

Planning Support Statement

Proposed demolition of existing Chandlers BMW dealership and Phares Courtledge and erection of 22 dwellings, including access roads and landscaping. Chandlers BMW, Water Lane, Angmering.

December 2012



ECE Planning

Project Name:

Planning Application

Location:

Chandlers BMW, Water Lane, Angmering

Client:

Chandlers BMW

File Reference:

P1014

Issue	Date	Author	Checked	Notes
PL1	20.11.12	C Barker	E Yarham	Draft Issue
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Introduction

This statement is produced on behalf of Chandlers BMW in support of an application for the comprehensive Demolition of the existing dealership and facilities on site as well as the dwelling known as Phares Courtledge and replacement with 22 No. dwellings (30% affordable units) with ancillary garaging and hard standing at Water Lane, Angmering. This application seeks both Full Planning Permission and Conservation Area consent for the proposed development.

SCHEDULE OF ACCOMMODATION		
AFFORDABLE		
Plot	Type & Size	No. Units
5,6	1 Bed 2p Flat @ 50m ² /538sqft (2st) (rented)	2
1,2,3	2 Bed 4p Houses @ 84m ² /904sqft (2st) (rented)	3
4	3 Bed 5p House @ 97m ² /1044sqft (2st) (rented)	1
22	3 Bed 5p House @ 97m ² /1044sqft (2st) (shared ownership)	1
Total Affordable Units		7
PRIVATE		
Plot	Type & Size	No. Units
9,10	2 Bed Houses @ 84m ² /904sqft (2st)	2
21	3 Bed Houses @ 97m ² /1044sqft (2st)	1
11,12,13,14	3 Bed Houses @ 103m ² /1108sqft (2.5st)	4
7,8,15,16,17,18,19,20	4 Bed Houses @ 114m ² /1227sqft (2.5st)	8
Total Private Units		15
Total Units		22
Total Parking Space (Incl. Car Barns)		47
2 x Spaces per house		39
1 x Space per flat		2
5 x Visitor Spaces		5

The existing development is representative of a discordant Village centre use and any redevelopment should be seen to repair both the existing townscape as well as providing for improved living conditions for neighbouring residents.

The Site

The existing Chandlers BMW dealership is centrally located within the village of Angmering occupying a site with dual frontage to Water Lane and High Street Angmering. The site also includes the dwelling known as Phares Courtledge. The site has an overall area of approximately 0.5Ha.

The area is predominantly residential in nature, with an eclectic mix of dwelling styles and forms that have evolved over time. Water Lane is characterised predominantly with 1930s-1960s semi-detached and detached properties, however Red Admirals, directly opposite the site is a 2.5 storey flatted development.

High Street, to the south-east of the site is characterised by stepped rows of terrace housing with some commercial ground floor units with many properties dating back to the early 17th Century.

The site itself is relatively flat in nature, however the south-east corner of the site is significantly lower than neighbouring properties to the north-east on Cumberland Crescent.

The existing buildings are sprawling commercial/garage buildings of very limited merit, which extend the full depth of the site on a north-south axis as shown on the aerial image below. The buildings originate from the 1960s however have received various facelifts to provide a frontage consistent with the Chandlers BMW brand.

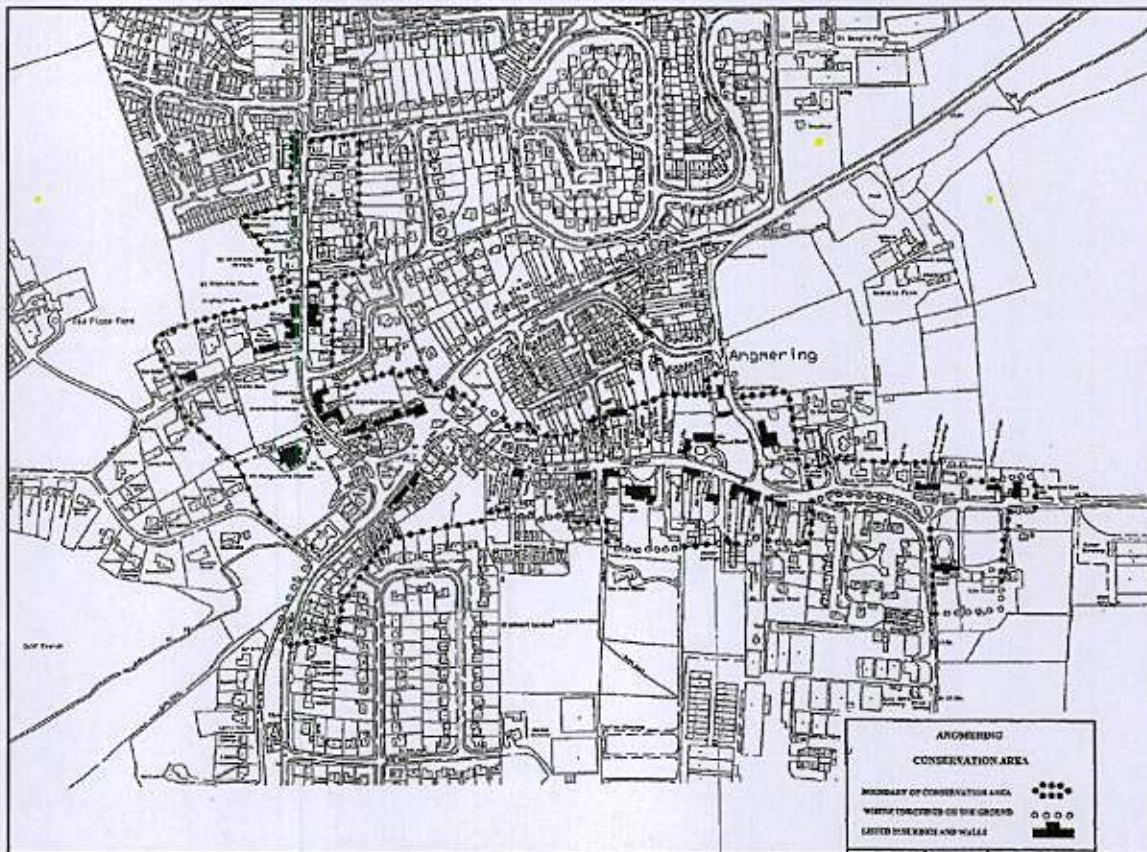


Aerial Image of application site edged in red.

The site is located in part within the Angmering Conservation Area as shown on the image below and Eachways, the dwelling on the corner of Water Lane and High Street is Grade II Listed. Eachways was first listed in 1984 as follows;

Early C19. Two storeys. Four windows. Faced with square knapped flints with long and short quoins and windows surrounds of white brick. Tiled roof. Glazing bars intact

The Lamb Public House is also Grade II listed, although visually separate to the application site and several properties on the High Street are also Grade II Listed.



Angmering Conservation Area Map.

The following extract from the Conservation Area Appraisal indicates the importance of the central Square to village, the setting of which is directly effected by the development proposals.

The Conservation Area is the historic core of the village and consists of three different areas of townscape. These are The Square, the approaches from Arundel Road and from the High Street. The Square is situated at the centre of the village and contains most of the village's shops and commercial premises, and the village War Memorial. It is an attractive irregular space with a pleasant sense of enclosure. Arundel Road leads from the A27 and buildings of flint and brick, most notably the old school now the library, frame a narrow entrance to The Square. The High Street is almost entirely residential and whereas Arundel Road is narrow and straight, the High Street is wider but with a significant gentle curve which invites exploration of the fine buildings distributed along the road.

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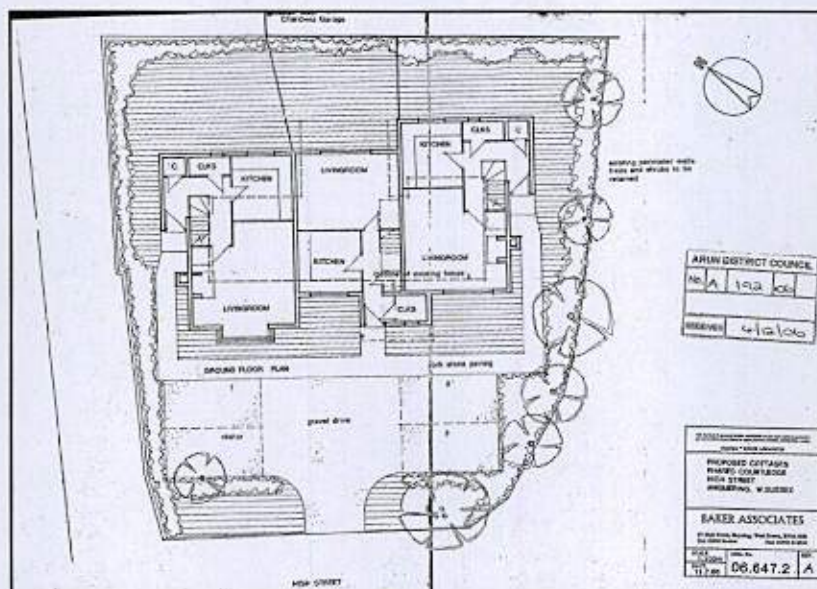
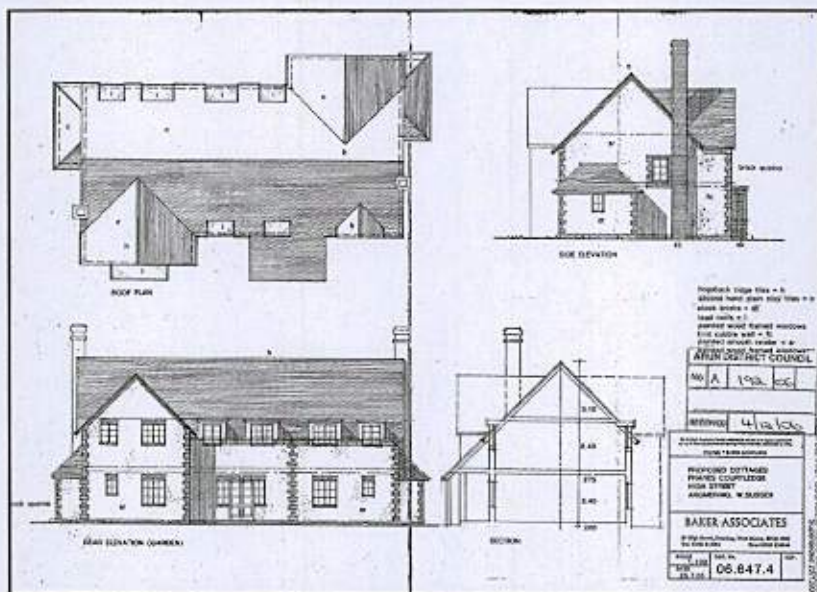
Planning History

The Chandlers BMW dealership has a detailed planning history, including incremental developments over time, however these are not considered relevant to this comprehensive development proposal.

Phares Courtledge, which is owned by Chandlers BMW and forms part of the application site has relevant planning history in the form of a recent permission for demolition of the existing property and erection of a terrace of 3 properties. See Plans below.

A/11/10 Renewal of unimplemented planning permission **A/192/06** for demolition of existing house and construction of 3 linked houses with ancillary parking. Decision - Approve Conditionally on 15/03/2010

A/13/10/CA Renewal of unimplemented Conservation Area Consent, **A/193/06/CA** for demolition of existing house. Decision - Approve Conditionally on 23/04/2010.



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The Scheme

The site is currently used as a car showroom and service centre with associated hard standing for Chandlers BMW. In addition to the commercial use there is a detached house and garden which currently has a separate planning permission to demolish and replace with 3 terraced houses with ancillary parking. The proposal seeks permission to provide 7 affordable dwellings and 15 open market houses along with dedicated parking for each.

The positions and orientation of the houses are designed to introduce a residential street scene to Water Lane and the High Street where there currently exists a very open commercial / industrial aesthetic. The new building lines along Water Lane & High Street present continuous building frontages which are more in keeping with the picturesque historic centre of Angmering.

The Listed Building (Eachways) on the junction of Water Lane and the High Street is an important landmark for the village and the positions of the terraces along the High street are progressively stepped back from the road edge to preserve views to the corner house from High Street.

From Water Lane there is a shared surface vehicular access to the rear parking courtyard, where plots 18-22 create a mews style street providing activity and surveillance over this area. A pedestrian access from the High Street between plots 14 & 15 provides a route to the village centre as well as a safe means of escape in the event of a flood.



Parking for the private houses is arranged within the parking courtyard with a combination of car barns and open parking spaces. The affordable units, plots 1-3 have parking spaces provided immediately to the front of the dwellings are accessed directly from Cumberland Crescent and plots 4-6 share a small parking area accessed from Water Lane. A footpath from this area provides a safe means of escape to Cumberland Crescent in the event of a flood. The south eastern corner of the site where the retaining wall is at its highest has been reserved for a car barn and parking as the proximity to the wall has very low amenity value in terms of sunlight.

The potential for flooding has been central to the design of the development. The critical flood level for the site has been determined as 6.1AOD, so floor levels are set at 6.4AOD so that the ground floor construction can sit above any potential flood water. With surrounding ground levels varying from approx. 5.75AOD to 6.5AOD, this means that the dwellings are raised slightly higher than would normally be required.

Plots 1-3 form a 2 storey hipped roof terrace with a low pitched roof to minimize its height against the existing terrace on Cumberland Crescent. The rear elevation aligns with the rear building line of the existing properties to avoid any overbearing.

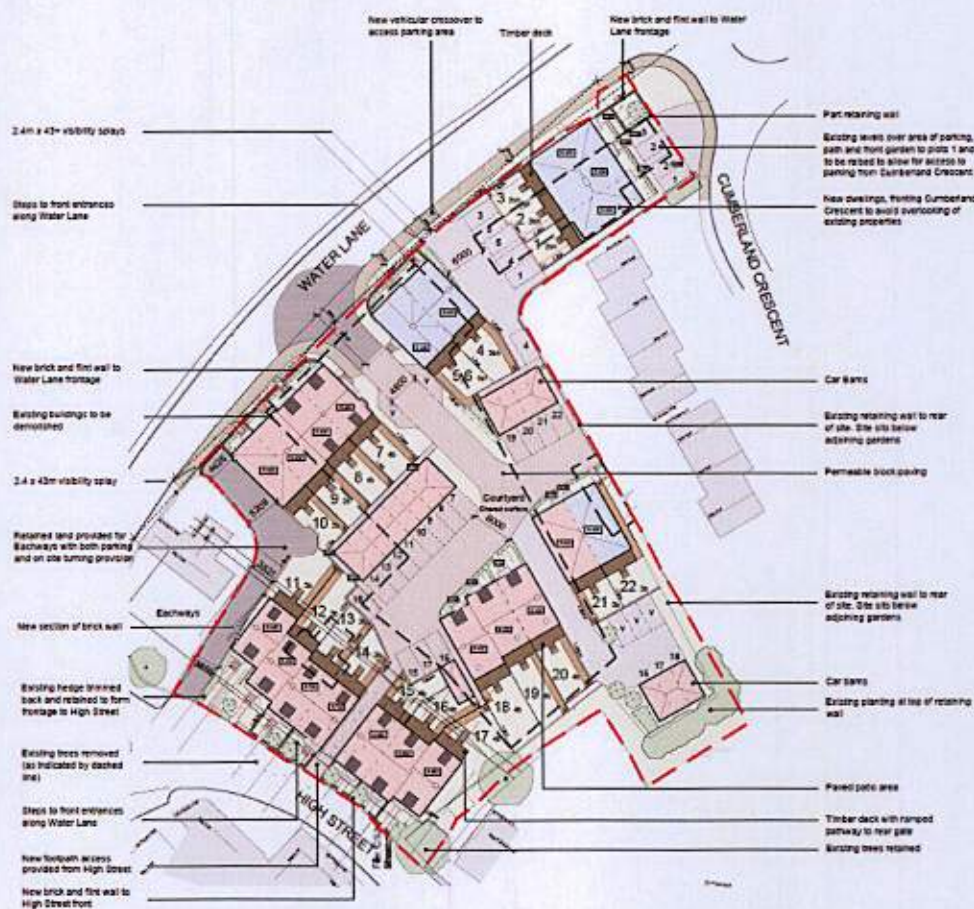
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Plots 4-10 are a mixture of 2 & 2.5 storeys with varying pitches and eaves heights to reflect the varied roofscapes in the village centre. Plot 10 is set away from Eachways, on the corner of Water Lane, by a wide driveway and has a hipped roof to limit its scale and the visual impact on the historic building.

Plots 11-17 comprise of 2 terraces of 2.5 storey houses that front onto the High Street and are set back from the road edge to respect the building line eastwards along the High Street. Plots 11 & 12 step back further from the road edge to open up views of the listed house on the corner. The ground floor levels of plots 13-17 are slightly higher than other dwellings on the site to gradually step up towards the higher Angmering Villas to the east.

Plots 18-20 are 2.5 storey houses at the centre of the site and provide surveillance over the car barns and create activity within the courtyard. Dormer windows are provided on the front elevations only, with rooflights to the rear to avoid overlooking of adjacent existing properties.

Plots 21 - 22 are 2 storey semi-detached houses in the centre of the site adjacent to the retaining wall on the north-eastern boundary. They sit much lower than the existing properties on Cumberland Crescent due to the lower ground level and have low pitched hipped roofs to reduce their impact on neighbouring properties. To the rear of these properties where shadows from the retaining wall would affect the amenity of rear gardens, a car barn provides vehicle parking and an area of visitor parking is located.



Currently there are very limited areas of soft landscaping within the site due to the hard surfaced nature of the current car showroom use. The small garden to the existing house, Phares Courtledge, provides a minimal area of grass, planting and a few trees. A full ecological survey has been carried out and is included as part of the planning submission.

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There are two trees on the south eastern boundary that are to be retained and an existing hedge running along the drive adjacent to Eachways and partway along the High Street is to be retained to form a boundary to the front garden.

The new front gardens along Water Lane will be set behind low brick and flint walls. Between the walls and the footpath there is a grass verge which will be retained and extended where required.

Properties 11-17, fronting the High Street, will have brick and flint walls at the road edge to demark the boundary. A number of trees are to be removed along the High Street and a series of smaller trees will be planted in the front gardens to soften the street edge. Plots 1, 2 and 18-22 will have front gardens defined by planting.

Front gardens generally will be laid to turf with planting beds comprising mostly native species. Rear gardens will be laid to turf with raised decking and paved spaces to store bins and compost bins.



The village centre of Angmering is typified by wide fronted cottages with varied roof pitches, eaves and ridge lines. The houses along Water Lane are a mix of brick, render and brick & flint with varied eaves and ridge heights.

By varying eaves heights, roof pitches and finished floor levels, narrow fronted dwellings have been paired up within short terraces to appear like wide fronted cottages.

In summary, the scheme pays reference to the local vernacular and creates a high quality residential development creating individuality and a strong sense of place and identity.

The proposal being put forward for the redevelopment of this discordant commercial site represents an excellent opportunity to enhance the area and provide much needed housing stock for the District.

Policy Overview

Introduction

A key role of the planning system is to regulate the development and use of land in the public interest. At the heart of the planning framework are Statutory Development Plans, which seek to guide the decision making process. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires, that where the Development Plan contains relevant policies, an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

In this case, the Development Plan comprises the South East Plan and the Arun Local Plan.

The National Planning Policy Framework "The Framework" and Supplementary Planning Guidance are also material considerations.

This section considers how the proposal complies with national, strategic and local planning policy.

National Planning Policy Framework (The Framework)

The NPPF is a material consideration in the determination of planning applications.

The relevant parts of the "The Framework" relate to housing supply, design, conservation and sustainability. The proposal is considered to provide a sustainable and high quality design solution that will provide for a defined need for family housing within the locality.

Firstly, the "The Framework" places a presumption in favour of sustainable development that is the basis of every plan, and every decision. The proposal is not considered to represent unsustainable development and will result in the provision of sustainable new dwellings without harm to the character of the locality or amenity of neighbouring residents. Indeed the proposal will result in the removal of a discordant use within the centre of the village to be replaced with a proposal in keeping with the character of the area and proximity of neighbouring residents. Therefore a presumption in favour of approval should exist.

Paragraph 17 provides the 12 key principles that should underpin plan making and decision taking;

- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;
- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

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- take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The proposed development is considered to be fully consistent with these principles, providing for a high quality development that makes efficient use of previously developed land to meet a defined housing need.

Section 6 of the "The Framework" relates to 'delivering a wide choice of high quality homes';

The proposal would be considered as a 'windfall development' contributing to the Districts Housing Supply, providing new family housing for the area.

Under the provisions of paragraph 49 of the framework; *Housing applications should be considered in the context of the presumption in favour of sustainable development.*

The proposed scheme has been designed to provide for family housing in a highly sustainable location, providing also for affordable housing on site to meet the defined size, type and tenure requirements for the District. This approach is consistent with the objectives of paragraph 50 of the framework.

The proposed development will provide for new dwellings with significant design quality and high sustainability credentials. *'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'* (Para 56 NPPF)

The NPPF clearly provides Planning Authorities with Guidance on how to consider design in policy terms, with Section 7, providing the following framework against which to consider design quality.

Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

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- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

(Para 58 NPPF)

These design related requirements have been considered fully in the application scheme, which responds fully to the context of the site, providing for a design solution of high architectural quality that considers fully the layout, density and form of existing development in this area.

'...design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally' (Para 59 NPPF)

Section 12 of the framework considers how planning authorities should seek to sustain and enhance the significance of heritage assets. The site is located within the Angmering Conservation Area, adjacent also to Eachways; a Grade II listed dwelling.

The proposed development has been considered fully with regard to sustaining and enhancing the significance of these designated Heritage Assets.

The significance of the Heritage Assets and the impact of the proposed development are discussed later in this report, however the proposal is considered to be consistent with the framework in enhancing the significance of the affected assets.

The NPPF, whilst replacing PPS25 is clear in maintaining the previous documents key objectives in relation to flood risk. Paragraph 100 states;

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. 19 Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- applying the Sequential Test;
- if necessary, applying the Exception Test;
- safeguarding land from development that is required for current and future flood management;

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- using opportunities offered by new development to reduce the causes and impacts of flooding; and
- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations

The site lies in a central village location and therefore in other regards is considered to represent a highly sustainable location for residential development. Development of the scale proposed is not possible on other previously developed sites in the village built up area boundary, meeting the requirements of the Sequential Test. Furthermore, under the provisions of the Exceptions Test the development provides wider sustainability benefits to the community that outweigh the flood risk and will result in further flood storage volume capacity; representing a reduction in flood risk overall for the affected area.

The development is appropriately flood resilient and resistant and provides for safe access and escape routes where necessary, showing that any residual risk to future residents can be safely managed. The scheme is therefore consistent with the objectives of paragraphs 100 to 103 of the framework.

Overall the scheme is considered to be consistent fully with the aims and objectives of the NPPF in producing a sustainable development in line with paragraph 9;

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to)

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;⁶
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes

(Para 9 NPPF)

Arun District Local Plan

The Arun District Local Plan was Adopted in 2003 and still provides a strategic framework against which to assess development proposals. It is key that the Councils first objective is to;

Control of the scale, location and form of new development, whilst ensuring that the future economic and housing needs of the District are met and addressed

In this regard the proposed development represents a significant development in respect of the future housing needs of the District. Therefore, in assessing the physical location and form of development a key priority must be to ensure housing delivery to meet the current and future needs of the District. The proposed development will provide for 22 new dwellings including.

The applicants have reviewed alternative sites exhaustively to find a new site for their consolidated operations and the site in question represents the only available, deliverable and viable option. If this application is resisted on grounds of its location alone, the applicants may be forced to relocate outside of the District to the severe detriment of its future economic well-being.

The following policies of the Local Plan are considered relevant to the consideration of this proposal and are considered below;

GEN2 Built-up Area Boundary

The boundaries of the built-up area for the purposes of the West Sussex County Structure Plan and this District Local Plan are defined on the Proposals Map. Development or redevelopment will be permitted within the built-up area boundaries, subject to the other policies in this plan. Outside the built-up area boundaries, development or redevelopment will not be permitted unless it is consistent with other Local Plan policies.

POLICY GEN5 Provision of New Residential Development

This policy supports the provision of new residential development to meet the Districts housing needs.

GEN7 The Form of New Development

Planning permission will only be granted for schemes displaying high quality design and layout. Development proposals involving new buildings or significant extensions or alterations must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

The policy goes on to list 8 separate criteria against which to assess development proposals. .

- (i) makes efficient use of land or buildings and, in the case of new residential development, achieves net densities of at least 30 dwellings per hectare;
- (ii) demonstrates that it responds positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respects and enhances local distinctiveness;
- (iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;

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- (iv) does not have an unacceptable adverse impact on adjoining occupiers, land, uses or property and, where relevant, facilitates the development of adjoining sites;
- (v) takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property;
- (vi) retains significant open or wooded areas which, in their own right, make a material contribution to the local environment;
- (vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;
- (viii) provides for vehicle parking in accordance with Policy GEN12 and Appendix 2 and open space in accordance with Policy GEN20.

In all cases, the District Council will expect a high standard of design and layout and all applicants will be encouraged to improve the visual amenities of the particular locality in scale, external appearance, hard and soft landscaping and materials.

The proposed development seeks to respond fully to each of the above criteria, which will be discussed in detail in the appraisal section of this document.

GEN8 Development and the Provision of Infrastructure

Development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

The proposed development will provide all necessary infrastructures to support its operation.

POLICY GEN9 Foul and Surface Water Drainage

Planning permission for development which will materially increase foul and/or surface water discharges will be refused unless the Local Planning Authority is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development. Consideration should also be given to the use of Sustainable Urban Drainage Systems (SUDS) as alternatives to conventional drainage where appropriate.

The proposed development has considered this aspect in detail as set out in the supporting Flood Risk Assessment and Drainage Strategy for the site. The development will employ attenuating flow systems to ensure that foul and surface water discharges will be at acceptable levels.

POLICY GEN11 Inland Flooding

Permission for development which would be at risk from flooding and/or materially decrease the capacity of a floodplain to store or pass flows of floodwater, will be refused unless the Local Planning Authority is satisfied that compensatory flood storage/waterway areas can be provided as part of the development and the function and effectiveness of existing watercourses, or their replacements, are not adversely affected.

A full Flood Risk Assessment and mitigation strategy has been produced in support of this application. The site lies partly in Flood Zone 3 and therefore any development must respond fully to this issue. The proposed development will result in a net improvement in flood storage capacity and will provide for dry means of escape for all future residents as considered fully in the GTA Civils Flood Risk Assessment.

GEN12 Parking in New Development

The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.

The scheme provides for a total of 47 spaces within the development including 5 un-allocated visitor spaces. The proposal is considered to provide for appropriate on-site parking provision due to its highly sustainable village centre location and proximity/availability of public transport links to the surrounding area.

This is discussed in detail in the RGP Transport Statement which accompanies this submission.

POLICY GEN28 Trees and Woodlands

Development will not be permitted if it would damage or destroy one or more trees protected by a tree preservation order, identified as ancient woodland or in a conservation area unless:

the removal of one or more trees would be in the interests of good arboricultural practice; or

the benefits of the proposed development outweigh the amenity value of the protected trees.

The proposal seeks to remove some trees from the High Street frontage, which is located within the Angmering Conservation Area. The submitted Arboricultural appraisal considers the loss of these trees, requiring replacement planting to mitigate for their loss. The proposed development provides indicative details of the local and scale of proposed planting; the full details of which can be secured by condition.

Conditions may be used to ensure that, for any trees which are removed as part of a development, an equivalent number are planted on the site.

POLICY GEN31 Contaminated Land

Development on or in close proximity to hazardous sites or contaminated land will be permitted provided the Council is satisfied that appropriate remedial measures can be or have been undertaken.

Due to the current and historic use of the site a full contamination report has been submitted with this application, proposing relevant remediation strategies in the event contamination is identified on site.

GEN32 Noise Pollution

Development which is a potential source of significant noise pollution will not be permitted unless the Council is satisfied that appropriate measures have been included in the proposal to reduce noise pollution to acceptable levels. Details of such measures will be required as part of the planning application.

The development proposed will remove a previous noise generating use, to be replaced by housing. The proposal is considered to significantly improve the living conditions for neighbouring occupiers.

POLICY DEV11 Setting of Listed Buildings

Proposals which adversely affect the setting of a Listed Building, or group of Listed Buildings, will be resisted. Where the principle of development in the grounds of, or near to Listed Buildings is acceptable, it should be sensitively designed and constructed of appropriate materials to ensure that the special qualities

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of the older buildings remain unimpaired. Where relevant, appropriate space about the building or buildings must be retained. Proposals for more distant buildings and tall structures, including pylons and masts, will be carefully assessed in respect of their effect on the settings of Listed Buildings.

The proposed development considers fully the effects on Eachways the adjacent Grade II Listed dwelling as well as other Listed properties such as The Lamb public house. The scheme has been sensitively designed, using the local vernacular style of architecture and a local pallet of materials to ensure that the special qualities of the Listed Building and Conservation Area more generally are enhanced by the development.

POLICY DEV17 Affordable Housing

This policy has been updated to require a 30% provision of affordable units on scheme of 15 units or more. The scheme provides for 22 units, 7 of which are affordable homes in line with the Councils requirements. The Councils Enabling Officer has confirmed that the proposed mix of units is acceptable.

Planning Appraisal

The principal issues in relation to this proposal are as follows:

- Principle of development**
- Heritage Impact Assessment**
- Flooding**
- Design, form and appearance**
- Impact on residential amenity**
- Parking and Access**
- Other matters for consideration**

Principle of development

The proposed development provides for a residential scheme of 22 units to replace the existing commercial buildings and Phares Courtledge Building. 30% of the proposed dwellings will be Affordable Housing units in line with adopted policy and guidance.

The site lies within the built up area boundary for Angmering, where the policy presumption for development is acceptable in principle subject to detailed matters as discussed later in this report.

The loss of the existing employment generating use must be considered in relation to this application as well as the proposed new Chandlers BMW facility at Roundstone Farm, which has been submitted to run concurrently with this proposal.

In this regard, the re-provisioning of jobs, including a significant increase from 88 to 108 staff with respect to the new facility is considered to address this issue entirely and the proposed Legal Agreement for the new site ensures that the development will be for a local firm; Chandlers BMW. It should be noted however that the redevelopment of this site at Water Lane cannot take place without a new facility for Chandlers BMW and therefore these applications are inherently linked to a degree that one cannot happen without the other.

Heritage Impact Assessment

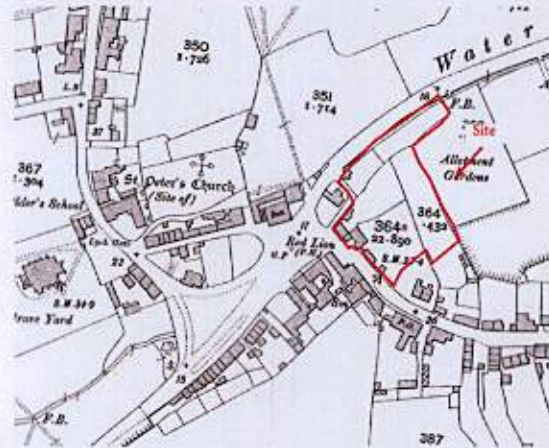
The redevelopment of this highly prominent site; the majority of which falls within the Angmering Conservation Area will have an impact on the character and appearance of the locality. It is however strongly contended that the proposed development will enhance the character and appearance of the Conservation Area and the setting of Eachways a Grade II listed property.

Angmering Village has evolved significantly since the 17th Century with Eachways and The Lamb clearly visible on maps from 1838-9 as identified in the accompanying Archaeological Assessment. Furthermore it is clear from these maps that further development to the south-east of Eachways was present in comparison with today.

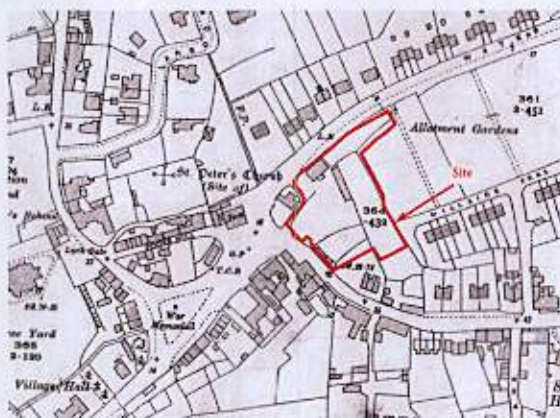
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Map 1876



Map 1911



Map 1943



Map 1971



Aerial Image 2012

The above evolutionary images show that development to the east of Eachways was present in 1876 and 1911, demolished sometime before 1943. The development appears to be at domestic scale and sits on the back edge of the High Street. Since that time Phares Courtledge was built; a relatively inconspicuous property of limited architectural quality. (see photograph below)



Photograph of Phares Courtledge as existing

The trees on site have also grown up since that time, providing for some screening of the site from the south.

The site is highly visible from the surrounding area, occupying land immediately north of The Square, which splits south-east on rising ground on the High Street and north-east onto Water Lane, which provide the dual frontages to the application site.

Eachways, stands proud at the apex of The Square providing strong visual punctuation in the Conservation Area. The scale of this property and the adjacent public house 'The Lamb' also provide for strong visual keys to the form of any development proposal on site; 2/2.5 storey nature; limited palette of materials, large window openings, entrance canopies etc.



View north from The Square toward Eachways and the application site.

The proposed development considers fully the visual relationship with Eachways, The Lamb and the Conservation Area more generally, maintaining a degree of visual separation from Eachways, consistent with the historic grain of the immediate locality.

The proposed dwellings east of Eachways, fronting the High Street are designed to be of a scale consistent with neighbouring properties, whilst acting as framing elements to the keystone building.

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Development proposed to the north of Eachways maintains visual separation to the proposed dwellings providing the Heritage Asset with 'airspace' in order that it's prominence and presence in the locality is preserved and enhanced by the proposal. As can be seen from the Historic maps a building, probably a dwelling was present on land to north in 1911 and 1943, subsequently demolished and replaced with the original dealership buildings. This building was closer in proximity to Eachways to the existing building and more likely to be of two storey scale, consistent with its neighbours.

Development to the north of Eachways is therefore considered to be acceptable in principle, re instating the historic relationship between properties clearly apparent from the turn of the last century.

It should also be appreciated that the existing commercial buildings on site have a negative influence on the Heritage Asset, providing for a discordant neighbour in the context of the Conservation Area more generally. The removal of the unattractive commercial buildings on site and replacement with attractive, well designed and scaled dwellings is considered to have a significant positive impact on the setting of Eachways and the Conservation Area and seek to enhance the significance of Eachways by providing for appropriate neighbouring development.



View south from Water Lane, showing the white render flank elevation of the Lamb Public House.

Overall, the proposed development is considered to enhance the character and appearance of the streetscene and provides for a high quality proposal this centrally located site deserves.

The proposed dwellings will not interrupt views or vistas and provide for appropriate neighbouring development that will aid in framing Eachways, enhancing this significant Heritage Asset. The new dwellings will be seen in the context of existing development and views of buildings within Water Lane, the High Street and the Angmering Conservation Area will not be diminished by the proposed development.

The scheme is therefore consistent with the aims of objectives of planning policy and guidance, providing for development that sustains and enhances the significance of Heritage Assets.

Flooding

The site lies partly within Flood Zone 3a, where vulnerable developments such as the proposals will need to show that there is not increase to risk of flooding elsewhere.

Firstly in accepting the suitability of the site for residential development a sequential test should be applied to consider *'if there are reasonable alternative sites appropriate for the proposed development in areas with a lower probability of flooding.'* (para 101 NPPF)

Sequential Test

In this regard the sequential test must set parameters against which 'reasonable alternative sites' should be considered. Wider sustainability objectives of this development must also be considered holistically and the need for housing in this area must be considered in line with the Council's Vision for the District explored in the context of the Draft Local Plan which focuses specific emphasis on economic growth of Angmering;

"Angmering has experienced considerable new development in recent years but retains a village character. With improvements to the A280, proposed improvements to the A259 and the possible securing of additional primary school places, Angmering is considered a sustainable place for additional housing and employment growth." Para 4.10 Draft Local Plan.

The need for housing in Angmering is more recently considered in respect of the planning application at West End Nursery (Ref A/122/12) where the Council's Strategy and Enabling Manager states on 14 December 2012;

There is a high requirement for affordable housing in the area with 178 applicants on the Council's housing register selecting Angmering as their first choice area for housing, of which 75 are in housing need.

The relative level of housing need for the 178 applicants is as follows;

Band A (highest level of housing need) – 7 households

Band B – 10 households

Band C – 58 households

Band D – (not in housing need) – 103 households

On the basis of the Council's current policy on Affordable Housing requiring 30% on sites over 15 units Angmering has an immediate (and ever increasing) need for 595 new homes to facilitate this level of Affordable housing need. Such a provision requires a significant number of sites to come forward, which independently should be prioritised in respect of delivering previously developed sites first. Another key requirement of the Draft Local Plan, which states;

'The development of land that has not previously been developed (greenfield) should only be considered where brownfield land cannot be developed' (Para 13.1.14) (see criteria 2 below)

In assessing 'reasonable alternative sites' the following criteria are deemed appropriate;

Firstly, in assessing reasonable alternative sites the geographical area of search must be defined. In this instance the area of search focuses on the village settlement of Angmering, which is clearly identified in the Arun Local Plan with potential for growth.

Secondly, any reasonable alternative site must be previously developed in nature and be located within the settlement boundary for Angmering. *'Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land.'* (Para 111 NPPF)

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Thirdly, any reasonable alternative site must be able to provide a commensurate number of units and provide on-site affordable housing provision.

Fourthly, any site must be sustainably located within walking distance of the full range of services available in Angmering.

Options for growth identified through the Councils SHLAA document include only 1 site within the existing development boundary, focusing primarily on greenfield sites outside the defined settlement boundary.

Such an approach is not considered to be sustainable and with the key objective of focusing new housing on previously developed sites, the application site is centrally located, within 250m of the majority of villages facilities.

Sites 109, 82, 80 and 48 identified within the SHLAA as sites outside the settlement with future potential are not considered reasonable alternatives as they are greenfield in nature and clearly less sustainable in respect of

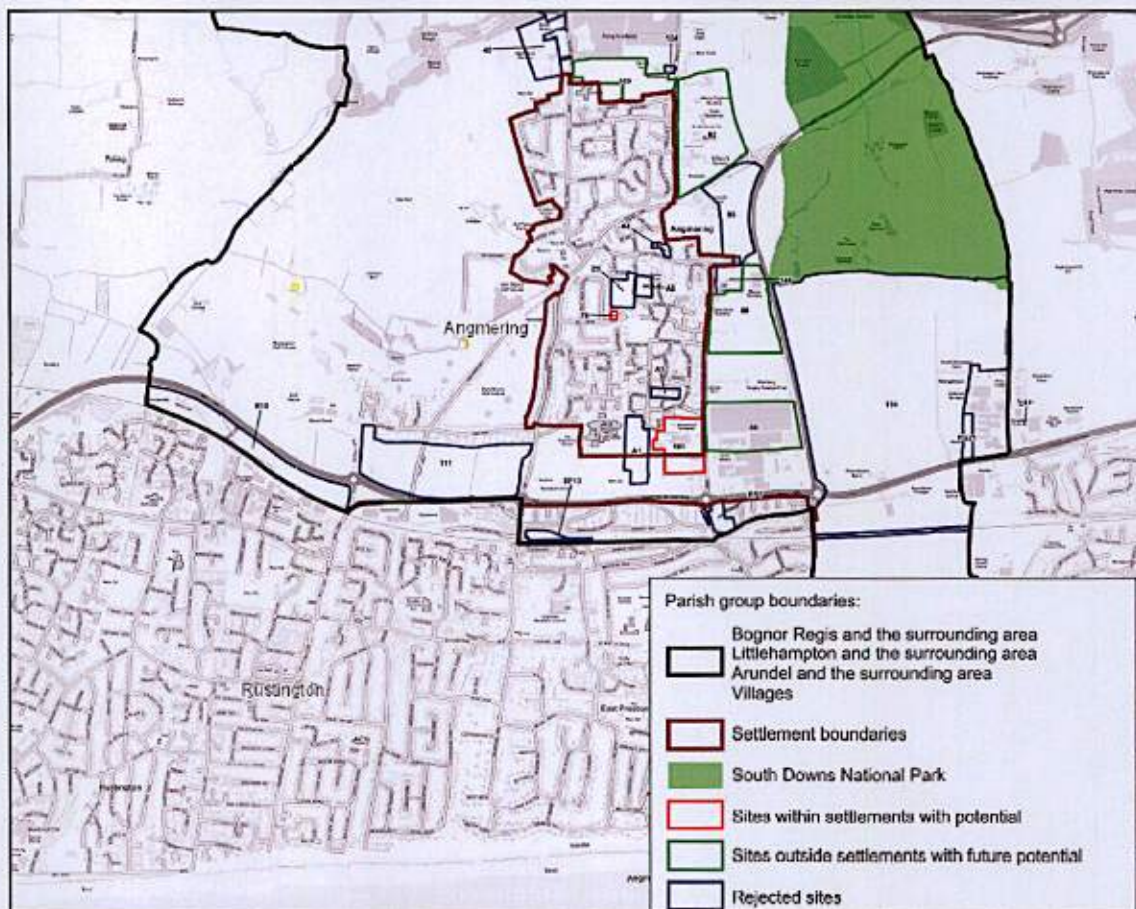
Site 76 is the only comparable site to the application site in terms of its previously developed status, location and proximity to services, however is identified with a yield of only 6 dwellings, providing for no affordable housing on site. This site is therefore not considered to be a reasonable alternative.

A single site; **101** is partly brownfield in nature, located to the extreme south of the village, however this also lies in part outside the defined settlement boundary for Angmering. This site is over 1km walk from the majority of facilities within the centre of the village and as such is considered to be less sustainable than the application site.

It is therefore considered that in relation to the above criteria there are no reasonable alternative sites in less vulnerable flood areas that can offer such a sustainable form of development in the village of Angmering.

A final issue, which must not be overlooked is the regenerative benefits of redeveloping the Chandlers site, which is specific to the application site and cannot be met elsewhere. The proposed development will remove a discordant use and physical form from the Conservation Area, to be replaced with an attractive residential development. No reasonable alternative exists in this respect and the positive enhancement offered by the development in respect of the Conservation Area, setting of the adjacent Listed building and amenities of neighbouring residents cannot be underestimated.

Alternative, less vulnerable uses have been considered on the site, however they would not result in acceptable uses or forms of development in this setting. The views of local residents are also clear in that residential development is the only acceptable form of development for this site.



Angmering SHLAA Map

In summary, the site lies in a central village location and therefore in other regards is considered to represent a highly sustainable location for residential development. Development of the scale proposed is not possible on other previously developed sites in the village built up area boundary. Therefore the development is considered to meet the provisions of the sequential test and must therefore be considered further under the provisions of the Exceptions Test.

Flood Mitigation/Design

The GTA Civils Flood Risk Assessment considers this in detail and concludes that the development will have a positive impact on flood storage capacity in the locality. Furthermore, the development provides wider sustainability benefits to the community that outweigh the flood risk as well as resulting in further flood storage volume capacity; representing a reduction in flood risk overall for the affected area.

The existing site has a significant area of building which would not hold flood water during a flood event and, therefore, this water is currently displaced to areas outside the site. By raising the new floor levels above the critical flood level and allowing the voids beneath to flood during a flood event, the proposals improve upon the current situation. This will reduce the amount of flood water that is displaced outside the site.

In addition, the removal of significant areas of hardstanding on the existing site and replacement with soft landscaped garden areas will improve the ability of the site to absorb water.

It is proposed that new residents should sign up to the Flood Warning scheme to receive flood warnings. In the event of a flood, their raised ground floors would provide a safe refuge above the critical flood level. If they need to leave their property, either a level front access or the raised decking, pathways and routes from

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rear gardens will provide a safe egress to the high points on the High Street and Cumberland Crescent to a place of safety.

The potential for flooding has been central to the design of the development. The critical flood level for the site has been determined as 6.1AOD, so floor levels are set at 6.4AOD so that the ground floor construction can sit above any potential flood water. With surrounding ground levels varying from approx. 5.75 to 6.5AOD, this means that the dwellings are raised slightly higher than would normally be required.

Dry means of escape is available to all dwellings with raised ground and decked pathways providing level access at 5.9AOD which would allow anyone wearing wellington boots to walk safely and dryly to higher ground on Cumberland Crescent or the High Street.

Overall, the development is appropriately flood resilient and resistant and provides for safe access and escape routes where necessary, showing that any residual risk to future residents can be safely managed. The scheme is therefore consistent with the objectives of paragraphs 100 to 103 of the framework.

Layout, design, scale, form and appearance

The proposed layout has been produced with full regard to the sites setting within the Angmering Conservation Area and context with neighbouring development.

The scheme provides for 22 units on a site of approximately 0.5 Ha. This equates to a relatively high development density of 44 dpHa which is considered to be entirely in keeping with the central village location, providing for an efficient re use of a previously developed site in a highly sustainable location. It should be noted that the scheme has reduced in density in direct response to the officer's pre application comments.

The site is currently used as a car showroom and service centre with associated hard standing for Chandlers BMW. In addition to the commercial use there is a detached house and garden which currently has a separate planning permission to demolish and replace with 3 terraced houses with ancillary parking.

The proposal seeks permission to provide 7 affordable dwellings and 15 open market houses along with dedicated parking for each.

The schedule is broken down as follows:-

- ☐ **8x 4 Bedroom houses (Private)**
- ☐ **5x 3 Bedroom houses (Private)**
- ☐ **2x 2 Bedroom houses (Private)**
- ☐ **1x 3 Bedroom house (Affordable Shared Ownership)**
- ☐ **1x 3 Bedroom house (Affordable Rented)**
- ☐ **3x 2 Bedroom houses (Affordable Rented)**
- ☐ **2x 2 Bedroom flats (Affordable Rented)**

The positions and orientation of the houses are designed to introduce a residential street scene to Water Lane and the High Street where there currently exists a very open commercial / industrial aesthetic to the detriment of the wider character and appearance of the Conservation Area.

The new building lines along Water Lane & High Street present continuous building frontages which are more in keeping with the picturesque historic centre of Angmering.

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The detached house (Eachways. Grade II Listed) on the junction of Water Lane and the High Street is an important landmark for the village and the positions of the terraces along the High street are progressively stepped back from the road edge to preserve views to the corner house from High Street.

From Water Lane there is a shared surface vehicular access to the rear parking courtyard, where plots 18-22 create a mews style street providing activity and surveillance over this area. A pedestrian access from the High Street between plots 14 & 15 provides a route to the village centre as well as a safe means of escape in the event of a flood.

Parking for the private houses is arranged within the parking courtyard with a combination of car barns and open parking spaces. The affordable units, plots 1-3 have parking spaces provided immediately to the front of the dwellings are accessed directly from Cumberland Crescent and plots 4-6 share a small parking area accessed from Water Lane. A footpath from this area provides a safe means of escape to Cumberland Crescent in the event of a flood.

The south eastern corner of the site where the retaining wall is at its highest has been reserved for a car barn and parking as the proximity to the wall has very low amenity value in terms of sunlight.

The dwellings have been designed to meet Arun District Councils space standards, however garden sizes are reduced, taking cues from the central location and context with existing properties.

Design is clearly a subjective matter for debate, however the NPPF makes it clear at paragraph 60 that; *Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness'*

The design, form and use of materials detailed in this scheme are considered to reinforce local distinctiveness through a local Sussex vernacular style of architecture and a limited pallet of local materials.

The scale and massing of the proposal takes full account of the sites context in the Conservation Area and relationship with Eachways the Grade II listed property to the south of the site.

Overall, the scale massing and roof form are fully considered in respect of its setting adjacent to a Listed Building and in key views of the Conservation Area from north and south. The proposal picks up on key roof heights and features to produce a development in keeping with the local scale massing and vernacular of the immediately locality.

Full consideration of the design, appearance and form of each of the properties is discussed in detail in the ECE Architecture Design and Access Statement.

Impact on residential amenity

The proposed development would remove a current car dealership facility with workshops, paintshop and valeting facilities. The current use in the context of surrounding residential development is considered to be discordant and neighbouring properties, due to their proximity to such uses have experienced problems with noise and disturbance.

The loss of such operations, to be replaced with residential properties is considered to result in a material improvement in living conditions to neighbouring properties and is welcomed by several residents who attended the public consultation.

The proposed development itself has been designed with full regard to the neighbouring properties, particularly within Cumberland Crescent to the north of the site.

The scheme proposes two storey properties adjacent to the northern boundaries of the site, providing

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The degree of separation, coupled with the orientation of the buildings is not considered to have any adverse impact on the amenities of 17 Cumberland Crescent.

Cumberland Crescent rises from Water Lane to the south-east by several metres, where the adjacent application site remains relatively flat in comparison. The effect of such level differentials between Cumberland Crescent and the application site is many of the dwellings will be situated on significantly lower levels than the existing dwellings.

This is particularly notable with respect to units 21/22 the flank elevations back onto Cumberland Crescent. These units are approximately 2 m lower than the existing properties and therefore have limited impact when viewed from the rear of the effected properties. Such impacts are reduced further by the proposed full hipped roof to units 21/ 22 which effectively reduces the impact of development to that of a pitched roof garage.

The proposed dwellings have been designed and orientated to ensure that no interlooking between dwellings is possible and the flank elevation of unit 22 provides only for an obscure window to a bathroom.

The minimum separation distances from back to flank are 13.6m which are considered acceptable and would result in an overbearing development that would reduce daylight/sunlight or prospect.

The development seeks to repair the open frontage to the High Street introducing a line of Terrace properties reflecting the existing scale and form of development in this location. Whilst front elevations are 14m apart (minimum separation) such relationships are consistent with a Village centre location and further separation would result in a development that did not address the High Street to the detriment of the character and appearance of the Conservation Area. Therefore, whilst not normally acceptable such separation distances are considered entirely appropriate and acceptable in this specific location.

Within the site itself the scheme has been designed to ensure that privacy is maintained and all properties receive ample daylight/sunlight.

Overall, the scheme is considered to respond fully to the constraints of neighbouring development and will result in a development that protects fully the amenities of existing properties and will provide positive enhancements in respect of noise and disturbance currently experienced by neighbours.

Parking and Access

The development site is located centrally within the Village of Angmering, within very close proximity of shops, services and infrastructure, including Angmering Primary School. The site is also adjacent to well serviced bus stops that access the local area.

The proposed development provides car parking spaces per house in the form of a parking space and covered car barn and the flats are provided with a single parking space each. A further 5 spaces are provided on site for visitors. A total of 47 spaces are provided on the site in comparison with the WSCC parking demand calculator which specifies a requirement of 49 spaces; indicating further space requirements for visitors.

Cycle parking will be provided at a minimum rate of 2 spaces per dwelling which accords with the West Sussex County Council Cycle Parking Standards which requires cycle parking at a rate of 2 secure and covered spaces per 2 or more bed dwelling.

On the basis of the sites highly sustainable village centre location such a minimal departure from arbitrary guidance is considered acceptable as the demand calculator applies consistently in Angmering as a ward, rather than considering the location within the Village itself.

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The existing use, by its nature has caused concern in the Village for many years and local residents have been frustrated with the number of vehicles parked on Water Lane and the surrounding roads. The proposed development will result in a significant reduction in parking demand and provides for appropriate off road parking provision within the site.

The development is therefore considered to materially improve the on street parking issues in the locality, improving in turn traffic safety and congestion in the Village.



The image above shows the location of the nearest bus stops to the site.

The main site access is in the form of a standard bell mouth access. The typical carriageway width within the access road is set out at 4.8m to provide for the safe two-way movement of traffic together with minimum width 1.8m footway access to the site frontage and into the site.

The access road will be at carriageway level for the first 10m from the junction with Water Lane together with segregated pedestrian footway and will then take the form of a raised surface / shared surface providing for vehicular and pedestrian access through the site.

The main site access road widens into a courtyard which provides for vehicle parking and direct access to dwelling frontages.

The nature of the main access road will influence low traffic speeds and retain these below 20mph in reflection of Manual for Streets philosophy and the principles contained within Chapter 7 of the same document to provide for a safe environment.

The eastern part of the site provide access for a small number of dwellings / parking spaces via a simple crossover with sufficient space provided for the safe manoeuvring of vehicles to ensure entry and exit in a forward gear.

Visibility and forward visibility throughout the site is commensurate with the anticipated low traffic speeds within the site and on Water Lane and reflects the guidance contained within Manual for Streets.

An additional vehicle crossover is proposed on Cumberland Crescent in order to provide for vehicle access to a small number of curtilage parking spaces. These spaces can be accessed with good levels of inter-visibility between manoeuvring vehicles and those passing on Cumberland Crescent

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Pedestrian visibility splays of 2m x 2m are achievable from all points of pedestrian access onto the site access roads and from the main site access points onto Water Lane and High Street.

To improve the local pedestrian environment, the current bollards in place in the southern kerbline of Water Lane will be removed and the footway re-instated providing for better, un-obstructed pedestrian movements.

The site also provides for a pedestrian / cycle access via High Street which provides direct access to the adjacent parade of shops and the wider village facilities.

In summary the RGP report concludes that the proposals would give residents of the site a real choice in how they travel with a range of sustainable travel modes allowing for access to a range of key day to day needs including food retail, education, employment and healthcare.

Safe and suitable access can be achieved for all people, including the mobility impaired with good sustainable access links locally and the site access design providing for safe vehicular access.

The proposals would effectively reduce traffic locally and result in a highway environment more conducive to the central village setting with associated improvement in local highway capacity and safety.

Other matters for consideration

The proposed application is of a scale where developer contributions will be required and alongside further issues relating to the proposed new site for Chandlers BMW/MINI, on-site Affordable Housing Provision and other matters a S.106 Agreement will be required. A draft document is in the process of being prepared and will be completed prior to determination of this application.

Conclusions

In summary, the scheme has been assessed against all relevant national and local guidance and all other material considerations and has been found acceptable. The design has evolved with the guidance of Council Officers and team of professional consultants.

The proposal is considered to provide for quality design, adding visual interest and architectural quality to the local area, providing for a sustainable form of development. The proposal, whilst partly within Flood Zone 3a has been considered sequentially and no reasonable alternative sites or development opportunities exist. The proposal itself will result in positive improvements in flood volume capacity, which offers significant benefits for the immediate area.

The design of the proposal in relation to density, layout, scale, mass, bulk and height has been given careful consideration in relation to the context of the site in the setting of a Grade II listed property, within the Angmering Conservation Area more generally.

The proposed dwellings would be at a scale that responds fully the visual mass and form of the existing properties (Including Phares Courtledge and Eachways) and provides properties in keeping with the scale of the site and locality more generally.

The density, layout and form of the scheme has been reviewed in the context of existing development and is considered to be appropriate, producing a scheme that makes efficient use of land, whilst maintaining the medium density character and form of the surrounding area. The character of the area has clearly evolved to some extent with new infill development, without detriment to the overall character, density or form of the Conservation Area and the proposed development seeks to continue this theme; making efficient use of existing land, without compromising the integrity of the area.

Overall the proposed dwellings would enhance the visual amenity of the locality providing 22 new dwellings to meet a defined housing need in the District. There are not considered to be any adverse impacts of the development and therefore under the provisions of paragraphs 49 of the NPPF *'Housing applications should be considered in the context of the presumption in favour of sustainable development.'*

Therefore the presumption should be in favour of approving sustainable developments such as that proposed in this application. As set out in the Rt Hon Greg Clark MP's Ministerial Forward to the NPPF;

'Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.'

The development is considered to be consistent fully with the aims and objectives of both the National Planning Policy Framework and Arun District Local Plan and relevant Development Plan Documents.