Planning Policy Framework;
- ✧ The Arun Local Plan 2011-2031 (July 2018); and
- ✧ The Arun Parking Standards SPD (January 2020)

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.8 Paragraph 109 says that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.10 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

The Arun Local Plan (July 2018)

2.11 The following policies related to transport are relevant to the proposals.

➤ *Policy SD SP1 Sustainable development*

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland).

This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken.

➤ *Policy T SP1 Transport and Development*

To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; 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.

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
- e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
- f. Explains how the development has been designed to:*
 - i. accommodate the efficient delivery of goods and supplies;*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - v. consider the needs of people with disabilities by all modes of transport.*
- g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.*

✧ *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 for all new development must:

- a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*
- b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*
- c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;*
- d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe,*

comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;

- i. places of work, education, leisure and food retail;*
- ii. the South Downs National Park,*
- iii. along the coast particularly between Bognor Regis and Littlehampton,*
- iv. along the coast to Chichester,*
- v. Bognor Regis to Arundel, and*
- vi. Littlehampton to Goring.*

Arun District Council Parking Standards SPD (January 2020)

2.12 With regard to car and cycle parking, Arun District Council adopted a new parking SPD in January 2020 for use in assessing car and cycle parking provision in new developments for those areas outside the South Downs National Park, which are based on West Sussex County Council's (WSCC) parking guidelines document.

2.13 In relation to residential parking provision, Table 2.1 below summarises the required provision.

Number of Bedrooms	or Number of Habitable Rooms	Parking Behavioural Zones (Number of spaces)			Cycle Parking
		Zone 1	Zone 2	Zone 4	
1	1 to 3	2	2	1	1
2	4	2	2	1	1
3	5 to 6	2	2	2	2
4+	7 or more	3	3	2	2

Table 2.1 – Parking Standards

2.14 In additional Electric Vehicle Charging points should be provided in accordance with Table 2.2 below.

Year of completion	% of Parking spaces with Active EV Charging Points
2018	100
2023	100
2028	100
2033	100

Summary

- 2.15 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.16 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Existing Conditions

Overview

- 3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Existing Site Conditions

- 3.2 The site is located on the western side of Norton Lane within the village of Norton and within the administrative boundaries of Arun District Council and West Sussex County Council. Norton Lane is classified as a quiet lane and joins the A27 to the north and the B2233 Nyton Lane to the south, as illustrated in Figure 3.1 below.

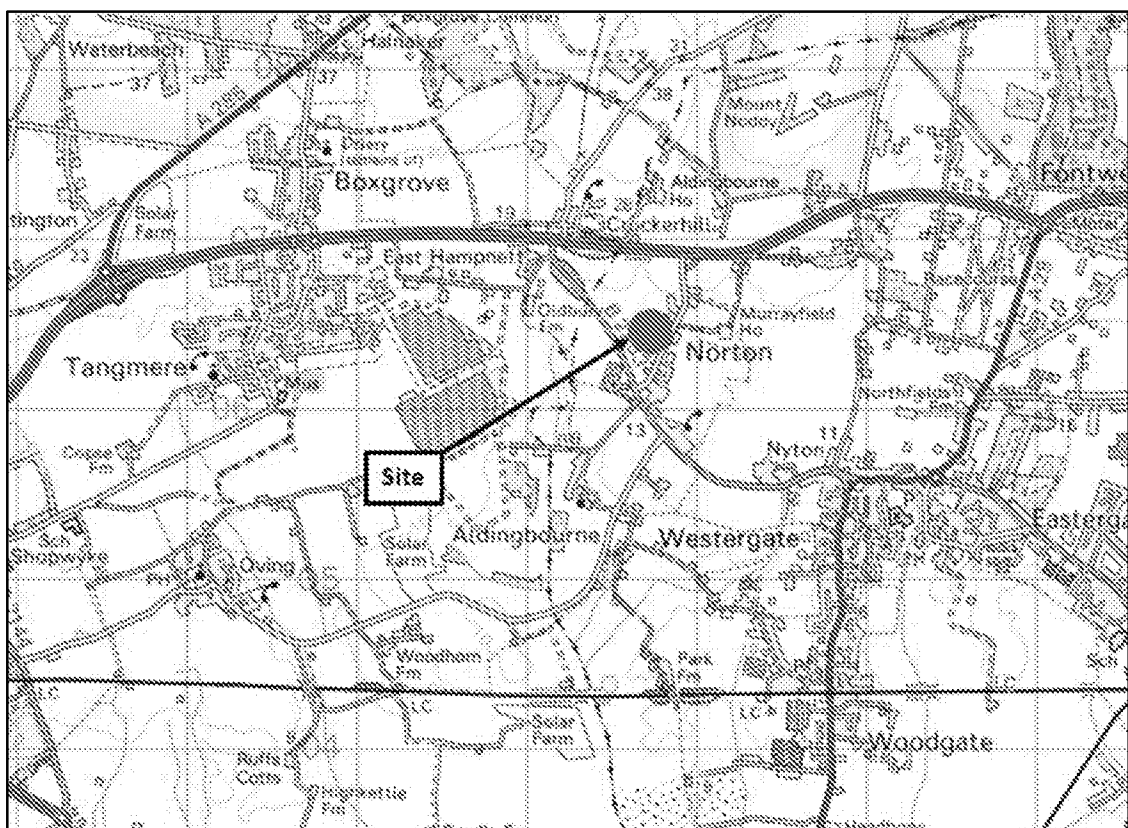


Figure 3.1 – Site Location

- 3.3 The site is currently a redundant tennis court set among existing spacious residential properties and former farm buildings converted into residential, holiday homes and commercial units.

Local Highway Network

- 3.4 The site is accessed by Old Dairy Lane, which is a shared street, unadopted cul-de-sac with an average width of 5.5 metres. It joins Norton Lane at a simple "t" junction which has adequate visibility splays of 2.4 metres by 90 metres, which are greater than the 2.4 metres by 25 metres required.

- 3.5 Norton Lane, is a 5.5 metre wide shared street, categorised as a “quiet lane” which has a 20 miles per hour speed limit. It joins the B2233 Nyton Road at a simple “t” junction to the south and the A27 Arundel Road to the north.

Sustainable Transport Accessibility

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- ✧ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- ✧ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
- ✧ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

- 3.7 Notwithstanding the above, it should be noted that the NPPF recognises that the policies and measures required in different communities to maximise sustainable transport solutions will vary from rural to urban locations. Moreover, Manual for Streets (MfS) identifies ‘walkable neighbourhoods’ as being:

“characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may comfortably access on foot”.

- 3.8 It is also important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to two kilometres and two miles respectively. Finally, it is also important to acknowledge that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2017).

- 3.9 While it is acknowledged that a previous appeal on the site for work life units had concerns with regards the sustainability of the site in 2016 (Planning Reference AL/59/16/PL), it is acknowledged that Inspector was assessing the proposals against the policies of the Arun District Plan 2003, which was withdrawn in July 2018 when the latest local plan was adopted. Therefore, the sustainability of the site has to be assessed against the latest policies as detailed within Section 2 of this report.

- 3.10 In that regard it is important to take into consideration the planning consent recently obtained for a new residential dwelling at Norton Farm House, which is adjacent to the site (Planning Reference AL/34/20/PL). With regards to the sustainability of the site, the Planning Officers delegated report for approval within Appendix A states,

“The site is in a relatively environmentally sustainable location (from a transport perspective) in just over 1km walking or cycling distance to shops, services and facilities in Westergate Village, which offers bus routes towards Barnham railway station. Whilst the private car would be required for longer distances, residents would not need to rely on a car to be able to live comfortably at this location”.

This statement therefore confirms the site is within a sustainable location and in accordance with Local Plan policies SD SP1 and TDM1.

- 3.11 With regards the requirements of the NPPF, the delegated report states

“The addition of this dwelling in the countryside, reasonably close to local facilities and services would satisfy the NPPF’s definition of sustainable development”.

- 3.12 Therefore, it is concluded that in accordance with local and national policy that the site is within a sustainable location.

Baseline Sustainable Travel Options

- 3.13 As detailed by the planning report within Appendix A, the site is well situated to encourage a high proportion of trips to be completed by walking, cycling and public transport. The following paragraphs detail the sustainable transport options available.

Public Transport

- 3.14 Bus stop served by Route 85 are provided on Nyton Road within a 500 metre walk of the site, which operates weekdays on a two hour frequency providing links between Arundel town centre and Chichester city centre.
- 3.15 In addition, Route 66, serves Westergate, which as detailed above is within a 1 kilometre walk of the site which provides a Monday to Saturday service on a two hour frequency linking the village with Barnham and Bognor Regis.
- 3.16 The nearest mainline railway station to the site is Barnham railway station, located circa three kilometres to the south east of the site and therefore within the thresholds included within Planning for Cycling for a journey which could be undertaken by bicycle. The station can also be reached by bus service 66.
- 3.17 A summary of the destinations and frequencies of services from Barnham railway station is provided in the Table 3.1 below.

Route	Destinations	Approximate Frequency (both directions)	
		Mon-Sat	Sun
Bognor Regis to Littlehampton	Barnham, Ford	Hourly	
London Victoria to Southampton Central	London Victoria, Clapham Junction, East Croydon, Redhill, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Southbourne, Emsworth, Havant, Cosham, Portchester, Fareham, Swanwick, Southampton Central	Hourly	Hourly (change at Clapham Junction)
London Victoria to Portsmouth Harbour	London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Havant, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Hourly	
Littlehampton to Portsmouth Harbour	Littlehampton, Ford, Barnham, Chichester, Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington, Havant, Bedhampton, Hilsea, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Every 20-40 minutes	Every 30 minutes
Bognor Regis to London Victoria	Bognor Regis, Barnham, Ford, Arundel, Amberley, Pulborough, Billingshurst, Christ's Hospital, Horsham, Crawley, Three Bridges, Gatwick Airport, Redhill, East Croydon, Clapham Junction, London Victoria	Every 30 minutes	Hourly

Table 3.3 – Rail services from Barnham

- 3.18 Barnham station, while not within Norton, is within easy reach and enables long distance and inter county trips to be undertaken by rail.

Walking and Cycling

- 3.19 A footway is located along the north side of the Nyton Road in the vicinity of the bus stops, which is accessed by Norton Lane, which as detailed earlier is categorised as a quiet lane with a 20 mph speed limit.
- 3.20 Public footpath 310 commences opposite Old Diary Lane and with footpaths 308 and 306 provide connections to Westergate as the extract from West Sussex County Councils definitive map within Figure 3.2 shows.

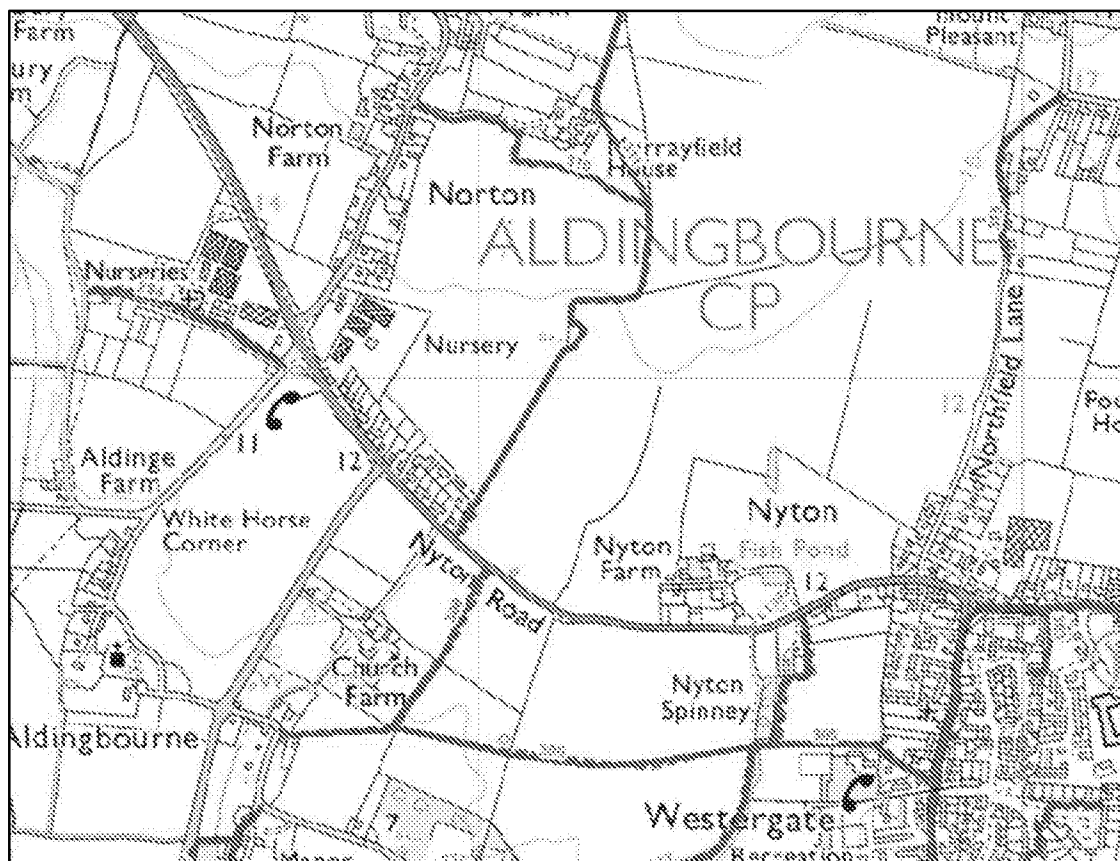


Figure 3.2 – Extract from WSCC Definitive Map

- 3.21 The local road network consists of quiet lanes and or roads with 30 / 40 mile per hour speed limits. All roads are relatively flat and conducive to cycling.

Road Safety

- 3.22 A review of road safety records for the last three year available period has shown no record of accidents occurring along the length of Norton Lane

Summary

- 3.23 This section includes an overview of the site and surrounding area as well as a description of the local highway network in the vicinity of the site. A review of access to the site by the more sustainable forms of transport is provided opportunities exit to travel to the site on foot, by cycle and public transport. An assessment of road safety has also been completed, which indicates that the local highway network does not suffer from any significant safety problems.

4.0 Development Proposals

- 4.1 The proposals consist of a development of six 2-bed mews houses which will be provided with 12 parking spaces. In addition, the existing 36 parking spaces for the existing commercial units on the site will be reconfigured as shown on the site layout plan within [Appendix B](#).

Access Arrangements

- 4.2 Vehicular access to the proposed development will remain via Old Dairy Lane from Norton Road, which has an average width of 5.5 metres, which is of sufficient width to allow two vehicles to pass each other.
- 4.3 Norton Road is subject to a 20 miles per hour speed limit. Based on vehicles travelling at 20 miles per hour, appropriate visibility splays of 2.4 metres by 25 metres are required in both directions from the access on accordance with the Department for Transport document "Manual for Streets".
- 4.4 Site measurements confirm that visibility splays of 2.4 metres by 90 metres are obtainable from the site entrance which are considerably greater than the 2.4 metres by 43 metres requirement for accesses onto roads with a 30 miles per hour speed limit.

Parking Arrangements

- 4.5 Parking will be provided for in front of the mews dwellings with two spaces provided for each dwelling in accordance with policy requirements outline within Section 2. Also, in accordance with policy all the spaces will be provided with an electric vehicle charging point.
- 4.6 A cycle store will be provided to the north of the mews buildings, accommodating parking for six cycles in accordance with local plan policies.

Servicing

- 4.7 The site will be serviced in line with the existing commercial units, with a specific bin store provided to the north of the mews buildings.

Previous Application

- 4.8 The access, parking and servicing arrangements replicate those proposed for the earlier application for six live work units (Ref AL/59/16/PL). WSCC confirmed in their response to the earlier application that the access proposals raised no safety concerns with their response included within [Appendix C](#).

5.0 Trip Attraction

Overview

- 5.1 The section outlines the levels of trips that are likely to be generated by the six proposed residential dwellings. The assessment presented in this section outlines the traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 to 09:00 and 17:00 to 18:00) and daily flows (i.e. from 07:00 to 19:00).

TRICS Assessment

- 5.2 The TRICS database (version 7.3.4.) has been interrogated to find comparable sites in order to obtain trip rate information for the proposed land uses at the site. The assessment was carried out using the same search parameters as detailed within Section 3. The results of the TRICS interrogation are provided at [Appendix D](#), whilst a summary of the results is shown at Table 5.1.

Time Period	Vehicle Trip Rates (Per Unit)			Vehicle Trips (6 Units)		
	Arrivals	Departures	Total	Arrivals	Departures	Daily
Weekday Morning (08:00-09:00)	0.082	0.353	0.435	1	2	3
Weekday Evening (17:00-18:00)	0.365	0.141	0.516	2	1	3
Daily (07:00-19:00)	2.436	2.471	4.907	15	15	30

Table 5.1 – Trip Generation

- 5.3 Table 5.1 indicates that the proposed development totalling six dwellings has the potential to generate circa 3 vehicle movements in the weekday morning and evening peaks, and approximately 30 movements across a typical day.
- 5.4 As the existing use of land as a tennis court is ancillary to the existing uses, this did not create any vehicle movements, the vehicle movements outlined in Table 5.1, also represent the net increase in vehicle movements.
- 5.5 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to an increase in vehicle movements associated with the site during the identified morning and evening peak hours, compared to the established use. However, the net increase during these times based on the analysis shows an increase of circa 17 vehicle movements in the peak hours. As such, there is no requirement for further detailed junction assessment.
- 5.6 In addition, the proposed redevelopment will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.
- 5.7 It is noteworthy that WSCC in their comments on the previous application (ref AL/59/16/PL), within [Appendix C](#), stated that the increase in vehicle movements generated by six live work units would not result in a significant material change in movements and offered no objection. The removal of the work aspect of the proposals will result in these proposals generating less vehicle movements

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Mr and Mrs Cozens to support a planning application for six 2-bed mews houses on a redundant tarmac tennis court at West Barn, Old Dairy Lane, Norton.
- 6.2 The site is located on the western side of Norton Lane within the village of Norton and within the administrative boundaries of Arun District Council and West Sussex County Council. Norton Lane is classified as a quiet lane and joins the A27 to the north and the B2233 Nyton Road to the south.
- 6.3 Given the rural location of the site, sustainable transport options are available including foot, cycle and public transport with the nearest bus stops approximately 500 metres to the south of the site access on Nyton Road.
- 6.4 In summary, this report demonstrates that:
- ✧ The proposals accord with national and local policies relevant to transport;
 - ✧ The site is accessible by public transport, walking and cycling;
 - ✧ Suitable and appropriate vehicular access to the site can be achieved via Norton Lane in accordance with current best practice guidelines;
 - ✧ Car and cycle parking have been provided in accordance with relevant parking guidance;
 - ✧ Appropriate provision is made for servicing, having regard to relevant design guidance;
 - ✧ Although the proposed development will result in an increase in vehicle movements it has been demonstrated that the proposals will not interfere with the operation, capacity or safety on the adjoining highway network.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Planning Officer Report Norton Farm House

Recommendation Report for Planning Permission

REF NO: AL/34/20/PL

LOCATION: Norton Farm House
Norton Lane
Aldingbourne
PO20 3NH

PROPOSAL: Sub-division of existing building to create 1 NO. 1- bed dwelling & construction of 4 bay oak framed outbuilding as a garage. This application affects the character & appearance of the Norton Lane, Norton Conservation Area & affects the setting of a Listed Building.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

It is proposed to convert the extension into a self-contained 1 bed dwelling to single unit of residential accommodation. A connecting door will be retained between dwellings.

Externally few changes would be required. To the east elevation, a new entrance door and porch would be constructed to provide access from the south courtyard. To the west elevation, a window would be replaced by a pair of French doors.

A detached oak framed 4 bay car port is proposed providing space for the applicants vehicles/hobby of mechanical engineering. This building would be roofed in hand made tiles to match the adjacent building with larch feather edge weatherboarding. Access would be through gates off Old Dairy Lane.

SITE AREA

0.72 hectares.

RESIDENTIAL DEVELOPMENT DENSITY (NET) 3 dwellings per hectare.

BOUNDARY TREATMENT

Boundaries consist of a brick/flint wall with hedge above, brick wall and timber fence panels.

SITE CHARACTERISTICS

Detached, three storey, brick/flint, Grade II listed farm house to the west of Norton Lane. The property is in spacious grounds, with a gravel driveway to the front and garage, enclosed by a brick/flint wall and hedge to the frontage with Norton Lane. The property has a conservatory and at the rear/side there is an L-shaped single storey 1990s extension, which has brick and flint elevations and a tiled hipped roof.

CHARACTER OF LOCALITY

Semi-rural character, with mix of dwellings and farmland, on the outskirts of Norton. To the east and west there is open farmland. To the north there is a scattering of dwellings and to

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the south a collection of dwellings off Old Dairy Lane and a number of small work units in the former Norton Dairy.

RELEVANT SITE HISTORY

AL/35/20/L	Listed building consent for the sub-division of existing building to create 1 No. separate 1-bed dwelling & construction of 4 bay oak framed outbuilding as a garage room & garage/workshop.	
AL/46/06/	Conversion and extension of outbuilding to ancillary residential use.	Refused 14-07-06
AL/101/05/	Conversion and extension of outbuilding to ancillary residential use	Refused 22-11-05

Site history noted.

REPRESENTATIONS**REPRESENTATIONS RECEIVED:**

Aldingbourne Parish Council

No objection SUBJECT TO a restriction that the dwelling is to be used by the applicant's family members only (and restriction to remain in place in event applicant sells the property), and no use for commercial or holiday lets to be permitted.

1 letter of objection:

- Red line boundary on location/site plan incorporates part of my title/ownership. No notice served.
- Seek clarity on if this is an application for additional separate dwelling or ancillary to the main house.
- Plans show a building (that is curtilage listed) that would have to be demolished to allow for the new carport. Question whether Council's Conservation and Listed Building Officer has been consulted.
- Plans do not show vehicular access to proposed car port.
- Trees and scrubs will have to be removed.

COMMENTS ON REPRESENTATIONS RECEIVED:

- Given that no condition is to be applied restricting the use of the 1 bed dwelling as ancillary to the main dwelling, and essentially the Parish Council objects without such a restriction, the application must be decided at Committee.
- An amended location/site plan has been provided showing the vehicular access off Old Dairy Lane and through the existing double gates to the site.
- No significant trees/hedges will need to be removed as a result of the proposals for the new building.

AL/34/20/PL

CONSULTATIONS

Engineering Services Manager
Engineers (Drainage)
Conservation Officer

CONSULTATION RESPONSES RECEIVED:

CONSERVATION OFFICER:

No objection. The application is considered to not cause harm to the significance of the heritage assets or its/their setting. Recommend condition to secure details of the garden boundary, hard landscaping, and new joinery and their treatments.

DRAINAGE ENGINEER:

No objection subject to condition. The application is in the Lidsey Treatment Catchment. Surface water drainage design should be carefully considered. Infiltration must be fully investigated.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted and addressed in Conclusion section.

POLICY CONTEXT

Designation applicable to site:
Outside Built-Up Area
Countryside
Grade II Listed Building
Norton Lane Conservation Area
Lidsey Water Treatment Works Catchment Area
Minerals Consultation Area

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

CSP1	C SP1 Countryside
DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
DSP1	D SP1 Design
HERDM1	HER DM1 Listed Buildings
HERDM3	HER DM3 Conservation Areas
HERSP1	HER SP1 The Historic Environment
QESP1	QE SP1 Quality of the Environment
ECCSP1	ECC SP1 Adapting to Climate Change
ECCSP2	ECC SP2 Energy and climate change mitigation
TSP1	T SP1 Transport and Development
WDM1	W DM1 Water supply and quality
WDM2	W DM2 Flood Risk

(REF: POL/1/1011(COR))

WDM3 W DM3 Sustainable Urban Drainage Systems

Aldingbourne Neighbourhood Plan 2016 POLICY EH1	Resist development outside
Aldingbourne Neighbourhood Plan 2016 POLICY EH7	Renewable and Low Carbon Energy
Aldingbourne Neighbourhood Plan 2016 POLICY GA1	Promoting Sustainable movement
Aldingbourne Neighbourhood Plan 2016 POLICY GA3	Parking and new development
Aldingbourne Neighbourhood Plan 2016 POLICY H1	New housing or altering dwellings
	Quality of Design
Aldingbourne Neighbourhood Plan 2016 POLICY H8	Dwellings must have adequate private or shared amenity.
	Outdoor space
Aldingbourne Neighbourhood Plan 2016 POLICY H9	Items to consider e.g. - bin stores
	Attention to detail

SUPPLEMENTARY POLICY GUIDANCE:

SPD11 Arun Parking Standards 2020

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The relevant policies of the Aldingbourne Neighbourhood Plan have been considered in the assessment of this application.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal conflicts with relevant Development Plan policies in that it would result in development in the countryside outside of the defined settlement boundary in conflict with Arun Local Plan policies SD SP2 and C SP1 and Aldingbourne Neighbourhood Plan policy EH1.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background as detailed in the Conclusion

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section.

CONCLUSIONS

PROPOSAL & PRINCIPLE:

The Development Plan comprises the Arun Local Plan (ALP), the West Sussex Waste and Minerals Plans, and the Aldingbourne Neighbourhood Plan (ANP).

Section 38 (5) states: "If to any extent a policy contained in a Development Plan for an area conflicts with another policy in the Development Plan, the conflict must be resolved in favour of the policy which is contained in the last document". Since the Neighbourhood Plan was made in 2016, and the Local Plan was adopted in 2018, any conflict would be resolved in favour of the latter.

Policy C SP1 (Countryside) of the ALP states that residential development in the countryside outside the BUAB will not be permitted, unless in accordance with policies in the Plan which refer to a specific use or type of development. The proposal does not relate to any of the uses/types of development which justify a countryside location. Policy EH1 of the ANP states that proposals for development outside of the built-up area boundary, that do not accord with development plan policies in respect of the countryside, will be resisted unless it is for essential utility infrastructure, where the benefits outweigh any harm, and it can be demonstrated that no reasonable alternative sites are available.

As the site is outside the BUAB, in the designated Countryside, and the sub-division of the existing property would result in 1 new dwelling, the proposal conflicts with the Development Plan, ALP policies SD SP2 and C SP1 and policy EH1 of the ANP.

Other Material Considerations:

(1) The Council's Current Housing Land Supply

The Council's Authority Monitoring Report (AMR) was considered at the Planning Policy Local Plan Sub-Committee on the 18th June and showed the Council could no longer demonstrate a 5-year Housing Land Supply (HLS) as is required by the NPPF. The 2017/18 AMR showed there was currently a 4.7 year supply. The AMR for 2018/19 which was presented at December 2019's Planning Policy Sub-Committee shows that the HLS was 3.7 years. A recent appeal decision cites the Council as having a 2.9 year supply.

The Council's Action Plan (June 2019) makes a series of recommendations to boost housing delivery. This includes use of the 'presumption in favour of sustainable development' until such time as a 5-year housing land supply is re-established. It recommends applications be invited from landowners and developers on 'deliverable' HELAA sites to re-establish a 5 year HLS.

(2) NPPF's Presumption in Favour of Sustainable Development

Paragraph 11 (d) of the NPPF and the application of the 'presumption' for sustainable development is triggered.

ALP Policy SD SP1 states the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will work to secure development that contributes to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland).

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Para 14 of the NPPF states that in situations where the 'presumption in favour of sustainable development' applies to applications involving the provision of housing, then the adverse impact of allowing development that conflicts with the Neighbourhood Plan will not significantly and demonstrably outweigh the benefits if four specific criteria apply. In this case, criteria (a) to (d) are not all applicable because the Neighbourhood Plan is more than 2 years old. Therefore, the presumption in favour of sustainable development is unaffected by the Neighbourhood Plan.

The proposal for 1 new dwelling meets the economic objective, in terms of providing a small level of employment for the construction industry undertaking the internal and external works, contributing to Council Tax receipts and local spending. This provides benefit to the local economy and weighs in the schemes' favour. The proposal meets the social objective, making a contribution of 1 new home to the housing supply. CIL receipts could be used to contribute towards infrastructure, providing further benefit to the local community. This social benefit weighs in the schemes' favour.

The site is in a relatively environmentally sustainable location (from a transport perspective) in just over 1km walking or cycling distance to shops, services and facilities in Westergate village, which offers bus routes towards Barnham railway station. Whilst the private car would be required for longer distances, residents would not need to rely on a car to be able to live comfortably at this location.

Para 11(d) of the NPPF states permission should be granted unless any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. The addition of this 1 bed dwelling in the countryside, reasonably close to local facilities and services would satisfy the NPPF's definition of sustainable development. The benefits arising from the proposal have been noted above and would not be outweighed by the adverse impact of the permanent residential use in the open countryside. For this reason, the application benefits from the presumption in favour of sustainable development.

Conclusion on Matters of Principle:

The principle of development, in the countryside outside the BUAB, is contrary to policies in the Development Plan. Due to the Council's lack of housing land supply, the NPPF 'presumption in favour of sustainable development' is engaged. There are no adverse impacts (as set out in the sections below) which would significantly and demonstrably outweigh the benefits of the proposal.

VISUAL AMENITY & CHARACTER:

Policy D SP1 of the ALP states development should seek to make efficient use of land but reflect the characteristics of the site and local area. ALP policy D DM1 looks at aspects of form and design quality, including; character, attractiveness, innovation, residential amenity impact, adaptability, density, scale, trees and crime prevention. ALP policy D DM4 sets out the policy with regard to alterations and extensions to existing buildings. This includes that extensions and alterations appear visually subservient to the main building and sympathetically relate to and are visually integrated with the existing building in terms of siting, scale, form, massing, design and materials. It also requires that the extension or alteration does not compromise the established spatial character and pattern of the place but is instead a positive addition. Policy H1 of the ANP requires that proposals for extending or altering existing dwellings should be of a high quality design that reflects the local character and reinforces local distinctiveness.

The proposal involves the sub-division of a property and the conversion of an existing extension into a separate 1 bed dwelling. There would be few external alterations required to facilitate the conversion to a separate dwelling. To the east elevation, a window would be replaced with a new entrance door and an entrance porch would be constructed to provide access from the courtyard of the main house. To the west elevation, a window would be replaced by a pair of French doors. The north and south elevations

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would remain unchanged. A detached oak framed 4 bay car port, roofed in hand made tiles to match the existing adjacent building with larch feather edge weatherboarding is proposed.

External alterations to the extension are only readily visible from in the boundary of the site, given the extensions location in the plot and boundary treatments. External alterations would be minor, would sympathetically relate to the existing building and would maintain the appearance of the building and area. The detached oak-framed garage would be set away from the road frontage, and only partially visible from Old Dairy Lane, and replace outbuildings (greenhouse and log cabin). It would be set away from the listed building and is of an appropriate scale, design and materials to a rural setting.

The proposals maintain the appearance of the existing building, reflects the character of the area, and would maintain the intrinsic character and beauty of the countryside and landscape.

HERITAGE ASSETS:

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states:

"In considering whether to grant Listed Building Consent for any works, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses." Section 72(1) of the same Act states:

"In the exercise, with respect to any buildings or other land in a Conservation Area of any powers (under the Planning Acts), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area".

Local Plan policy HER SP1 advises that designated heritage assets, including listed buildings and Conservation Areas (and their settings), will be given the highest level of protection and should be conserved and enhanced in a manner appropriate to their significance. Policy HER DM1 requires proposals affecting statutorily listed buildings to protect, and where possible enhance, the setting of the building. Policy HER DM3 requires that proposals preserve or enhance the character and appearance of Conservation Areas.

Paras 189-196 of the NPPF sets out requirements for development affecting designated heritage assets (listed buildings and Conservation Areas) and their settings, including the need for applicants to describe the significance of any heritage assets (and setting) affected, the LPA to consider the impact of the proposal on the significance of heritage assets and take into account other factors, that great weight should be given to an assets conservation, that any harm or loss of significance requires clear and convincing justification, and where 'less than substantial' harm would be caused this should be weighed against the public benefits.

Norton Farm House is Grade II listed. The Conservation Officer has raised no objection to the proposals, subject to conditions.

The subdivision of the extension and associated alterations affects a late C.20 extension which is located to the side of the main listed building. It is noted that the interior of the extension will not significantly alter and in any case it would be affecting modern fabric only. Externally, a window would be replaced with a new entrance door and a new entrance porch would be constructed to provide access from the south courtyard and a window would be replaced by a pair of French doors on the west elevation. Such alterations will affect the modern fabric only and not harm any historic fabric, and their success will depend upon the quality of construction and appearance.

The car port is generally acceptable in scale, form, design and materials and would have a traditional appearance. The use of hand-made tiles for the roof to match the listed building and the use of oak-framing and larch feather edge weatherboarding and barn-like appearance would be suitable in the

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grounds of the listed building and in a rural setting. The removal of the outbuildings to facilitate the car port is acceptable in heritage terms, due to the temporary nature and age of these structures and that they do not contribute to the significance of the heritage asset.

The alterations are minor and sympathetic and maintain the character and appearance of the Conservation Area.

The proposals, subject to conditions, would not result in harm to the significance of the heritage assets or their setting. The proposals would accord with the NPPF, the Planning (Listed Buildings and Conservation Areas) Act 1990, and ALP policies HER SP1, HER DM1 and HER DM3.

RESIDENTIAL AMENITY:

Policy D DM1 of the Local Plan states development will have minimal impact to users and occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance. QE SP1 states the Council requires development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity. Policies QE DM1, DM2 and DM3 are concerned with noise, light and air pollution. The Arun District Council Design SPD provides detailed guidance for development, including with regard to matters of amenity. Para 127 (f) of the NPPF states development should have a high standard of amenity for existing and future users.

External alterations to the extension do not result in an impact on neighbouring outlook and light levels nor increased overlooking to neighbouring properties or compromise the privacy of the applicants property, given the existence of these openings and their orientation, boundary treatments and separation distances to nearest properties.

There would not be a significant increase in activity or general noise and disturbance as a result of the creation of this additional dwelling, it would continue in residential use, its openings and access face would inwards into the site away from neighbours and is screened by existing boundary treatments.

The 4-bay garage building would be sited at the side/rear of the main farm house just inside the boundary, adjacent to Old Dairy Lane. It would be approx. 16m from the nearest neighbouring property. Due to its single storey scale and lack of openings on the southern boundary, it would not result in any harm to the outlook, light or privacy of neighbouring occupants including at the applicants property.

QUALITY OF ACCOMMODATION:

Policy D DM2 of the ALP states that internal spaces should be of an appropriate size and that the national Technical Housing Standards provide guidance. National guidance advises that a 1 storey 1 Bed 2 Person house the minimum Gross Internal Area is 60sqm. The plans indicate the property has a GIA (not including car port) around 115sqm. This exceeds minimum internal space standards complies with policy D DM2. The accommodation is well laid out and provides built-in storage and a good quality of outlook and light levels to future occupants.

There are no specific policies in the ALP or adopted guidance with regard external spaces. Policy H8 of the ANP states new dwellings must include an outdoor amenity space of adequate size and quality, either as a private garden or shared amenity area. Para H.04 of the emerging Arun Design Guide SPD advises that outdoor amenity spaces should be of an appropriate size and shape and be usable and enjoyable. It states rear gardens should have a minimum depth of 10.5m and buildings should be set back by 2m from the plot boundary to mark defensible space.

The unit would enjoy shared use of the large grassed outdoor amenity space to the rear of Norton Farm House complying with ALP policy H8 and emerging ADC Design Guide.

HIGHWAYS & PARKING

Para 108 of the NPPF states in assessing specific applications for development it should be ensured that (b) safe and suitable access to the site can be achieved for all users. Regard should be had to para 109 of the NPPF which states: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". Policy T SP1 of the ALP supports development which incorporates appropriate levels of parking in line with WSCC guidance on parking provision. Arun District Council adopted its own Parking Standards SPD (Jan 2020). Policy GA3 of the ANP requires that proposals must include adequate parking consistent with the standards set out at the time. Para 106 of the NPPF refers to maximum parking standards for residential and non-residential development. Policy T SP1 and T DM1 support the inclusion of sustainable modes of transport. Policy GA1 of the ANP seeks to promote sustainable modes of transport.

The site plan shows the vehicular access would be off Old Dairy Lane and through existing double gates in the south boundary. Given it would be off an existing access road and through an existing access point, the access is suitable and safe would not have a severe impact on the operation of the highway and highways safety.

The ADC Parking SPD requires a minimum of 2 car parking spaces for a 1 bed property in this location (Parking Behaviour Zone 2), and 1 cycle parking space on site. The plans include a new 4-bay detached garage which is sufficient for the proposed 1 bed unit. There exists a large driveway and garage serving the main farm house. The plans do not indicate cycle parking, however, undercover and secure cycle parking could be included in the garage or workshop/store. Electric Vehicle charging points at a rate of 1 charging point per house with a garage or parking space should be provided. Conditions will be applied to secure the on-site car parking spaces, cycle parking and EVCP. There are walking/cycling routes in the vicinity and bus routes from Westergate to Barnham railway station.

Subject to conditions, the proposals has an acceptable impact on parking, highways and transport, in accordance with the NPPF, policies T SP1 and T DM1 of the ALP, and policies GA3 and GA1 of the ANP.

FLOODING/DRAINAGE:

ALP policy W DM2 sets out the requirements for development in areas at risk of flooding, including; the need for the sequential test, an FRA, adaptation and mitigation measures, flood warning and evacuation plans and site drainage plans. ALP policy W DM3 states that all development must identify opportunities to incorporate a range of Sustainable Urban Drainage (SUDs) systems. These features may include green roofs, permeable driveways, soakaways, water harvesting such as water butts. Policy EH5 of the ANP requires that new development would not give rise to overall level of flood risk in the area, and makes provision for appropriate surface water and foul water drainage requirements arising from the development.

The site is in Flood Zone 1 (low risk of flooding). No FRA or flood mitigation measures are required in this regard. The site is in the Lidsey Water Treatment Catchment Area where foul and surface water drainage needs to be carefully considered as per policy W DM1. The site already connects to an existing drainage system and the proposal is for conversion of the existing with no change to the foul drainage.

The Drainage Engineer raised no objection subject to a condition.

With regard to foul water drainage, given the building is in residential use it is considered likely foul water would be disposed of via the existing connection to the public sewer. An informative will be added reminding the applicants of their responsibility to gain formal consent from Southern Water for any new connection to the public sewer.

As the only new building is the car port it is not considered necessary to impose the suggested condition. The application has an acceptable impact on drainage and would not increase the risk of flooding, in accordance with the NPPF, ALP policies W DM2 and W DM3 and policy EH5 of the ANP.

SUMMARY:

The provision of a new home in the conflicts with policies in the Development Plan. Given the Council's 5 year Housing Land Supply position the 'presumption in favour of sustainable development' is triggered under paragraph 11(d) of the NPPF. Para 11(d)(ii) of the NPPF makes clear that permission should be granted unless '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'. The development has been assessed against the Framework taken as a whole and it has been demonstrated there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010:

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

CIL DETAILS

This application is CIL Liable therefore developer contributions towards infrastructure will be required (dependant on any exemptions or relief that may apply).

RECOMMENDATION

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APPROVE CONDITIONALLY

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:

- Location Plan and Block Plan (11913.01), received 30/06/2020
- Ground Floor Plan Existing & Proposed (11913.02), received 07/07/2020
- Roof Plan (11913.03), received 27/04/2020
- Existing and Proposed Elevations (11913.04), received 07/07/2020

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with the NPPF, policies of the Arun Local Plan and the Aldingbourne Neighbourhood Plan.

- 3 Prior to commencement of development, detailed drawings at an appropriate scale (e.g. 1:10 or 1:50) of the joinery and treatment of the new doors, windows, entrance porch and garage building must be submitted to and approved in writing by the Local Planning Authority. The works shall be undertaken in strict accordance with the details thereby approved.

Reason: To protect the significance of the listed building and preserve the character and appearance of the Conservation Area, in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, and policies HER SP1, HER DM1 and HER DM3 of the Arun Local Plan. It is necessary for this to be a pre-commencement condition to ensure the details of the alterations and new garage building would be appropriate prior to construction works.

- 4 No commencement of development shall take place unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls of the proposed building have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of the setting of the Listed Building in accordance with the NPPF and policies D DM1, D SP1, HER SP1, HER DM1 and HER DM3 of the Arun Local Plan. It is necessary for this to be a pre-commencement condition to ensure the materials and finishes would be appropriate prior to construction works.

- 5 Prior to construction of the garage building hereby approved, a site plan showing details of the hard landscaping to serve the new garage showing the extent and proposed materials must be submitted to and approved in writing by the Local Planning Authority. The works shall be undertaken in strict accordance with the details thereby approved.

Reason: To protect the significance and setting of the listed building in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, and policies HER SP1 and HER DM1 of the Arun Local Plan.

- 6 Prior to the installation of any new boundary treatment/s for the new dwelling, detailed drawings at an appropriate scale (e.g. 1:10 or 1:50) and showing the proposed materials and finishes must be submitted to and approved in writing by the Local Planning Authority. The works shall be undertaken in strict accordance with the details thereby approved.

REF: 011/2014(0018)

Reason: To protect the significance and setting of the listed building in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, and policies HER SP1 and HER DM1 of the Arun Local Plan.

- 7 At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the NPPF) unless it can be demonstrated that a fabric-first approach would achieve an equivalent energy saving. Details and a timetable in the form of an Energy Statement of how this is to be achieved (including details of physical works on site, sustainable construction methods, energy conservation and energy efficiency measures and renewable energy sources), shall be submitted to and approved in writing by the Local Planning Authority before any development above damp proof course (DPC) level begins. The development shall be implemented in accordance with the approved details and timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to secure on site renewable energy, reduce energy use, and ensure the development is sustainable, in accordance with national planning policy, and in accordance with Policy ECC SP2 of the Arun Local Plan.

- 8 No part of the development shall be first occupied until a minimum of 1 covered and secure cycle parking space has been provided on in the existing workshop/store or new garage building. The cycle space/s shall thereafter be permanently retained in good working condition.

Reason: To provide alternative travel options to the use of the car, in accordance with policies T SP1 and T DM1 of the Arun Local Plan and policy GA1 of the Aldingbourne Neighbourhood Plan.

- 9 No part of the development shall first be occupied, until the provision of facilities to enable the charging of electric vehicles has been installed (within the new garage building). The charge points shall thereafter be permanently retained and maintained in good working condition.

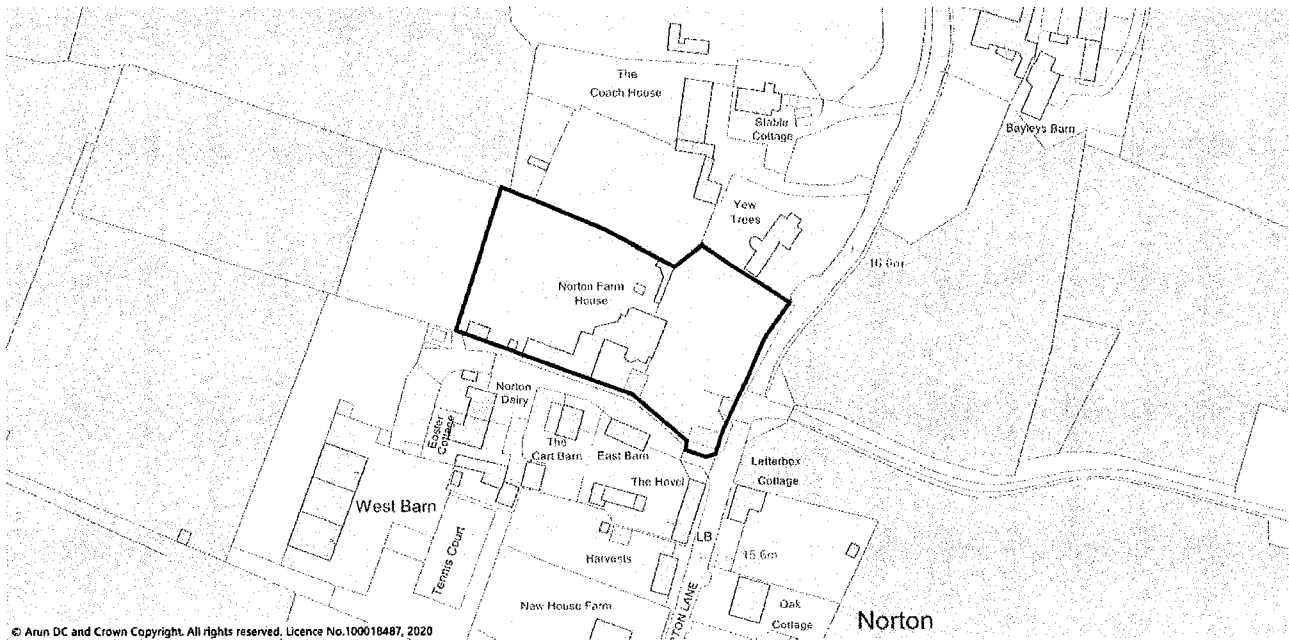
Reason: New petrol, diesel and hybrid cars/vans will not be sold beyond 2035, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with policy QE DM3 (c) of the Arun Local Plan, the Arun Parking Standards SPD and the National Planning Policy Framework.

- 10 **INFORMATIVE:** Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 11 **INFORMATIVE:** A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which is available to read on our website via the following link <https://beta.southernwater.co.uk/infrastructurecharges>.

The documents relating to this application can be viewed on the Arun District Council website by going to <https://www.arun.gov.uk/weekly-lists> and entering the application reference or directly by clicking on this link.

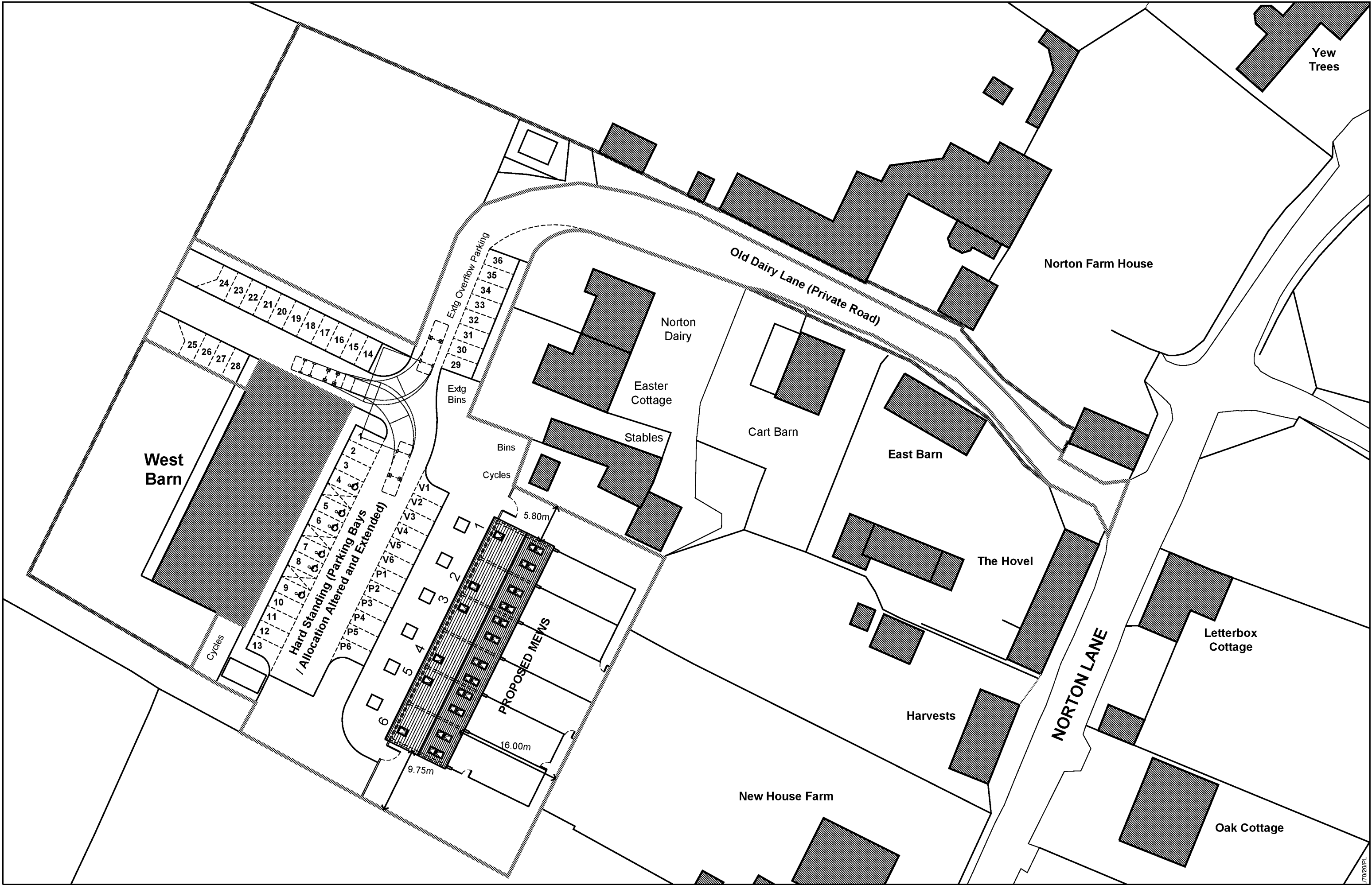
AL/34/20/PL - Indicative Location Plan (Do not Scale or Copy)
(All plans face north unless otherwise indicated with a north point)



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100018487, 2015

Appendix B

Proposed Site Plan



Appendix C

WSCC Response to Application AL/59/16/PL

WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION

DATE: 22/06/2016

FROM: Jodie Wilkes TO: Arun District Council
FAO: Mr S Davies

SUBJECT: AL/59/16/PL- Mews of 6 No. two storey low rise live work studios.
Resubmission of AL/79/14/PL. This application is a Departure from the Development plan.
This application affects the character & appearance of Norton Lane, Norton Conservation Area.

West Barn, Old Dairy Lane, Norton, Chichester, West Sussex, PO20 3AF

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £ N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The applicant is seeking to erect a 6 unit live work Mews, on an unused Tennis Court at West Barn Norton Farm. This application follows several previously refused applications at this site for similar proposals. AL 79/14 also for 6 live work studios and previous to that for 2x 1 bed live work unit and 5x 2 bed live work units. The LHA raised no highway safety concerns to these proposals.

The highway implications of this proposal have been considered in detail as part of the previous scheme. It is not considered that have been any significant material change in circumstances that would justify a change in recommendation from that previously offered. On that basis, no highway concern would be raised.

Jodie Wilkes
Strategic Planning

Appendix D

TRICS Outputs

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	LE-03-A-01	DETACHED		LEI CESTERSHI RE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		11	
2	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
3	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
4	NY-03-A-03	PRIVATE HOUSING		NORTH YORKSHIRE
	NEW ROW			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		14	
5	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		23	
6	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.118	6	14	0.329	6	14	0.447
08:00 - 09:00	6	14	0.082	6	14	0.353	6	14	0.435
09:00 - 10:00	6	14	0.141	6	14	0.212	6	14	0.353
10:00 - 11:00	6	14	0.141	6	14	0.129	6	14	0.270
11:00 - 12:00	6	14	0.141	6	14	0.153	6	14	0.294
12:00 - 13:00	6	14	0.188	6	14	0.165	6	14	0.353
13:00 - 14:00	6	14	0.212	6	14	0.235	6	14	0.447
14:00 - 15:00	6	14	0.224	6	14	0.224	6	14	0.448
15:00 - 16:00	6	14	0.271	6	14	0.200	6	14	0.471
16:00 - 17:00	6	14	0.306	6	14	0.212	6	14	0.518
17:00 - 18:00	6	14	0.365	6	14	0.141	6	14	0.506
18:00 - 19:00	6	14	0.247	6	14	0.118	6	14	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.436			2.471			4.907

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP * FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 10 - 23 (units:)
 Survey date range: 01/01/04 - 12/09/18
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.