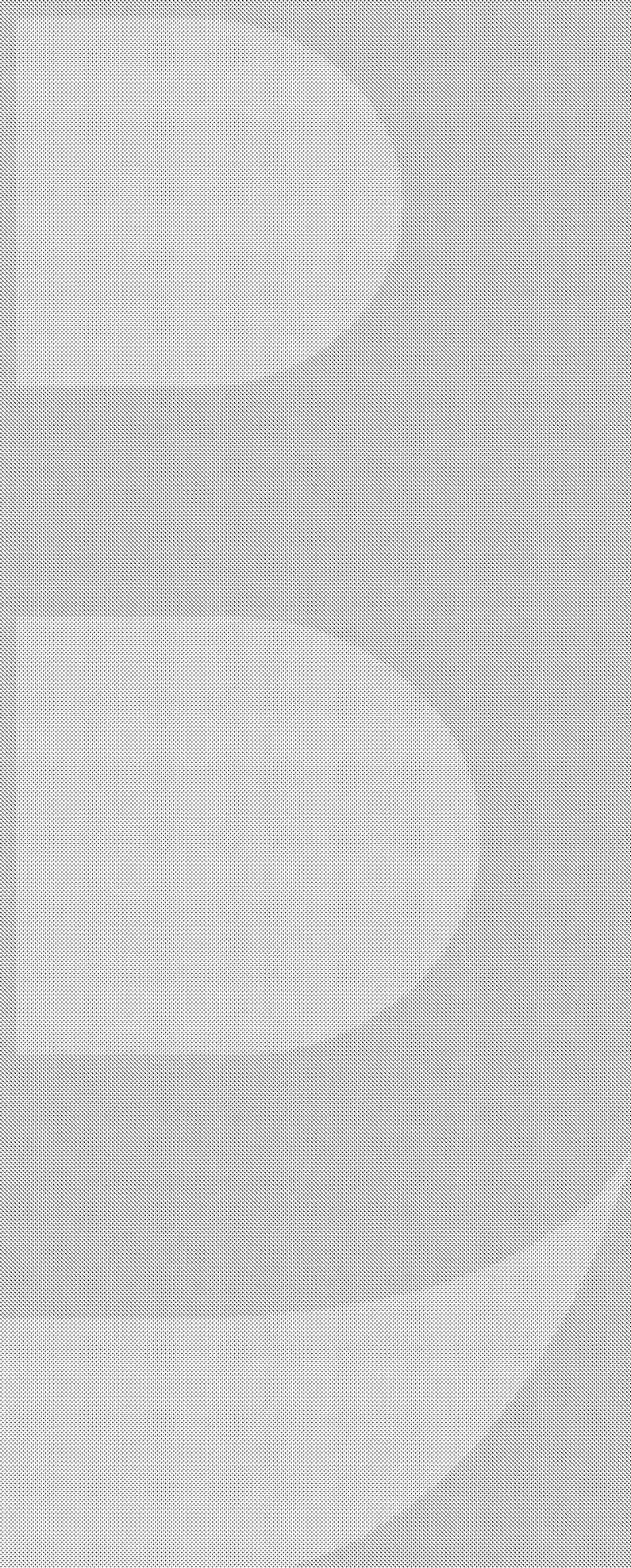






THE DEVELOPMENT

The Proposals

The application is seeking Outline Planning Permission for the development of up to 130 dwellings with associated works. The illustrative layout depicts an indicative housing mix with areas of public open space, surface water drainage and biodiversity enhancements which are described below. Access is included for detailed approval, with all other matters reserved for future consideration.

Amount, Density and Mix

The illustrative Block Plan depicts a scheme of (up to) 130 dwellings in a mix of housing tenures. Of the 130 homes, a policy compliant split of tenures would see 91 market dwellings and 39 as Affordable Housing.

The sub-tenures of the Affordable Housing would be secured to align with local need at the time of detailed approval (under reserved matters) and in line with Local Plan policy.

130 dwellings would provide a contextually appropriate gross density (19 dwellings per hectare).

Layout, Scale and Appearance

The proposed housing would be subject to detailed agreement at the reserved matters stage but will comprise a varied mix of sizes and tenures to meet a range of housing needs within the District and the applicant will engage further with the Council to establish this.

The built-form principles will seek to achieve high quality design. The illustrative layout shows how development can enable focal buildings and spaces, an attractive balance of units and high quality streets. In terms of architectural style/appearance, built form is intended to be based upon traditional forms and reflect local vernacular with a clean and modern interpretation through materials and elevation treatments. The scheme consists of a mix of detached, semi-detached and terraced housing generally projecting to 2-storeys in height.

Development will be contained to central areas on the application site to reflect the wider settlement pattern with existing boundary vegetation continuing to enclose the site in line with the local landscape character.

Landscaping

Existing vegetation will be retained and enhanced along the eastern boundary adjacent residential properties to maintain privacy and visual amenity.

The Western boundary to the application site is defined by an

attractive strong linear north to south semi-natural corridor approximately 40m wide. This corridor will be retained and will continue to provide positive benefits to the local green infrastructure network. It will be enhanced with native tree and hedgerow planting to increase connectivity of existing features within adjacent proposed development areas.

An attractive landscape buffer will be created between developments offering opportunities for SuDS, informal open space and habitat.

Hedgerows and ditches within the site will be retained and managed for biodiversity and habitat connectivity. Existing trees of value will be retained within amenity areas.

In addition to the inclusion within the site of formal and informal POS, including play and other recreational facilities, the landscape buffer to the west would provide for significant additional opportunities for biodiversity enhancement and connectivity with the PROW network to the north west of the site.

Access & Movement

Access is included in detail in this outline application. The scheme would utilise the same access already consented by Outline Planning Permissions AL/129/21/OUT and AL/70/23/OUT, which has the capacity to serve both the consented developments of up to 95 dwellings and 155 dwellings respectively and the proposed development subject of this application.

The site will be accessed via a new landscaped link road connecting the west from the approved development sites in the south and their A29 junction. A separate pedestrian/ cycle access from Lidsey Road is retained to the east using the existing vehicular access. The installation of bollards would ensure this is only accessible to non-vehicular traffic in the future development scenario.

The illustrative scheme shows sufficient space to accommodate a good quality internal street hierarchy with a high level of permeability for pedestrians and cyclists alongside roads as well as independently through dedicated paths.

The development will also explore options for on and off-site reinforcement of facilities to promote public transport and travel by non-car modes.

Summary of Proposals

The proposals include:

- » Up to 130 dwellings with 30% Affordable Housing
- » Circa 2.7 hectares of Green Infrastructure providing:
 - » 1.7ha of public open space including 1 no. LEAP with additional incidental / doorstep play features, community growing facilities set in a high quality landscape framework
 - » A 'walk and play' trail through the central north/ south green corridor and connections to the PROW network
 - » Dedicated footpath and cycle paths alongside roads and independently through the layout
- » Access from the A29 using the detailed junction arrangements for the adjacent consent which was endorsed by W5CC and ADC
- » Policy compliant provisions including e.g. parking, cycle storage etc
- » Sustainable construction with modern specification housing

Illustrative Masterplan



Housing Statement

Context

The application seeks outline planning permission for the erection of up to 130 dwellings. This will include the provision of 30% affordable homes in line with Policy H DM1. A scheme of 130 dwellings would therefore comprise of 91 market dwellings and up to 39 affordable units providing a range of housing types and tenures.

As part of our pre-application engagement with Arun District Council comments from the Affordable Housing team confirmed there to be a truly significant and pressing need for affordable housing “throughout the Arun District for both rent and low-cost home ownership” with 1212 households waiting on the Council’s housing register.

The level of unmet housing need has been commented on by Appeal Inspector’s in recent decisions, for both affordable housing (“significant”) and market housing (“acute”). This is discussed in more detail in section 5 (Planning Considerations).

Responsiveness to Local Need

The illustrative masterplan which supports the application is based upon and demonstrates a policy compliant mix. The mix of units shown by the Illustrative Masterplan is set out in Table 4.1 by tenure. Market housing is planned to broadly meet with the expected demand from the relevant evidence base (current SHMA). The final mix will be derived in line with policy at the detailed planning stage according to localised demand.

The overall number and likely mix of affordable units will be subject to further discussion and agreement under the Section 106 agreement and informed by close consultation with officers and the Council’s Housing team.

That is because it will be important to tailor detailed reserved matters proposals to meet local needs as closely as possible at the time of delivery, which if approved would occur within the next 5 years (from outline consent). It is intended to meet each of the Council’s policy goals in this regard.

Present Need

Pre-application advice from the Council confirmed that expectations from this scheme to meet the significant local need would include:

- » Per local plan policy AH SP2 a tenure split of 67% rented, 25% First Homes and 8% intermediate housing.
- » The affordable dwelling mix should comprise of the following range of homes unless evidence indicates otherwise:
 - » 1 bedroom 35-40%
 - » 2 bedroom 35-40%
 - » 3 bedroom 15-20%
 - » 4+ bedroom 5-10%
- » Affordable housing must be visually indistinguishable from market housing and arranged in small clusters.
- » Requirements should be included in S106 planning obligation not secured by planning condition.

Mix & Tenure

The illustrative masterplan therefore shows the following indicative housing mix.

This addresses the recommendations in pre-application advice, and responds to local housing policy.

The above response to the Council’s suggested mix for affordable housing closely. Tenure split is to be further confirmed as part of the application’s consideration. The market mix is derived from the Council’s latest SHMA (Strategic Housing Market Assessment) with an indicative mix of affordable tenures which further embody the requirements of Policy AH SP2.

Overall the Scheme will make a significant impact on the under supply of new homes and affordable housing in particular.

Delivery

We note concerns raised in the community engagement exercise about whether the proposed 30% of the scheme would offer truly affordable homes. 35% of those responding knew of families in need of Affordable Housing, and presumably unable to afford to buy a home on the open market.

Responding to concerns, also including whether the proposed

Affordable Housing would be delivered and available to local people is important.

Affordable Housing is defined by National Planning Policy. It is included in compliance with Local Plan policy. If planning permission is granted the 30% provision of Affordable Housing will be secured in a legal agreement - this will also control the mix of types (tenures) of affordable housing. And may include First Homes, Shared Ownership and Affordable or Social Rent.

Affordable Housing would be specifically delivered by either a Housing Association or a Community Land Trust in sequence with the market homes. The Council can ensure that Affordable Housing is made available for those with a local connection within the village or parish.

Size Category (Bedrooms)	Type	Market	Affordable
1	Apartment	-	4
2	Apartment	5	8
	House	36	16
3	House	41	9
4	House	9	2
Totals		91	39

Table 4.1: Indicative Unit Mix (130 total)

Open Space

Context & Policy Requirements

As a medium scale residential scheme, public open space (POS) is expected to be provided on site in accordance with Local Plan Policy OSR DMI and in a manner that meets the expectations expanded on in the Open Space and Recreation Standards SPD.

ADC's "Open Space and Play Calculator" has been utilised to calculate the requirement for overall POS provision, as well as its specific categories. This is based on the full quantum of 130 dwellings being provided to ensure robustness.

The size of development establishes this to be provided via a mix of the following (i) Parks & Gardens (ii) Amenity Green Space (iii) Natural & Semi Natural (iv) Play Areas (v) Other Outdoor types. The SPD calculation provides a corresponding breakdown for each typology and the SPD also sets out the mix of play spaces/areas required (see Table 4.2).

The policy requirement for the proposed housing is 8,437 sqm / 0.84ha POS overall which these proposals significantly exceed

Illustrative Scheme

The illustrative layout includes the provisions set out in Table 4.2. Overall the proposals will deliver approximately 17,085sqm of public open space. This provides 8,648sqm in excess of the policy requirement for up to 130 dwellings.

The requirement for Play Space is identified as 1,573sqm which breaks down into the two categories of 'Equipped Play' (715sqm) and 'Other Outdoor' (858m2).

Whilst the proposals trigger the thresholds for both a NEAP and 'Other Outdoor' space, the SPD states that the recommended size for these is circa 1000m2 (0.10ha) which would exceed the total equipped play requirement of 715sqm. Additionally, within the context of the surrounding approved schemes residential schemes the site will lie within the recommended walking distances of several LEAPs and a NEAP.

It is therefore proposed that a LEAP (435sqm) shall be delivered on site and the remaining 1,138sqm required quantum for Play Space is incorporated into the other open space typologies of Natural and Semi Natural and Amenity Green Space.

In line with paragraph 92 of the Framework the outline scheme envisages the inclusion of important elements within an open space strategy to foster healthy and active lifestyles.

Type	Policy Requirement (sqm)	Scheme Provision (sqm)	+/- sqm
Park & Gardens	2,288	N/A - scheme falls below threshold	0
Amenity Green Space	1,716	1,785	+69
Natural & Semi Natural	5,148	14,865	+9,717
Play Areas	715	435	-280
MUGA & Other Outdoor	858	0	-858
Totals	10,725 - 2,288 (parks and gardens provision) = 8,437	17,085	+8,648

Table 4.2 - Public Open Space: Requirements vs Illustrative Scheme Provision (130 dwellings)

This will be achieved through:

- › the provision of safe and accessible green infrastructure
- › play and sports facilities
- › the inclusion of a 'walk and play' trail linking foot and cycle ways and activity spaces within the site that feature incidental play and other features
- › including 'edible landscape' areas
- › a layout that encourages walking and cycling

These principles also seek to maximise opportunities for social interaction and activity

Sustainable Urban Drainage Systems (SUDS)

ADC supplementary guidance on open space provision is clear that the minimum standards exclude any additional space for SUDS provision. The illustrative masterplan is robustly tested, by way of the Flood Risk Assessment, Drainage Strategy, and work underpinning those documents. The illustrative masterplan demonstrates the extent of attenuation basins within the strategic green spaces, along with other features including swales and filter drains.

The areas stipulated in Table 4.2 exclude any space taken up by SUDS. This aligns fully with the approach in the guidance.

However, in addition to the over provision of POS, SUDS will be designed wherever possible to be dual-use and maximise suitability for bio-diversity.

Enhancement & Biodiversity Net Gain (BNG)

Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) have to deliver at least 10% biodiversity net gain. BNG is measured using Defra's biodiversity metric and habitats need to be secured for at least 30 years.

The illustrative masterplan has been designed to provide net gain exceeding 10% and the application is supported by a Biodiversity Impact Calculation undertaken by The Ecology Co-op. This demonstrates that at the maximum quantum of housing (130 homes) there is potential to easily achieve or exceed the 10% statutory requirement.

Enhancements will be demonstrated through a Landscape and Ecological Management Plan to be submitted at the planning condition stage.

Sustainable Construction

Introduction

Local Plan policy ECC SP2 – Energy and Climate Change Mitigation seeks new residential development to be energy efficient, reflecting current standards, promote energy efficiency and incorporate decentralised, renewable and low carbon energy systems to achieve 10% of total predicted energy requirements from renewable or low carbon sources, unless demonstrated to be unviable. Policy WSP1 meanwhile seeks to demand water efficiency in new development.

Turning to National Planning Policy in the recent NPPF, Paragraph 154 of the NPPF sets out new development should be planned to help reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

The National Planning Guidance (PPG para: 012 Reference ID:6-012-20190315) reinforces that residential development must not be subjected to higher energy performance standards than those allowed for by national planning policy.

Energy Hierarchy & Strategy

Using established methodology there are three stages of priority in reducing energy use:

- › Be Lean - Reducing energy needs through improved design and construction.
- › Be Clean - Supply energy efficiently through the use of decentralised energy where feasible.
- › Be Green - Further reduce CO2 emissions through the use of on-site renewable sources, where practical.

Designing out energy use with new housing development as set out by policy extends first to design which uses orientation and layout to maximise solar gain. This being an outline application, layout is subject to final approval, but must also be weighed against achieving other design goals. The illustrative masterplan intelligently employs perimeter block approaches but leaves significant potential through density, siting, and typology to achieving passive solar gain. The DAS confirms the majority of housing is positioned within streets providing predominantly east/west orientations and the number of north facing gardens is limited.

The next stage of assessment seeks to maximise the efficiency of the dwellings/minimising their energy demand. This approach is referred to as 'fabric first' and concentrates finance and efforts on improving U-values, reducing thermal bridging, improving airtightness and

installing energy efficient ventilation and heating services.

The scheme will utilise a 'fabric first' approach in the first instance to meet policy requirements with additional/top-up provision then provided by way of sensibly deployed solar photovoltaic panels or other technological solutions as appropriate.

It is envisaged that performance measures to secure at least 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, or equivalent when taking account of fabric improvements will be secured by way of a planning condition.

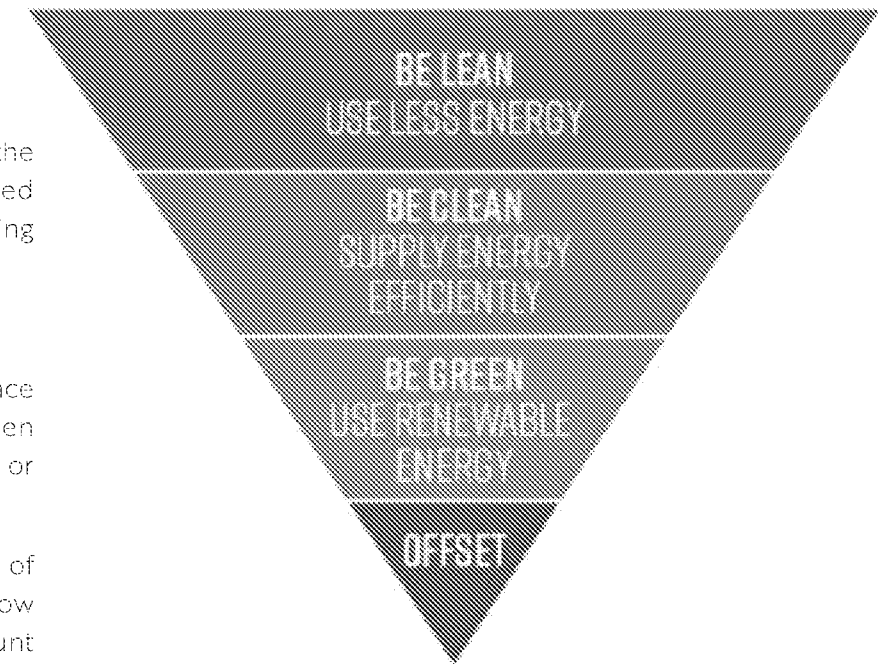
Water Efficiency

The development will be subject to meeting the current technical standards in the Building Regulations and will therefore meet the provisions of policy WSP1. A water consumption standard of 110 litres per person per day per the 'Housing' optional technical standards' guidance and (regulation 36(2)(b) of the Building Regulations 2010) will be adopted by the development.

Transport

Properties with a garage or driveway will be provided with electric charging points with consideration of additional provision to shared spaces to be given at the reserved matters stage, unless policy requirements change. This provision to encourage ULEV will assist with adoption of clean transport.

The proximity of the site to public transport connections and facilities is another benefit of the site. The application is also accompanied by a Travel Plan to be employed should planning permission be granted.



PLANNING CONSIDERATIONS

Principle of Development

Based on our appreciation of the site, its planning history and relevant local planning policies and guidance the following planning considerations are considered to be relevant to this planning application. The overarching stance of the NPPF and Local Plan Policies SD SP1, SP1a and SP2 support the “presumption in favour of sustainable development” that supports sustainable development within areas like Arun District Council.

Housing Need

Arun District Council published the Local Plan in July 2018, covering the period 2011-2031. It was required to set out strategic policies “to address [the] local planning authority’s priorities for development and use of land in its area over the plan period” [NPPF 17].

Despite planning for growth, delivering strategic sites that would collectively deliver over 10,000 new homes in the plan period there is now a dramatic housing supply shortage. By early, 2021, ADC had formulated alternative interim measures to encourage more small and medium unplanned sites, identified as deliverable within the HELAA process to bring forward additional housing. However, despite these measures, supply and delivery have not improved to sufficiently. The Council continues to face a serious and pressing shortage in the supply of housing sites. Planning appeal Inspectors have previously pointed to an “acute need for market housing in the District” and “significant need for affordable housing...”. The stated Affordable Housing shortfall set out in pre-application responses confirms over 1,200 households now wait on the Council’s housing register.

It is commonly accepted there is a national housing crisis due to the shortage of homes being delivered and the relative affordability of housing. As independent commentators like Shelter note the failure to provide adequate numbers of new homes, and particularly affordable housing is not a theoretical issue but has real world effects. The Labour government has confirmed before and following its election its intention is to reimpose mandatory housing targets on LPAs, and boost housebuilding to delivery 1.5 million homes in the next 5 years.

Housing Supply

Until the December 2023 NPPF revision ADC’s plan trajectory (requiring 1,300 new homes every year) left them with just 2.36 years

housing supply (less than half that necessary).. Indeed, the lack of supply meant far fewer homes have been built every year in Arun since 2016 than the present Arun Local Plan intended.

The publication of the newer NPPF reframed the Council’s housing land supply position, to 4.17 years supply (see AMR January 2024). That has not been robustly tested at appeal and is still reliant on a significant proportion of housing from Category B sites (per PPG definitions). The Council’s housing land supply position relies, most relevantly, on the delivery of 1,152 homes from BEW (local plan policy SD5, H SP2c) in the 5 year period to 2028/29 (230 each year). Having regard to the status of applications under consideration from the Southern Consortium, Barratt David Wilson Homes, and Cala Homes, this is entirely unrealistic. None of these schemes has yet been reported to planning committee, and can be expected to be 6-12 months away from achieving consent. Industry research shows that the lead in times for the first delivery of homes from large sites (typically 500+ dwellings) is more than 3 years after outline planning permission is granted.

Therefore while the shortfall, calculated on present national policy, is only 0.83yr there is no realistic prospect presently of the Council achieving a robust 5 year supply in the near term with the sites it is reliant upon.

Housing Delivery

As the Annual Monitoring Report identifies the 2022 Housing Delivery Test score, coupled with the requirements of the revised NPPF, means that the Council would need to engage the presumption in favour of sustainable development, having regard to paragraph 11(d) and footnote 8 in the Framework.

Locational suitability

As with AL/129/21/OUT and AL/70/23 the proposed development site is located outside but adjacent to the ‘Built-up Area Boundary’ defined in the local plan, and the site is therefore subject to policy constraints on development in the countryside set out within both the Arun Local Development Framework and the Aldingbourne Neighbourhood Plan. However, as with those other schemes, there are material considerations that weigh strongly in support of the site.

The site is located adjoining to this boundary by way of connection to the consented development, however, and is likewise in close

proximity to a range of key services and facilities with Woodgate and surrounding villages. It must be remembered that the BEW masterplan proposes a local centre, community facilities and multiple schools. The first major phases of some 2,200, commercial and community facilities are currently being considered by the Council. Even if they will be unlikely to contribute significant housing in the first 5 years BEW can be expected to start come forwards in the short-medium term. The location and proximity to the A29 and BEW make this additional land a logical expansion to the settlement as extended by existing consents.

Summary

It is considered that the proposed development constitutes sustainable development, having regard to the three objectives of sustainable development namely;

A Social Role: by supporting the creation of new, high quality, fit for purpose homes in a highly suitable sustainable location close to existing facilities and services that will benefit both new and existing residents of a mixed vibrant community, whilst supporting the local area. Play facilities and community public open space areas will be carefully incorporated in the development creating high quality, landscape led exemplar schemes creating a sense of place. The scheme will support meeting both the Arun District’s and Aldingbourne’s housing needs.

An Economic Role: by contributing to the local economy both throughout the construction of the development and rural training and skills, and post-construction. The proposed development, by a locally based developer, would result in the creation of jobs and wages during the construction phase and will contribute (with other development in the vicinity, including BEW) to the overall long-term prosperity of residents and businesses in the District of Arun in perpetuity.

An Environmental Role: An Environmental Role: by improving and enhancing the setting of the wider countryside by developing a thoughtfully designed development within a well-contained site that will have minimal impact on the open character of the countryside beyond the village with vegetation to the south and west of the site and significant amounts of open space whilst retaining vegetation and trees. Development will minimise water and energy demand through modern technologies and careful planning.

Design & Appearance

Policy

Paragraph 131 of the National Planning Policy Framework states that good design is a key aspect of sustainable development, by creating better places in which to live and work and helps make development acceptable to communities.

Paragraph 139 goes on to place further emphasis on the importance of the design and appearance of development, highlighting that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards, style guides or supplementary planning documents.

Local plan policies D SPI and D DMI of the Local Plan and policy H1 of the Neighbourhood Plan support high quality design.

Scheme Response

These proposals form an outline planning application at this stage, with only details of access included. Therefore at this stage proposals are illustrative only, but demonstrate compliance with the Council's District Design Guide that was adopted as SPD in January 2021 (see the Design and Access Statement). Core principles displayed by the illustrative scheme include (but are not limited to):

- › Effective high quality design principles
- › Permeable and walkable layouts with generous public open space and attractive green spaces that will support healthy life styles
- › Appropriate housing densities and sufficient land for Green / Blue Infrastructure to accommodate development
- › Development which follows good practice, encouraging perimeter block designs that prevent car parking from dominating and allow effective space for trees and landscaping to craft high quality streets.

The Design and Access Statement demonstrates how the illustrative proposals have emerged and been refined taking account of stakeholder engagement and pre-application advice. The scheme has been thoroughly considered through detailed contextual assessment, including a review of local identity, building styles and

character, constraints analysis and policy goals (such as for POS, parking, SuDS etc.).

At this outline stage it is necessary to demonstrate that the land use, and amount of development can be robustly delivered. Therefore the density of development is a relevant consideration up to a point. 130 dwellings would provide a gross density of 19 dwellings per hectare (dph). This is considered to be an appropriate density for the following reasons. First of all it balances the Interim Housing Statement and NPPF aspirations to maximise density in order to reduce the number and size of Greenfield site developments overall (making effective use of land).

The Design Guide SPD advises for density, in village locations developers should aim for between 15-25dph, with lower densities positively relating to the edges of built up areas. This is consistent with the National Model Design Guide typologies.

Moreover, in design terms, such a density aligns with the village density typology expressed in the MHCLG National Model Design Code (pp14), and below the low end of the (20-40dph) density range for 'Outer Suburbs'.

This is considered to be an appropriate density when parking, accessibility and landscaping are taken into account and having regard to guidance in the Arun SPD and Aldingbourne Neighbourhood Plan policy H3.

Conclusions

Overall, the scheme, which is in outline and only illustrative at this stage more than demonstrates that the amount of homes proposed can capably achieve compliance with Policies D SPI and D DMI of the Local Plan, Policy H1 of the Neighbourhood Plan, adopted Design Guide SPD and the NPPF.

Assessment

The application is supported by a Transport Assessment (TA) and Travel Plan (TP) prepared by Highgate Transport. The approach to the Transport Assessment work adopted for this application follows the same principles as the AL/129/21/OUT and AL/70/23/OUT consents. The scope of the assessment was also helpfully informed by detailed engagement with WSCC (as Local Highway Authority) through pre-

Transport & Highways

application submissions and meetings.

Access

The application includes 'Access' for detailed consideration. The proposals will be served by the junction arrangement that was approved as part of outline planning permissions AL/129/21/OUT and AL/70/23/OUT. This arrangement takes the form of a ghost island right turn lane on the A29 Lidsey Road and in particular:

- A ghost island right turn access with Lidsey Road.
- A 7.3 metre wide access road. As shown the Indicative Masterplan, this will taper to generally be 5.5 metres for the spine road that continues throughout the site.
- 15 metre radii kerbs.
- 2.4 x 160 metre visibility splays based on DMRB requirements of vehicle speeds up to 85 kph (52.8 mph). This reflects the visibility splay requirements for an access junction onto a road that is subject to a 50mph speed restriction.
- A 2.0 metre wide footway (over a length of around 125 metres) leading towards Woodgate to the north to connect with the existing network.
- A dropped kerb pedestrian crossing (with tactile paving) of the access road leading to Woodgate House and field to the west is also proposed.
- A verge will be provided along the southern side of the access.
- A tactile paving dropped kerb crossing of the access road will be provided approximately 20 metres from Lidsey Road.

Swept path analysis of the site access was provided as part of the previous AL/129/21/OUT & AL/70/23/OUT applications that granted detailed approved of 'access' details. It has been demonstrated that this site access is appropriate for a large refuse collection vehicle; the largest expected to serve the site. The approved site access arrangements are the result of an independent Stage 1 Road Safety Audit.

Routes and Movement Hierarchy

The illustrative proposals include adoptable standard roads which are served by foot ways and shared foot/cycle paths. In addition dedicated segregated pedestrian and cycle paths are indicated through the layouts open space and will combine with features, such as the ‘walk and play’ trail and play facilities to craft a purposeful walk- able neighbourhood to support the goal of healthy safe communities.

Taking into consideration the above strategy the proposal should meet aspirations of the NPPF which seeks to ensure all new developments give priority to sustainable transport uses and encourage a modal shift which are carried through into Policies T SP1 and T DM1 of the Local Plan which also seek to reduce demand on travel by car and ensure that proposed development does not have an unacceptable impact on the local highway network.

The proposals are also in line with Policies H9, GA1 and GA3 of the Aldingbourne Neighbourhood Plan.

Parking Provision

Car parking provision will be in accordance with Arun Parking Standards SPD which includes ensuring that each property with a garage or a driveway will be provided with an electric vehicle charging point.

The following table outlines the parking requirements based on the dwelling size.

Unit Size (bedrooms)	Number of habitable rooms	Parking Requirement (Behaviour Zone 2)
1	1 - 3	2 spaces
2	4	2 spaces
3	5 or 6	2 spaces
4+	7 or more	3 spaces

The illustrative masterplan shows how a policy compliant approach can be delivered with the amount of development proposed and providing a mix of residential occupant and visitor parking evenly distributed across the development.

5% of spaces will be accessible/disabled suitable. A variety of on plot, frontage, rear garden and courtyard parking is proposed. These areas will be inter-planted with trees to provide shade, wildlife habitat and enhance the street scene. Parking areas will generally be overlooked or secured on plot. In addition, all houses will be provided with secure covered cycle storage in line with policy requirements and will be easily accessible to encourage cycle use.

Predicted Effects

During the construction phase, the development will increase the number of daily traffic movements, however these will be temporary and over a short period of time. The magnitude of construction traffic flows is likely to be within daily variation on surrounding roads and as such is not considered to have the potential for significant impacts on the local road network including Lidsey Road.

Once operational, the development will generate additional vehicular movements and has the potential to increase the demand for public transport. The likely trip generation from the proposed development as will have no significant impacts on highway capacity or safety and are therefore appropriate and in accordance with development plan and national planning policies.

To mitigate the effects during development, it is envisaged that a Construction Management Plan (CMP) would also be secured by way of planning condition as has been common practice on other permissions in the vicinity of the site. As a result, it is considered that no significant impact will arise to Lidsey Road or the wider network as a result of traffic generation both during construction.

Assessment & Conclusions

The Transport Assessment evaluates the impact of the proposed development cumulatively with other ‘commitments’ (which includes developments with planning permission and via allocated in the BEW strategic site via policy SD5, H SP2c in the Arun Local Plan). This has regard to the planned infrastructure upgrades comprised by, but not limited to, the planned A29 realignment which is scheduled to be delivered in part by WSCC, and by the BEW Southern Consortium. At the request of WSCC the Transport Assessment goes further to evaluate the future capacity of the road network for housing beyond the plan period (i.e. after 2031) as the current Local Plan identifies BEW may deliver a further phase(s) of housing in the next plan period (though that is subject to the adoption of the next plan).

The Transport Assessment concludes that in all the reviewed scenarios these proposals in combination with committed and forthcoming development (the planned growth) will not lead to any unacceptable impacts to highway safety or any severe cumulative impacts to the operation of the road network when having regard to the operation of existing junctions. This, in combination with the use of the previously approved access to the A29, and modification of the existing access to support pedestrian and cycle access (providing secondary entrance for emergency vehicles), means the scheme is compliant with paragraphs 114 and 115 of the NPPF.

Turning to Local Plan policies the application “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” while the development proposed:

- › will provide safe access on to the highway network;
- › contribute to highway improvements
- › promotes sustainable transport, including the use of low emission vehicles

The scheme, by way of the TA therefore full accords with the development and national planning policy.

Flood Risk & Drainage

The application is supported by a Flood Risk and Drainage Report (FRA) prepared by FortRidge Consulting Limited which provides the approach taken in developing the drainage strategy for the site.

Baseline

The site is relatively flat with a high point running north to south through the middle of the area. The land to the west of the ridge line drains to the west to Aldingbourne Rife via piped connections to and from the old canal. The land to the east drains to the east under Lidsey Road and to the Lidsey Rife.

The site is located entirely within Flood Zone 1 (Low Risk) and is therefore considered to be suitable for residential development in flood risk terms. In addition, the site is not located within any fluvial or tidal areas at risk of flooding.

The EA Surface Water Flood Risk Map indicates that the site has little potential for surface water flooding and the assessment has confirmed there are no historical records of surface water flooding at the site. The FRA also pays careful regard to the Council's 2016 Strategic Flood Risk Assessment (2016), particularly ground and surface water scenarios, and climate change.

The SFRA advises/shows mapping that suggests ground water flooding affects the large majority of the district. However, the SFRA qualifies that the information it sets out is not an accurate forecast of risk on a site by site basis and must be studied further via site specific assessment. The FRA concludes the site is not affected by other sources of flooding meaning that for the purposes of national policy the site is sequentially preferable.

Surface Water Strategy

The FRA includes a Drainage Strategy based on robust modelling and proportionate to the illustrative nature of the proposed scheme.

In respect of surface water drainage the strategy identified the use of SuDS to mitigate and treat surface water drainage to improve water quality. Due to the presence of high groundwater within the site, infiltration drainage will not be possible. Proposed attenuation will be provided by detention basins or other shallow SuDS features on site, before discharging to new or existing ditches within the site connecting to the existing watercourse adjacent to the site.

During operation, new permeable surfaces will be present within the site, and to ensure that there is no likelihood of increasing the flood risk on or off the Application Site.

Having regard to the existing extent of hardstanding within the site as well as the benefits of a positive attenuation strategy it is expected the development of the site will secure betterment in terms of surface water drainage.

Foul Water Strategy

It is envisaged that the site will drain into the existing foul sewer network to the east of the site in Lidsey Road. Gravity sewers will serve part of the site draining to the existing foul sewer network via a new point of connection.

In accordance with the requirements under the National Planning Policy Framework and its supporting guidance a Flood Risk assessment (FRA) and drainage strategy will be submitted as part of the planning application for the development.

Conclusion

In summary, the proposed development is located in an area at low risk of flooding and mitigation measures have been recommended in order to ensure that the site does not increase the risk of flooding elsewhere.

In consideration of the above, the proposals subject to this application are considered to be in line with Policies W SP1, DM1, DM2, DM3 and ECC SP1 which seeks development to have appropriate FRAs and incorporating Sustainable Drainage Systems whilst also adapting to climate change. The proposals are also considered to meet the relevant flooding and drainage criteria of the Interim Housing Statement.

Biodiversity

The application is supported by an Ecological Impact Assessment prepared by The Ecology Co-op. The EIA contains details of Phase 2 (species) habitat surveys undertaken at the site, following a Preliminary Ecological Appraisal and Phase 1 (desktop) survey undertaken previously. The document presents the findings on both construction and operational phases of the development, with consideration given to both designated sites and protected species.

Baseline

The site does not lie within any statutory or non-statutory sites for nature conservation, and the Preliminary Ecological Assessment concludes that there are no designated sites situated within 2km of the site boundary and no Natura 2000 sites are situated within 7km of the site. The site does however lie marginally within the Singleton and Cocking Tunnels SAC zone of influence (12km), however the proposals are not considered likely to have any significant effects on this protected site.

Protected species identified during the Phase 2 Surveys include badgers, foraging and commuting bats, reptiles, breeding bird species and overwintering bird species. Surveys for dormice and great crested newts did not identify any evidence that these species are found in this locality. As a result, the report advises no further surveys or mitigation measures are recommended with respect to those species.

Strategy

The report outlines measures to avoid and mitigate harm to badgers, bats, breeding birds, overwintering birds and reptiles. As a result of these, the proposals will result in significant impacts to protected species.

The majority of habitats of significant ecological importance present within the development area will be retained as part of the proposals with scope for enhancement through widening and supplementary planting.

The production of a Landscape and Ecology Management Plan (LEMP) via planning condition (should permission be granted), will demonstrate how the proposals can provide a net benefit for biodiversity and can include targeted enhancement for particular species or species groups. Specific enhancements to be included in the LEMP are:

Agricultural Land Use

- » Sowing of SuDS features with species-rich wetland wildflower mixtures
- » Neutral wildflower meadow grassland to be established in new greenspace areas
- » New native hedgerow planting to create new boundaries with access roads and other features
- » The provision of no less than 35 new features for roosting bats, including:
 - » ten cavity wall boxes
 - » ten crevice roosting features for buildings
 - » fifteen tree mounted bat boxes
- » Provision of 45 new features for nesting birds, including:
 - » 10 swift boxes
 - » 10 house martin cups
 - » 10 house sparrow terraces and
 - » 15 general purpose bird boxes.

Biodiversity Net Gain

Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) are now required to deliver at least 10% biodiversity net gain. BNG is measured using Defra's biodiversity metric and habitats need to be secured for at least 30 years.

The illustrative masterplan has been designed to provide net gain and the application is supported by a Biodiversity Impact Calculation undertaken by The Ecology Co-op.

The calculation demonstrates that the proposed scheme will result in a likely net gain of well in excess of 10% habitat and hedgerow units.

Paragraph 180 of the NPPF seeks for planning decisions to contribute to and enhance the natural and local environment, and para. 180(b) recognises the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystems services - including the economic and other benefits of the best and most versatile agricultural land - that the natural environment can bring.

Best and Most versatile (BMV) agricultural land is defined in the NPPF as land which is of Grade 1, 2 and Subgrade 3a of the Agricultural Land Classification.

Paragraph 181 of the NPPF requires plans to allocate land with the least environmental or amenity value, where consistent with other policies in the Framework. Footnote 62 of the NPPF identifies that *"where significant development of agricultural land is demonstrated as necessary, areas of poorer quality should be preferred to those of a higher quality"*.

The 'Guide to assessing development proposals on agricultural land' (Natural England, 2021) advises LPAs to *"take account of smaller losses (under 20ha) if they're significant when making your decision"*, suggesting, in the absence of a any definition in the NPPF, that 20ha is a suitable threshold for defining 'significant' in many cases.

The Arun Local Plan refers to development of BMV land under Policy SO DMI (soils) where it states that unless designated by the ALP or NDP, the use of higher grade agricultural land not associated with agricultural, horticulture or forestry will not be permitted unless the development outweighs the need to protect such land in the long term, and that the lowest grade of land should be used as far as possible.

Context

The site has previously been in agricultural/horticultural use with the former plant nursery being located to the north-eastern section of the site. The land also comprises, in addition to the former nursery, arable land in two fields, grassland and highways land (Lidsey Road).

A detailed Agricultural Land Classification (ALC) has been carried out over the site and a subsequent Agricultural Appraisal prepared by Reading Agricultural Consultants.

The ALC report concludes (pp5) the site is partly (66%) of DEFRA Grade 2 quality, making it Best and Most Versatile Land. The appraisal includes a Soil Resources assessment to meet with policy requirements.

As planning appeal Inspector's have held the functional point of policy SO DMI is to protect Grade 1, 2, and 3a Agricultural Land *"unless need for the development outweighs the need to protect such land in the long term"*. The previously mentioned Walberton appeal decision allowed residential development on Grade 1 agricultural land, such is the urgent need for housing.

Conclusions

In summary, whilst the Agricultural Appraisal concludes that the agricultural land within the site is Grade 2 and therefore BMV, this has to be weighed against the urgent need for housing. Given the size of the site and proposed development, it is considered that this loss is not significant and compounded by the Walberton appeal decision.

The applicant would be willing to accept a soil resources and management condition to ensure that the soil resource is protected so far as is reasonable as part of the development.

In conclusion, there is no sustainable reason, on the basis of best use of land and loss of agricultural land, why the site should not be granted Outline Planning Permission.

Landscape & Trees

Context & Assessment

The site forms part of the southern extent of Woodgate, broadly occupying a former horticultural nursery to the west of Lidsey Road, a small paddock area and agricultural fields. It is a relatively flat landscape, enclosed by the landfill site to the west, the West Coast Railway Line to the north and directly to the east of the site the former 'Wings Nursery' land has been redeveloped for residential use by Thakeham Homes. There have been several residential planning permissions approved to the south and southeast.

There are no known statutory or non-statutory landscape or heritage designations within the context of the site. There are several trees located along the site's eastern boundary shared with the adjacent Thakeham Homes site, which are subject to Tree Preservation Orders (TPO/AL/1/18). Furthermore the Council has served a provision TPO covering additional trees within the site and along its western boundary - there is no objection to this and the scheme does not conflict with the retention of trees/groups it concerns.

The application is supported by an Landscape and Visual Impact Assessment (LVIA) which considers the effects of the proposed development upon the landscape and visual resources of the site and surrounding area. Illustrative proposals embed the landscape strategy prepared by Davies Landscape Architects.

Landscape Character

The LVIA appraises the relevant landscape character assessments noting the site's current contribution and value to the wider area is considered Moderate and effects are limited to a very localised area of influence.

This is largely due to the influence of the boundary vegetation which includes mature trees, shelterbelts, ditches and hedgerows which contribute to the enclosed character of the Local Character Area (LCA). These features will be retained and enhanced as part of the landscape strategy to ensure continued contribution to the LCA and longevity. There are also opportunities to remove negative features across the site, such as the dilapidated horticultural structures, and provide positive benefits to the settlement edge.

Whilst the proposals will result in a permanent change in land use, and therefore character, they will reflect the immediate existing and future surrounding suburban context which has replaced the former

horticultural and rural character around settlement edges in this part of the LCA. The character of the area will be further changed by the strategic allocation of the BEW site to the east and will be served by a new roundabout onto the Lidsey Road opposite the application site.

Losses to the existing areas of arable, grassland and horticultural areas within the site are considered against their current function as part of the wider network which has been severed by the landfill site, expansion of settlement along the A29 and the closure of the former nursery business, resulting in a very limited positive contribution and relationship.

Visual Amenity

The LVIA models the effect of 14 representative viewpoints. The assessment concludes that views towards the site are very limited and contained to within an approximate 500m radius. The South Downs National Park is at such a distance that any changes will be negligible against the surrounding existing settlement and proposed strategic development site (BEW).

The views are impacted by the elevated landfill to the west, surrounding low-lying topography and high level of mature vegetation cover that defines the site, wider field boundaries, former canal, rife, ditches and roadsides. Opportunities from the A29 for direct views into the site are limited to the northeastern corner and filtered glimpses through boundary vegetation within the northern nursery area. The remainder of the site is screened by the vegetation along the access track and the newly constructed properties to the south.

Views from surrounding public rights of way are largely limited due to existing screening. PRow ALD 291 running through the landfill site remains closed to the public and an alternative route along the eastern edge provides a link between ALD 291 across the railway. Experiences of the site are limited to the northern section of the route between the railway line and Lidsey Landfill access road. Experiences from the west are contained to within 500m by the elevated landfill site which truncates any potential for wider views in this direction.

Views from the south into the site are heavily restricted due to the extent of screening provided by the intervening southern boundary. Visual amenity will be further reduced once the surrounding

permitted developments are constructed, extending the influence of the settlement south along the A29. None of the visual impacts identified exceed a Moderate Adverse change, and have the potential to further reduce in places once mitigation measures mature.

Design Response and Mitigation

The landscape strategy aims to:

- › retain key vegetation features to maintain enclosure, scale and setting
- › retain and enhance connectivity with wider Biodiversity Corridors to the west
- › ensure sensitive transition to wider area through appropriate boundary treatments and Green Infrastructure

The proposed residential development will be contained within the central and northeastern areas of the site, utilising the former brownfield land. The western extent of the site will accommodate the proposed access road, pedestrian and cycle link extending north from the adjacent permitted scheme within a wide semi-natural corridor. The boundary to the wider western field will be defined by a new native hedgerow, affording additional ecological connectivity benefits and screening to the limited views from the west. It will also ensure a defensible boundary to the wider field, retaining the relative size and scale of the local field pattern whilst creating a robust settlement edge.

The current access track from Lidsey Road will be retained as a pedestrian and cycle access only, removing any current influences from vehicular movement.

Within the central area, a wide swathe of semi natural open space (between approx.10m -70m wide) incorporating SUDs features, tree and scrub planting is also proposed as a green buffer to the existing development directly east. Height parameters across the proposals have been considered in context with the surrounding scale of residential development and will be a maximum of 2.5 storeys.

Trees & Hedgerow

An Arboricultural Assessment and Method Statement, prepared by Barrell Tree Consultancy, based on up to date tree survey has informed the proposal. Existing areas of hedgerows/vegetation along the boundaries will be retained and enhanced with native species to encourage biodiversity in the site. A number of trees and

tree groups will be removed to facilitate the proposed development.

These are described in the report as low quality trees with either little scope for sustainable long-term retention and/or no significance prominence as landscape features. In addition, limited sections of a hedgerow will be removed to enable the access pathway framework to be established across the site. Overall the proposed removal of the trees, tree groups and sections of hedgerow will be unnoticeable in the overall context of landscape character.

There will be some encroachment into the radial RPA of a number of trees for either new permeable footpaths, roadway sections, visitor parking bays and the removal of existing surfacing/structures and replacement with new permeable surfacing. Protection of the trees is proposed by adopting a no-dig specification in these areas so the works can be implemented without any long-term detrimental impact on tree health and therefore local character.

Construction activity may impact retained trees if appropriate protective measures are not taken. The submitted Arboricultural Method Statement specifies protection measures and it is anticipated that this will be a condition of any forthcoming planning consent. As such, the development proposal will have no detrimental impact upon retained tree health or contribution of trees to the character of the wider setting provided the protection measures are implemented.

Summary

The proposals are compliant with the various policies outlined within both the Arun Local Plan 2011-2031 and Aldingbourne Neighbourhood Development Plan 2019-2031 (Post Examination Plan 2021).

The landscape strategy and proposed Green Infrastructure embodies the aspirations of the various policies through the retention and enhancement of existing features and improved connectivity and habitat creation as part of a wider extended network. The enhancement of existing boundary treatments and proposed GI corridors across the site will deliver a series of high quality, well-connected public open spaces, SUDs features and habitats that increase connectivity between existing, and future, features to deliver positive benefits to well-being and biodiversity.



Emissions & Pollution

Noise

Policy SDP16 of the Local Plan Review states that development proposals including noise-generating development will not be permitted if it causes unacceptable impacts; and noise sensitive development will not be permitted if its users would be adversely impacted by significant noise from existing or proposed noise-generating uses.

A Noise Assessment, undertaken by 24Acoustics, accompanies this application. The assessment establishes the baseline for background noise (by way of site monitoring), predominantly arising from road traffic on Lidsey Road and the railway to the north. Vibration from the railway and noise associated with the nearby Prince of Wales Public House also require consideration.

The assessment concludes that noise from external sources, with reference to the Illustrative Masterplan, is not a constraint to development via mitigation. Recommendations have been provided for acoustically rated glazing and ventilation to habitable rooms, to achieve suitable internal noise levels from rail and road sources.

Calculations have been undertaken which show that daytime external noise levels within gardens will be lower than 55 LAeq,16 hour, which is acceptable.

Additionally, predicted noise levels from potential music events at the nearby Prince of Wales pub were found to present a low risk of disturbance at the proposed development.

The construction phase of the development will create a source of noise, although this will be temporary over a relatively short period of time. There will be a number of existing residential receptors, including development approved under the extant Outline Planning Permissions and Woodgate House that could be affected by construction noise. Construction noise impacts can be appropriately controlled using best practice construction techniques, and planning conditions (e.g. limiting hours of working and the requirement for a Construction Environmental Management Plan (CEMP)). For these reasons, significant construction noise impacts are not considered likely.

The nature of the operational phase of the proposed development is such that it is not considered likely to generate significant noise, although additional road traffic has the potential to increase noise

levels.

Based on the measured vibration levels and the proposed site layout, it is considered that there would be a low risk of adverse comment within the proposed dwellings due to vibration, which is acceptable.

On the basis of the above, it is concluded that noise and vibration levels at the development will be acceptable for future occupiers of the scheme and that neither are a constraint on residential development. Nor will the residential development prejudice the ongoing operation of existing business. Consequently the outline proposals are not in conflict with local or national planning policy on noise, including paragraphs 180, 191 and 193 of the National Planning Policy Framework.

Air Quality

This application is supported by an Air Quality Assessment prepared by Phlorum. This assesses the potential impacts to and from the development during the Construction and Operational Phases. This detailed assessment concludes that matters concerning air quality should not pose any significant constraint.

Air quality within the surrounding area is good and pollution concentrations across the site are likely to be below the relevant UK Air Quality Strategy standard concentrations.

The need for further modelling has been screened out, and increases in pollution concentrations as a result of the development are not expected to have a significant impact. Mitigation measures would further minimise any air quality impacts including during the construction phase (by adopting construction and dust management processes) and operation (through the inclusion of ULEV car charging facilities) and the adoption over time of low emissions vehicles (such as electric cars).

The development would notably take opportunities to reinforce the adoption of non-car modes of travel including via the submitted Travel Plan measures and the benefits inherent of the site being proximate to existing bus stops and current (and future) local facilities. The detailed scheme meets ADC requirements for cycle parking and storage (which will be provided to each property). A layout which encourages cycling with good quality provision of routes within the layout will come forwards at the reserved matters

stages.

In conclusion the proposals are not considered to conflict with local plan policy QE DM3.

Lighting

The development proposals will require a system of artificial lighting for safety, security, and amenity during the hours of darkness and low light levels. A lighting strategy shall be applied to ensure the potential for obtrusive light is suitably minimised.

A Lighting Strategy would outline the criteria for the lighting design of the proposed development to ensure that the lighting is fit for purpose, whilst maintaining sensitivity towards the environment through compliance with relevant British Standards and Guidance.

Ground Conditions

Context

The north-eastern part of the site was first developed as a nursery in 1974 and is currently occupied by several derelict glasshouses and numerous associated outbuildings and an area of open field with made ground present at the formation level.

The western part of the site comprises part of two fields which have remained undeveloped to the present day. A landfill is present to the west of the site and was first shown to be present in 1993, with filling ceasing in the late 2010s.

Assessment

Ashdown Site Investigation Ltd has undertaken a Preliminary Investigation at the site in June 2024. The subsequent report is submitted with this Outline Planning Application.

The preliminary risk assessment identified the following potential sources of contamination:

- › Made ground soils associated with the former nursery and demolished buildings,
- › Localised petroleum hydrocarbon contamination arising from various above ground tanks and heating systems within the former nursery.
- › Landfill site to the west.

Recommendations

The preliminary contamination risk assessment has concluded that potential pollutant linkages are present. It is therefore recommended that an appropriate level of intrusive ground investigation should be undertaken to allow a quantitative assessment of the identified linkages to be made.

Conclusions

Subject to further investigation, required by condition, any potential pollutant linkages could be addressed via mitigation.

The potential for contamination due to the proximity of the adjacent landfill site to the west was a factor considered in the planning permission being granted for the adjacent site (AL/129/21/OUT). The assessment of the risks of contamination from this source are dealt with in the following section.

Waste Safeguarding

Context

The site's proximity to the Lidsey Landfill site to the west (~190m) places it (partly) within a policy buffer. Policy W2 of the West Sussex Waste Local Plan (2014) states that development should not be permitted where it prevents or prejudices the use of existing waste management sites/ infrastructure that "make an important contribution to the transfer of waste". A review of the site shows that the last WSCC consent for the landfill was time-limited and (under condition 2) required its for the deposit of waste to cease on or before 1 October 2017 with restriction on non-inert import of waste allowed until December 2015.

It does not appear that the landfill site continues to make an "important contribution" and unreasonable to suggest there is a conflict in principle with policy W2. If it did, however, then a matter for consideration would be whether any conflicts arising between the development and landfill operation. We have considered this regardless.

Assessment

In this case potential land use conflicts with the landfill operation have been screened to air/odour and noise emissions and assessments submitted in each respect have concluded there are not any significant effects to or from the landfill site that would make it a bad neighbour development for the proposed residential use or impact its viability.

In respect of other potential effects on the residential scheme the submitted Preliminary Ground Contamination & Risk Assessment Report (Ashdown SI Ltd) summarises that *"The landfill to the west primarily represents a potential source of ground gas generation, which can migrate away from the source through granular soils. However, the boundary of the landfill lies some 200m from the edge of the area where housing is proposed on the site. As such, the likelihood of significant quantities of gas migrating onto the site is considered to be low. It is clear from the walkover that emissions from the site are being actively monitored given the presence of numerous standpipes around the perimeter."*

The assessment recommends that further investigations should form part of a planning condition requirement should planning permission being granted and outlines an investigation strategy.

Conclusion

It is therefore concluded that there are no conflicts with the landfill site operation in principle nor significant effects that would impact the residential site. The scheme does not conflict with policy W2.

Other Considerations

Sustainability and Climate Change: The scheme demonstrates how the development will achieve goals of bringing forwards a sustainable development. This results from a combination of elements. Firstly the merits of the location of the site, and a focus on maximising connectivity for pedestrians and to existing public transport opportunities, will encourage multi-modal use, and reduce car dependency.

In addition, as set out by this statement the scheme achieves policy goals via;

- › Provision of 10% equivalent of the total predicted energy requirements of homes via fabric efficiency and renewable or low carbon sources.
- › Achieving the overarching compliance with revised Building Regulations Part L, 2021, which requires a 31% improvement, is a dramatic increase on the requirements of Local Plan policies.
- › Ensuring dwellings are water efficient by meeting the 110 litres/ per person day standard set out by Optional Technical Standards equivalent in Building Regulations.
- › Providing a high level of EV charging for low emissions vehicles in line with standards, and via a travel plan led approach consideration to other appropriate measures to reinforce sustainability.
- › Ensuring the enhancement of walking routes / connections making the development accessible to local facilities.
- › As part of its landscape led approach the use of Sustainable Urban Drainage Systems to ensure surface water flows maintain greenfield run-off rates, and through positive drainage better manages peak flows/ rainfall on to the site by more effectively directing water to drainage features.
- › The provision of significant public open space and landscape and ecological enhancements securing significant bio-diversity net gain over the existing arable land use.
- › The use of an Employment and Skills Plan to secure a proportion of local workforce employment and training within the construction of the development.

- › Additional financial support through CIL towards local infrastructure needs.

Heritage and Archaeology: The site is not located within or adjacent to a conservation area and does contain/ is adjacent to any listed buildings or Schedule Monuments or World Heritage Sites, as such it is not considered that the proposed development would affect any identified heritage assets. The Proposed Development has the potential, however, to impact on both below and above ground archaeology through the development/disturbance of areas that are currently undeveloped.

During the construction phase, the activities associated with the ground disturbance have the potential to result in the complete or partial removal of any sub-surface archaeological remains. A Desk Based Assessment, undertaken by Development Archaeological Services accompanies this application.

This concludes that the site is not suspected to have any overriding sensitivity or archaeological potential that should serve as a constraint on development.

There is therefore no conflict with local plan policy HER SPI.

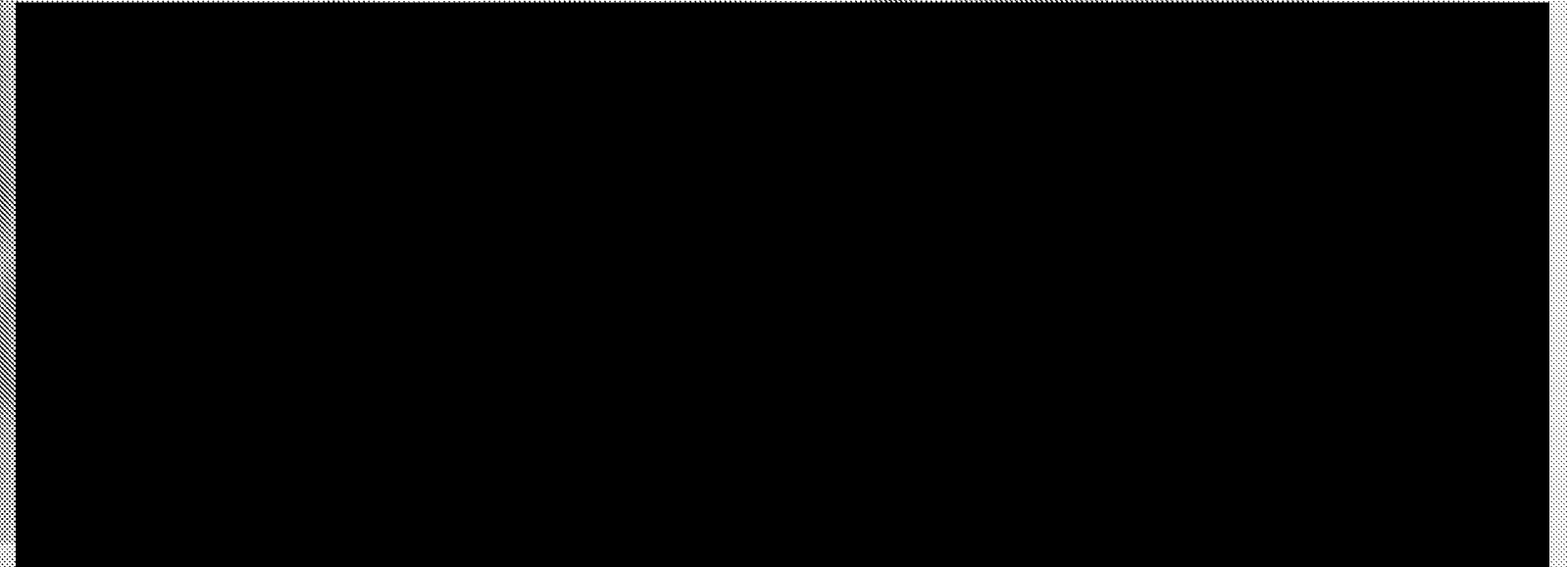
Socio-Economics: The development may have a number of direct and indirect effects on the neighbouring community as a result of the Proposed Development, primarily through changes in population and demand for community services such as education, health care and community facilities. By virtue of the modest scale of the development and the envisaged requirement for appropriate provision / financial contribution to community facilities through Community Infrastructure Levy and/or a Section 106 Agreement, no significant effects are predicted.

The development will provide local employment opportunities during its construction and will result in increased local expenditure once complete. Whilst all employment generation is beneficial, the likely scale of change when compared to baseline unemployment levels is not likely to be significant.

The erection of up to 130 dwellings, including 30% affordable homes, will result in a positive social benefit to the wider area, helping to reduce the Councils current housing shortfall.

Human Health: As the potential impacts relating to transport, air, emissions and noise as a result of the development are not considered to be significant and taking into consideration the scale and nature of the Proposed Development, no potential for significant human health effects are anticipated. Furthermore, the likelihood of major accidents is not significant having regard to the scale and nature of the development.

Mineral Safeguarding: The site is within the consultation distance buffer (250m) for 'Sharp Sand and Gravel' (set out by the Minerals and Waste Safeguarding Guidance) but not within the designation itself.



CONCLUSIONS

Conclusions

Scope of the Application

This Outline planning application seeks consent for up to 130 dwellings with details of access included, and all other matters reserved for future consideration.

The application is supported by an illustrative masterplan (IMP), detailed access plans and a suite of technical reports.

The IMP shows how the site can accommodate the full quantum of residential development and has been based on robust testing

The proposals will include a mix of market (70%) and affordable housing (30%) informed by policy requirements and the need and demand in the area. Public open space provision in the masterplan significantly exceeds policy aspirations. Access proposals to the site have already been deemed acceptable and granted planning permission. The same provisions have capacity to serve this development.

Planning Context

The 2018 Local Plan established a housing trajectory over the plan period and national policy requires Arun District Council (ADC) to maintain a 5 year supply of housing sites. The Council has struggled to maintain this and in response to the shortfall in provision published an Interim strategy in 2021 to encourage developers to bring forward applications for sites found to be ‘deliverable’ in the Housing and Economic Land Availability Assessment completed by ADC. A number of applications have come forward through that channel and sites have been granted planning permission for residential development.

The Council’s position has not yet improved however, and the present supply remains in shortfall against the Standard Method set out for calculating housing need in the NPPF. Simply there remains an acute need for both market and affordable housing in the district. For the latter, in particular there are over 1,200 households in need and on the Council’s Housing Register. That is a multiple year shortfall by itself and Appeal Inspectors have confirmed the benefits of securing additional housing carry substantial weight in the planning balance. The provision of upto 39 affordable homes should carry just that.

Site Suitability

The site is located adjacent to the existing Built Up Area Boundary, and is a sustainable location. This has been established through planning permission’s granted for site’s both adjacent and further north of the site. The local village offers a range of facilities. Those facilities are accessible on foot or to cyclists from the site and by using the existing bus services.

The development would not impact significantly on the settlement edge or landscape character of Woodgate, as demonstrated by the submitted LVA. The development would not cause significant adverse effects upon the open countryside as it a contained site in wider landscape views

The site is not otherwise constrained in environmental or physical terms in a way that would prevent development and any impacts arising are shown to be capably mitigated.

Technical assessments have demonstrated there is existing infrastructure capacity or that such can be upgraded. The access junction to the site already has the benefit of planning permission and West Sussex County Council’s support (ADC Ref: AL/129/21/OUT). The scheme will not result in significant impacts to highway safety or the operation of the road network.

Meeting Housing Needs

The site is acceptable and marks sustainable development in an accessible location. 130 new homes is a significant proposition. The site is available now and in single ownership. As a medium sized site (NPPF para. 69) it will make an *“important contribution to meeting the housing requirement”* and can be built out within 5 years

It will integrate with the BEW strategic allocation, using an existing approved vehicular access, but retaining pedestrian and cycle connectivity via the existing nurseries entrance and providing improvements for walking/cycling. This ensures the scheme supports the wider prospect/masterplan of BEW moving forwards.

In this case the provision of market housing should attract substantial weight in the determination of this application. Moreover the affordable housing provision, because of its the scale of need it would meet, should attract higher weight still.

Other Planning Benefits

In addition to much needed market and affordable housing in the village to meet local needs and improve choice, the proposed development will;

- › Deliver high quality, sustainably constructed and efficient housing at a contextually appropriate density to ensure it appears in keeping with the existing characteristics of the locality while using the land effectively.
- › Provide a net gain to biodiversity on the site, over and above its (arable) agricultural use at present.
- › Protect and enhance existing mature trees and planting.
- › Deliver a substantial amount of public open space significantly surpassing policy requirements.
- › Contribute up to c. £1 million in CIL and s106 developer contributions to local infrastructure, 25% of which to fund local projects by the Aidingbourne Parish Council.
- › Increase population income expenditure in the village.
- › Create construction phase jobs and boost local employment through the use of an ‘Employment and Skills Plan’ by way of planning obligation.

These additional benefits carry, collectively, additional weight in favour of the proposals.

Summary and Planning Balance

The proposed development is considered to be deliverable in terms of availability, achievability and suitability, given that it is within the control of the applicant and is immediately available for development subject to achieving planning consent.

It is therefore respectfully requested that Outline planning permission should be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 as it is compliant with the objectives of the development plan as a whole. The development is compatible with development plan objectives, key policies such as EHI of the neighbourhood plan, and criteria in the Interim Housing Statement.

In the event conflict with the development plan is identified, then the presumption in favour of sustainable development must be applied (from a persisting lack of housing land supply and delivery) and planning permission should be granted unless adverse impacts can be shown to significantly and demonstrably

outweigh the benefits when assessed against the Framework's policies taken as a whole.

It is clear that the proposals represent sustainable development in line with National Planning Policy Framework and deliver important benefits which as a package are compelling and together carry considerable weight.





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