

REPORT UPDATE

Application No: A/82/12/

Reason for the Update / Changes

Reason for Update/Changes:

Full Council Decision on Pre-Submission Local Plan:

On 30th April 2014 Full Council approved the strategic housing sites, which includes 600 homes to the east of Roundstone Lane Angmering, to take forward within the Pre-submission Local Plan. This decision adds greater weight to the officer's recommendation of approval on matters of principle as it confirms the Councils support for the principle of housing on the site.

Parish Council's comments on S106 Heads of Terms following Parish Council meeting on 14th April 2014: (these comments were received after the completion of the officers report)

- On the matter of sports pitch provision, sports pitches and/or improvements to existing facilities must be delivered as a joint venture between Arun District Council and Angmering Parish Council and subject to public consultation overseen by the Parish Council.
- Improvements sought towards vehicular and pedestrian access (north of the railway line) to Angmering Station as this is an infrastructure priority for the Parish.
- Review and action as required disabled access to the station.
- Suggest sum of £100,000 to deliver the improvements at Angmering Station

Officer Comment:

The comments regarding the sports pitch provision are duly noted and agreed.

In terms of the improvements at Angmering Station, the joint Transport Assessment does not identify this work being required and the WSCC Highways Officer has stated that this would not be a requirement of the development. The County Officer has also advised that the cost of the works is anticipated to be £15,000 therefore the figure of £100,000 requested appears to be greater than the cost of works and no justification has been made for the figure in terms of what it would deliver.

On the basis of the comments made by the WSCC highways officer, it is not recommended to secure the contribution requested by the Parish from this development.

Minor internal design changes:

- Property types have been changed on countryside edge to mark a clear change in the character and scale of the properties.
- Materials for dwellings rationalised along main boulevard route, corner plots become feature building through changes in scale and materials
- Symmetry to the appearance of street scene, with a rational approach to use of materials and type of dwelling

These changes ensure that the design and layout of the proposed development accord with the principles set out within masterplan document submitted as a supporting document for the current planning applications.

Viability:

It has been confirmed by the Councils Housing and Enabling Manager that based on the viability assessments provided; the reduction in affordable housing is of a suitable level to ensure that the additional contributions from the market housing addresses the funding gap for the provision of the full additional primary school contribution.

Public Open Space and Sports Pitch Provision:

The quantum of public open space and sports pitch provision has been identified for the overall allocation of 600 homes. In accordance with the Councils Open Space and Recreation Standards, 3.6 hectares of public open space would be required at a minimum which will also accommodate children's play spaces. In addition two full size football pitches, changing facilities and parking would be required.

As the provision of public open space within new developments is a policy requirement, its provision is a material consideration in the determination of any planning application. Given that the sites have come forward under different ownerships, each site is required to provide a level of public open space for the number of dwellings provided by that scheme. As noted within the officer's report, 2 hectares of public open space is provided within this scheme which exceeds the minimum requirement by 0.8 hectares for this scale of development.

In terms of the formal sports pitch provision, 600 homes would require formal pitch provision as noted above. The location of the pitch provision has been discussed at great length, and has included consultation with the Parish Council.

A strategic approach is sought to pitch provision with a significant contribution agreed which would be sufficient to deliver a high quality facility within the village. This would be a requirement of the development and would also be of benefit to the whole community. It is the officer's view that this approach would be of greater benefit than having smaller inadequate provision within the individual sites. It should be noted that off-site provision would be in addition to each of the current sites delivering public open spaces which exceed the Council's minimum requirement.

The recommendation therefore made by officers is for each of the developments to make a proportionate contribution towards off-site provision within the village. The main reason being to ensure that an appropriate number of dwellings can be provided to meet the Districts needs as well as providing essential infrastructure improvements that are required in the locality.

Amendment to report:

Section 4 LANDSCAPE IMPACT from Page 28:

Reference to the existing glasshouse, storage areas, and surrounding hard standing should be deleted within the first sentence under the above heading on page 28.

The second paragraph on page 29 beginning 'The existing large expansive greenhouse...' should be deleted.

These references were included in error. However, the overall conclusions on this matter

remain unaffected.

Library Infrastructure Contribution

It should be noted that the Library Infrastructure Contribution as set out in the heads of terms document on page 50 will be used for the improvement of Angmering Library.

5 further letters of objection received:

No additional comments have been raised over and above those already reported within the officers report.

3 Additional Conditions added to recommendation:

1. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

2. An archaeological field investigation and recording of the site shall be carried out at the expense of the developer in accordance with a specification (written scheme of investigation) to be submitted to and agreed by the Local Planning Authority in writing before the commencement of building works.

Reason: To ensure appropriate investigation and recording of archaeological heritage assets on the site prior to commencement of new building works.

3. Notwithstanding the approved plans, no development shall commence until details have been submitted to identify vehicular and pedestrian links up to the shared southern boundary have been submitted to and approved by the Local Planning Authority. The details so approved shall thereafter be implemented in accordance with the approved detail prior to the completion of the development.

Reason: To ensure that future links can be provided to neighbouring sites.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report/Recommendation.

A/82/12/

Recommendation Report for Planning Permission

REF NO: **A/82/12/**

LOCATION: Land to east of Roundstone Lane
Angmering

PROPOSAL: Residential development comprising 138 no. dwellings including 30% affordable with access, landscaping, open space & associated works (this application is a departure from the Development Plan)

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The application submitted is a detailed application of 138 dwellings; 20% of which are to be affordable homes (28 dwellings).

A new access would be provided into the site from Roundstone Lane with a raised table as a traffic calming feature in place of that existing. Pedestrian links are proposed to public footpaths to the east and south of the site.

Public open space is provided centrally within the site and various public amenity areas are provided around the site.

385 off-street vehicle parking spaces are provided and cycle storage provision within individual curtilages.

SITE AREA

6.8 hectares.

RESIDENTIAL DEVELOPMENT DENSITY (NET)

Approximately 29 dwellings per hectare. (Gross 20.2)

TOPOGRAPHY

Site raised up from Roundstone Lane by approximately 2 metres.

TREES

Many within and around the site. Mature trees centrally to be preserved as part of the landscaping scheme, boundary hedging and trees are to be retained and enhanced.

BOUNDARY TREATMENT

Eastern boundary kept by mature hedgerows and trees, varying in heights. Northern boundary kept by close boarded timber fencing to the residential curtilage/paddocks of 'Tall Trees' with intermittent hedging and wire mesh fencing to rear of Manor Nursery's.

Southern boundary to rugby club kept by low level post and rail fencing with mature evergreen trees. Western boundary to former nursery kept by post and rail timber fencing. Boundaries with 'Pound Place' kept by close board timber fencing to a height of 2 metres and large mature evergreen hedging.

Various hedging and trees and wire fencing to western boundary adjoining Roundstone Lane.

SITE CHARACTERISTICS

Unused grazing land divided up into 3 areas. Mature tree line/hedgerow running north-south and east-west, both from the rear corner of Pound Place. Dilapidated barn sits centrally within the site. Site largely enclosed by mature boundary hedging and trees.

CHARACTER OF LOCALITY

Edge of settlement site with Bramley Green development to the west and Roundstone Lane. A280 Angmering by-pass to the east. Rugby club grounds to south of site. Residential curtilage of Pound Place and the former nursery's to the south-west of the site.

RELEVANT SITE HISTORY

A/69/91	Proposed tennis court	Refused 21-08-1991 <i>Appealed</i> Appeal: Dismissed 23 12 1991
A/15/57	Outline application for residential development	Refused 02-04-1957
A/181/72	O/A for 1 residential unit	Refused 05-01-1973
A/131/75	O/A for establishment of horticultural nursery including greenhouses and trade buildings & cesspool	ApproveConditionally 07-04-1976
A/130/78	O/A - Demolition of existing derelict cottage and erection of single detached dwelling house with garage	ApproveConditionally 04-10-1978

A/122/12/ Outline Application for demolition of the existing glasshouses, ancillary buildings and hardstanding and redevelopment of up to 195 dwellings with associated access, public open space and landscaping. Departure from the Development Plan.

A/135/12 Erection of 36 dwellings with car parking, public open space, landscaping and new access to Roundstone Lane. Departure from the Development Plan.

REPRESENTATIONS

Representations received:

Angmering Parish Council

Angmering Parish Council

Policy Objection:

- There is no current need to identify additional land as Arun District Council has shown that it has more than 5 years of deliverable supply.
- The site falls outside of the Angmering Village built-up area boundary and is classified as countryside. As a rural location the only allowable developments should be that of rural exception sites and not major development. (GEN2 of the 2003 Local Plan and SP 2 of the draft plan refer).
- The development is on a greenfield site and is proposed on part of the gap between the built-up area boundary the South Downs National Park. Brownfield sites should be developed before greenfield.
- The site is grade 1 agricultural land and as there is no demonstrable need to do so, no development should occur on this land. (AREA12 of the 2003 LP and Policy DM8 of the Emerging plan refer)
- It is a groundwater emergence site and has the potential to exacerbate existing drainage and flooding issues locally. (Policy GEN9 and GEN11 of the 2003 Plan and SP24 and DM40 of the emerging plan apply)
- NPPF core planning principals say that local development should be plan led. Given the emerging status of both the draft local plan for Arun and the Angmering Neighbourhood Development Plan (ANDP), development on a site, which may or may not be identified for housing when properly evaluated through the democratic plan process, would pre-empt the emerging Local Plans and resultant core planning strategy. Granting permission to this application could also prejudice the ANDP by predetermining decisions concerning the location and scale of housing development. No need has been demonstrated for the building of 150 houses on this site. The application must therefore be viewed as premature.
- Angmering has already absorbed a development of 650 units in the last 10 years which increased the population by 35% and is agreed by parishioners to be the limit in terms of future large one off developments and of what can be reasonably be deemed as sustainable in terms of current infrastructure and services. Reference should be made to Arun District Councils report Bramley Green Residents Survey 2005, (a summary of which is given in appendix to the Parish representations). Roundstone Lane is the boundary limit for development and this should be retained to keep the special character and nature of this historic village and the social cohesion and inclusion of its community intact.

Errors and Omissions within the Application:

- No Environmental Impact assessment, required due to scale and impact of development.
- The emerging ANDP and the views of the community have been disregarded. No attempt was made to delay the application to allow the emerging ANDP to be developed, taking on board the views of the community.
- No tree risk assessment has been carried out, report by ACD does not consider potential issues associated with the trees and should be updated.
- No evidence is provided as to how the negative effect on hedgerow and trees at risk; species are to be accommodated within the site.
- Lack of information provided regarding landscape management and maintenance, other than the unrealistic expectation of future residents maintaining area outside of their garden

which, together with insufficient expectations in play area maintenance mean there is a danger of the site becoming desolate.

- Landscape visual impact assessment is inadequate having been carried out when trees were in full leaf, therefore vastly underestimating the visual effects of the site.
- There is no attempt to provide evidence that the proposal will not cause flooding on site of elsewhere given that it is in a groundwater emergence zone.
- Appendix D to the flood risk assessment and Development drainage strategy was not included, giving no assessment results of the estimated Greenfield runoff.
- The ground investigation test was carried out during the second driest winter on record. The conclusions are therefore unrepresentative.
- The conclusions of the ecological assessment are not supported by the report.

The air quality report utilises outdated data and therefore underestimates the effects of increased traffic caused by subsequent development of Haskins, ASDA etc.

- The current noise impact levels of the site were measured as being at the top-end of acceptable levels. These were conducted from an unrepresentative site location, which itself underestimates the ambient noise levels experience within the majority of the affected area.
- The transport assessment refers to a path that doesn't exist, the safety audit was carried out on the original larger site, the TRICS survey was carried out using the wrong base information and all the data used was collected during 2011, before the effects of recent relevant planning decisions could be measured.
- Constant reference is made to urban expansion, Angmering is a rural community with a population considerably below the minimum 10,000 classified as being urban. Such reference is misleading and the associated guidance inappropriate.
- Full Archaeological assessment required as per WSCC document.

Sustainability Issues

- No local jobs to support the occupants of these properties. The village already has 60% of people in work travelling more than 5 miles to and from work each day. Development would add to private car use in an increasingly overstretched local network.
- Environmental sustainability has not been proved, excessive additional car travel, compounded by inadequate and likely to worsen bus service.
- Poor site design results in the most vulnerable and less capable, having the longest journeys to schools, village shops and doctors. Additionally, the destruction of an important green field including trees and important hedgerows, will materially affect wildlife and the visual impact of and from the site.
- Proposal to put 50% of the affordable housing in one corner of the site, next to the noisy and environmentally unpleasant A280 by-pass in a location heavily shaded by trees and subject to noise from the rugby club will mean that the occupants who will be least advantaged to start with are further compromised.

Commentary on issues raised by Angmering Parish Council is contained within the conclusions section of this report.

Letter of Objection from Rt Hon Nick Herbert MP: (to previous scheme)

- Object to this application as it pre-empts both Arun District Council's Local Plan and Angmering Parish Council's Neighbourhood Plan.
- It is essential that these processes are allowed to run so as to reach a correct determination of the right level of new housing in Angmering and where that allocation should be located.
- The point of the new planning process recently agreed by Parliament is to ensure that local communities have the power and responsibility to determine housing provision in their area.
- This speculative application will trigger a chain of development on nearby sites, leading to a

possible level of house building which would neither receive local support nor be appropriate for the village.

- Existing infrastructure problems in Angmering, with the population already grown by over a third in little over a decade without the necessary improvement in infrastructure.
- I feel strongly that the new planning process, and in particular the drawing up of Angmering's new Neighbourhood Plan with local democratic support, should not be undermined by a speculative planning application.

PARISH COMMENTS ON REVISED SCHEME:

Parish continue to object to the this application on the grounds previously stated.

631 LETTERS OF OBJECTION: (to scheme as originally presented)

310 LETTERS OF OBJECTION TO THE REVISED SCHEME

Affordable housing

- The proposed development would not provide affordable housing.
- Average annual income in Arun below national average, therefore local people will not be able to afford this new housing.

Drainage

- Drainage within Angmering is already inadequate, when the centre of the town became flooded after heavy rain.
- Adding housing on to this already overburdened drainage system will cause more flooding and damage to memorials.
- Southern Waters sewage plant is already running at capacity.

Ecology

- Bat roosts noted within the locality, reported by the Sussex Bat Group.
- How can development be possible at a site that is legally protected?
- Annihilation of wildlife, flora, fauna and wildlife will inevitably suffer as you destroy their habitat.
- Has an ecological survey been done to see if we have any endangered and therefore protected species such as orchids, bats, owls etc?
- Haven for wildlife that has been moved on by previous building development.

Employment

- Low number of jobs within Angmering, new residents will have to travel out of town by car or train to their place of work.
- Development will not provide jobs to local residents; the new Haskins and Asda provide jobs for local residents.
- Do not have enough local jobs to accommodate future residents.
- Employment growth in Arun district is expected to be the lowest in Sussex, at 8%.
- No large employment base within the locality.

Environmental/Pollution

- Increased air pollution to the rural area, compromising existing residents rights to a reasonable quality of life.
- Detrimental impact from carbon emissions, air pollution from the cars and houses, noise and water pollution.
- Development contrary to Arun's policies and demonstrates a blatant disregard for the serious environmental impact it cause.

- Car dependent travel from development in this location will make it hard to meet the County Councils objective of reducing carbon emissions by 50% by 2025.
- Development of the land will remove the natural ability of the land to absorb CO2.

Flooding/Water Management

- Increasing surface area of buildings will greatly increase chances of flooding.
- Previous drought in earlier months this year; more buildings will require greater supply of water.
- Do not have sufficient water systems or supplies to accommodate such developments.
- Land and area surrounding has a history of flooding

Highways and Transport

- Lack of parking in or around Angmering train station
- Travelling out of Angmering in the morning is congested.
- Train travel to London already over-crowded in both directions.
- Parking around Angmering station is already difficult with cars parked on streets inconveniencing local residents.
- Few cycle paths within Angmering and already dangerous for cyclists using the main road which will be added to.
- Extra demand on existing infrastructure will be unacceptable.
- Parking in village is already difficult to use local shops. This is essential to maintaining the village identity.
- Roundstone Lane used as a cut through because of the A259 and village being busy.
- Roundstone Lane is not wide enough, no changes are proposed to this in the application.
- 30mph speed limit along Roundstone Lane is often exceeded.
- All rounds within the town are already restricted during school collection and drop off times.
- Lack of adequate bus services with only one bus an hour at present.
- Roundstone Lane, High Street, Water Lane, Arundel Road and Station road will not be able to cope with traffic increases.
- Existing traffic calming within the village has made traffic issues worse and should be removed.
- Development will impact upon existing residents and pedestrian safety.
- Existing roads are of poor standard.
- No detail submitted for the funding of highway maintenance and upgrades.
- Traffic calming measures required in Nursery Road
- Overflow of community centre car park will result
- One access into the site is shown; surely a second access will be required given the number of cars anticipated.
- Access onto Angmering by-pass would be logical to move cars away from the village.
- Very poor entrance/exit

Health Care

- Current waiting time for a GP at Angmering medical centre is 2 weeks.
- Adding further waiting time to a fair sized and aged population is unfair.
- Medical facilities are inadequate.

Housing Requirement

- Sites closer to built-up towns could be considered where less of an impact will be felt.
- Angmering is not short of housing.
- Existing homes should be bought and developed by Barratt's before they build more and infringe upon our lifestyle.
- With many housing up for sale and not selling within Angmering, do we really need more

housing?

- Properties given their value are likely to be bought by people outside of the village.
- No proven requirement for housing to be provided within Angmering.
- Clarification for the need for more housing in Angmering should be provided by Arun before any additional houses are built.
- There is currently 80 properties for sale in Bramley Green which have been on the market for some time, indicating a lack of demand for housing.
- Would prefer to see a number of smaller developments around the village.
- Why haven't grand houses such as those in The Thatchway and Ham Manor be considered, make Angmering a 'classy' place to live.

Impact on Countryside/Landscape

- Reduction in number of dwellings does not alter the view of local residents
- Further to National Park status, the District Council are considering major housing developments in such close proximity to the National Park.
- The site provides an important buffer between existing housing, a by-pass and the South Downs National Park.
- Area designated as an AONB and is home to an Iron Age Hill Fort.
- Development will affect the whole aspect of being in nature.
- Various woodlands and green-space which act as a buffer from road noise and cleaner environment, which must be preserved for the future.
- Site identified includes grazing land and meadow land.
- Sets a very dangerous precedent for development upon greenfield land.

Impact upon Village

- Barratt's looking to upscale the village into an amorphous nothingness with no character.
- Inappropriate proposal for the village.
- Quality of life will be lost, security and will no longer be free and safe to walk up to the National Heritage site of Highdown Hill.
- Community has been disrupted by construction for two years.
- Loss of views over countryside.
- Loss of character to a traditional Sussex village.
- Given the lack of jobs, it is possible that some of these people will take up crime and policing will not be able to respond in time.
- Character of the village cannot be maintained as per Local Plan requirements if the development was permitted.
- Sites at Arundel Road used for scrap cars and dumping rubbish, disused nurseries and run down stables at Dappers Lane should be used first.
- Angmering Village has in no way benefited from the development of Bramley Green.
- Existing properties in the village only occupied at weekends as residents work in London, this development will add to this practice.
- No need for this development within Angmering Village.
- Development will detract from the historic buildings and Conservation Area.

Neighbourhood Plan

- For Angmering to remain as a village, appropriate sized development should take place, as long as they fit with the current neighbourhood plan of the parish.
- Developers trying to push their application through prior to adoption of the neighbourhood plan.
- Developers depriving villagers of their rights to form a neighbourhood plan.
- Initial response on neighbourhood plan suggest 78% of respondents want 100 housing provided by 2017; 15% 100-200; 4.7% 100-250; 1.8% wanted more than 500.

Policy

- Policy is to build on brownfield land and not outside the built-up area boundary.
- Development should not be decided until Arun plan and Angmering's NHP have been decided.
- Arun are not adhering to their own policy of building upon brownfield land first.
- If granted the approval will set a precedent for future developments, changing the nature of the village and neighbourhood.
- Large scale cumulative effect of small scale development has led to the disappearance of open space.
- Small scale developments have resulted in no developer contributions to the area.
- Contrary to NPPF which seeks to protect historic environment, buildings, landscapes, towns and villages.
- Why have Arun changed their minds after previously stating that Angmering had already accommodated its share of new development.
- Small scale development must be considered instead.
- This development cannot be looked at in isolation, regarding enquiries about development to the south.
- Granting this permission would provide a green light for development along the east of Roundstone Lane.
- Contrary to policy DM8 of the emerging local plan which seeks to protect grade 1 , 2 and 3a agricultural land.
- Contrary to policy SP2, SP21 and DM27 of the emerging local plan, building outside the defined built-up area boundary, within a green infrastructure corridor and EIA not provided considering impacts on the National Park.
- Outside of Angmering preferred development area.
- Development is a departure from the development plan for which there is no justification.
- Application is premature.
- Council's hands are not tied by South East Plan targets, as David Cameron has stated that villages will be able to state the number of houses they require.

Schools

- Schools will not be able to support the increase in population.
- Infant schools at bursting point
- When Bramley Green was constructed a new school was promised but never built to accommodate the 27% increase in population.
- Loss of quality teaching with the expansion of the existing schools.
- Barratt's should provide a further school for new residents.
- Both primary schools are to the north-west of the village and the development to the south-east; the inevitable scenario is that parents will drive their children to school as there is no
- safe walking routes.
- St Margaret's School could not cope with the extra children such a development would attract.
- Proposal does not provide investment in schools residents would attend.
- At least 35 children in each class at junior level.

Masterplan

- Scheme does not accord with the masterplan
- Playing fields not provided on-site
- Piecemeal development
- Masterplan should identify access on the A280

Other issues

- Building an employment site on Water Lane is not advised, increased water run-off and traffic.
- The proposal is not in the best interests of the residents/local businesses.
- Poor recreation and sports areas already, much more would be required with the development.

SAVE ANGMERING VILLAGE

- Inappropriate to build houses on Grade 1 agricultural land
- Building of a 150+ housing estate would be directly contrary to the expressed opinion of Angmering residents as expressed in local poll.
- Approval would be contrary to the intentions of the Localism Bill, in that local people should be able to determine the shape of their environment.
- Proposal will erode the character of Angmering village.
- Village infrastructure and services to breaking point.
- No natural growth is predicted for Angmering, and no studies we are aware of have suggested any significant local need for more housing.
- Character of the village is being sacrificed to accommodate inward migration, mostly from outside the district.
- Roundstone Lane marks the natural settlement boundary to the east of Angmering,
- Cumulatively, the mixture of horticultural, sports facilities, garden centres, agriculture and Greenfield sites, provides approximately 120+ local jobs and defines Angmering's setting and character.
- Applicant has not provided any evidence to support the need for, nor the sustainability of, the proposed development.
- The site is not well located in terms of accessibility, having poor pedestrian and cycle links to shops, employment centres, schools etc.
- No jobs in Angmering, primary schools are already full. The site is over 1 mile from Angmering railway station and there is a poor bus service.
- The addition of 150 houses in this location would result in an unacceptable increase in vehicle movements on Roundstone Lane onto the A259, and also through High Street, Weavers Hill, Water Lane and Downs Way.
- Groundwater and surface water flooding is a real risk to the village, the applicants have failed to demonstrate that the development will not result in an increased flood risk to existing properties.
- The Districts housing policy is currently under review by way of the emerging Local Plan
- Principle of Development: The Councils 2012 SHLAA indicates that this site could be suitable for future development, but only as part of a larger, comprehensive land assembly, including adjacent land.
- More preferred sites are more than capable of meeting housing requirements,
- The Council has confirmed in its Housing Land Supply Assessment that it is currently able to demonstrate a five year housing supply of land for the five year period ended 31st March 2017 in excess of the calculated housing requirement for the Arun district and after including an allowance to account for a shortfall in housing delivery to date and an additional buffer of 5%.
- The development does not have a form and character which respects the locality and is contrary to GEN7.
- The development conflicts with the requirements of ADLP Policies GEN7, GEN20 and GEN27, which require developments to provide high quality landscaping, open space and to take full account of the landscape characteristics of the locality.
- The analysis period over which evidence was collected to assess the potential of

groundwater flooding is unsound

- The application has failed to demonstrate that there is any prospect of an acceptable foul sewage proposal
- The Council's Option for Growth document (2009) concluded that Angmering is not an area of high housing need and currently provides limited accessibility to employment opportunities.
- There is no requirement for this site to be developed at this time, and it would be wholly premature to grant planning permission now.
- Development in this countryside location will completely degrade the setting of the village when viewed from the South Downs National Park and other nearby public viewpoints.
- The proposal suggests a poor housing mix.
- There are a number of concerns about the quality and relevance of the technical information that has been provided in support of this application that the Council should investigate before considering the application. Notably, the validity of the ground water measurement figures and the noise level measurement approach.
- Assumptions that have been made on key infrastructure availability, provision or suitability, such as whether the existing sewerage infrastructure can cope with any additional new housing; school places are available, evidence that the site can reasonably be considered as a short walk from schools, shops and services.

COMMENTS ON REVISED SCHEME

The reduction in the number of houses does not alter the original objections.

- Draft masterplan requires cohesive development of 6 parcels of land, proposed scheme does not result in this approach being taken.
- No local need for 580 dwellings per annum in Arun.
- Link road to the A280 must not be dismissed purely on grounds of cost.
- Location of playing not addressed, playing fields need to be incorporated within the site.
- Application is outside the built-up area, A/134/13 already refused on this basis.
- Neighbourhood Plan in final stages, to ignore residents wishes with regard to the issues of development goes against what the neighbourhood plan stands for.
- Local Plan should not be rushed through just because it is needed, other sites within the District have not been properly explored.

1 LETTER OF REPRESENTATION:

- Persimmon Homes (South East) Ltd and Worthing Rugby Football club have been in discussion regarding the proposed relocation of the club and redevelopment of the site.
- These discussions include representations in respect of the emerging Arun Local Plan which identifies land to the east of Angmering as an appropriate location for major new housing and employment development.
- It is considered that these strategic considerations must be taken into account in any determination of this application as the application site is located immediately adjacent to the site.

LETTER OF OBJECTION FROM WARD MEMBERS

- Masterplan is still a draft documents, application suggests it has been approved by planners and supported by Full Council, the latter is not the case.
- Concern about piecemeal development with uncertainties about the deliverability of the rugby club site.
- Masterplan not sustainable without on-site playing fields and access to the A280.
- Despite revised application, still issues with traffic, housing density, flooding and landscape impact.
- No consultation on the planning application only the masterplan.

- Previous objections made to the masterplan are still relevant.
- Safety issues with only a single vehicular access being proposed.
- Flood risk and drainage data is incomplete
- Additional planting not identified to minimise the landscape impact of the development.

Comments on Representations received:

Response to Comments of Parish Council:

- The weight afforded to the draft Local Plan and Neighbourhood Plan is outlined later in the report.
- The Council has formally concluded that no Environmental Impact Assessment would be required for this development proposal in isolation.
- A Heritage Statement is not required for this application as it is not within or impact upon any historic assets.

Included within the representation are detailed appendices to the issues raised above. Whilst not reported in detail, due to the overall extent of this supporting information, the content is duly noted and considered fully as part of the decision making process of this application.

The comments raised by the relevant parties are duly noted and have been considered in the determination of the application.

CONSULTATIONS

Environmental Health
WSCC Strategic Planning
Economic Regeneration
Highways Agency
Environment Agency
Planning and Housing Strategy
Solicitor - Legal Services
InterRoute
Local Plans
Env. Amenities & Comm. Safety
Engineering Services Manager
Parks and Landscapes
West Sussex Primary Care Trust
Sussex Police-Community Safety
South Downs National Park
South Downs National Park
Council's Arboriculturist
Southern Water Planning
Local Plans
Environment Agency
Economic Regeneration
Highways Agency
WSCC Strategic Planning
Sussex Police-Community Safety
Planning and Housing Strategy
Sussex Police-Community Safety
WSCC Strategic Planning

Consultations responses received:

MVA CONSULTANTS - Review of Transport Assessment provided on the basis of the original scheme, no further comment has been sought on the revised scheme.

The Council has commissioned a review of the Transport Assessment (TA) submitted with this application; the highway and access considerations for the development and the feasibility of a vehicle access from the A280 Angmering bypass leading into the site and any potential benefits of doing so.

More detailed design of the Roundstone Lane access required, however raised table traffic calming appropriate subject to the removal of existing build-out feature.

The TA indicates that vehicle manoeuvring throughout the site can be achieved. MVA request copies of these vehicle tracks to verify whether such vehicles can be safely accommodated within the site.

Parking provision is considered acceptable in terms of numbers provided; however confirmation is required regarding the position of the 40 unallocated parking spaces.

Concerns raised regarding cycle parking, when all houses are not provided with garages and whether the garages are able to accommodate cars and cycles adequately.

In terms of travel demand, MVA confirm that the AM and PM peak development trip numbers included within table 4 in the TA are consistent with proposed size of development, forecast trip rates and mode (of transport) share. The junction modelling results included within the TA indicate the development will have no material traffic impact on the surrounding highway network.

The TA indicates that an increase in public transport services is not required to accommodate the anticipated increase in passenger demand from the development. MVA agrees with this statement.

The provision of a vehicle access onto the A280 for this development was not considered beneficial nor viable for the scale of the development proposed.

DPDS CONSULTING - Landscape and Visual impact Assessment

The Council previously commissioned DPDS Consulting to review the landscape impact of the development. This only considers the original scheme as presented for 150 dwellings. Their comments are summarised below.

Review of Submitted Visual Impact Assessment:

The assessment submitted has followed the recognised methodology, and is appropriate to the scale of development proposed, providing well-judged predictions of impacts likely to arise from the proposed development. DPDS concur with most of the conclusions of impact significance.

The submitted assessment lacks consideration of effects on the adjacent National Park and, in particular, does not address potential visibility from the more sensitive landscape of the Highdown Hill area. Although two viewpoints towards this area are included, and again we

agree with the moderate level of visual impact predicted, we consider the extent to which such impacts would occur is greater than has been made clear.

The successful containment of the development within the wider landscape and its absorption into the edge of Angmering very much depends upon the treatment of the sites eastern edge. We note the scope for new planting to this boundary and consider that if development proceeds, provision should also be made for reinforcement and improvements to the Cow Lane tree belt, in order to accord with local character area management guidelines.

AFFORDABLE HOUSING-

The applicants have stated that it is their intention to provide up to 30% affordable homes which would be in accordance with the Council's Interim Affordable Housing Policy. However, the application itself only includes 39 affordable homes which equates to 28% affordable housing, the policy requirement at 30% would be for 42 affordable homes.

The applicants would need to address this matter in their application in the S106 agreement.

As presented the scheme does not provide for 30% affordable housing nor is the tenure mix acceptable or the proposed mix of dwellings.

Until these matters are satisfactorily addressed, I would not support this application in its current form.

ARCHAEOLOGY

In the light of further information from the applicants archaeological consultant, that the applicant has no present access to the site for the purposes of ground excavations, West Sussex County Council revise their previous comments. It is recommended that archaeological investigation, and appropriate mitigation measures to follow, should be provided for through the use of a suitable planning condition.

The above revised comments are made without prejudice to West Sussex County Council's sustained recommendation, that best archaeological planning practice, as set out in the National Planning Policy Framework, and the still material PPS5 Planning for the Historic Environment Historic Environment Planning Practice Guide, is for necessary archaeological assessment to be carried out before determination of this application, in this case involving field evaluation through exploratory trench excavation.

CONSERVATION OFFICER:

There are some concerns regarding the design and appearance of the properties along with the layout of the scheme.

The level of vegetation provision to the north of the site (both within and outside of the ownership of the applicant) and along the western boundary, means that the impact of the proposal will be minimal, and therefore of no concern.

ECOLOGY

There are no ecological objections to this development subject to the imposition of a suitably worded condition should the LPA be minded to approve.

Implementation of the mitigation measures outlined in section 7.0 of the supporting Ecological

Assessment (July 2012), that aim to provide some measure of ecological gain and to take into account the ecological interests pre-development and during site clearance and construction, will help to ensure that protected species and habitats will not be directly affected. Such measures should be imposed as a condition upon any future approval of this proposed development and detailed in an ecological mitigation report to ensure that measures are implemented and timings are adhered to.

ENGINEERS COMMENTS

The proposals in principle are acceptable. If the proposed drainage is designed to the required standard then there will be no increase of flood risk to others. The Flood Risk Assessment suggests that more ground water monitoring should be carried out and with high water tables experienced at the moment this would show if the ground water is well below the ground level and they can construct soak-aways above this ground water table as the FRA suggests. Further infiltration during the wetter winter months will be required and must be to BRE 365 or CIRIA R156 standards.

Conditions suggested.

ENVIRONMENTAL HEALTH

Contamination

Report by Wilson Bailey indicates no significant contamination exists on the site and recommends a geo-environmental watching brief.

Noise pollution

Acoustic barriers and fencing to east and south boundaries are requested by way of Condition.

ENVIRONMENT AGENCY

No objection

Conditions requested:

- Contamination during construction; works to stop until commencement agreed
- Surface water drainage scheme required prior to commencement of development

Drainage strategy acceptable

ENVIRONMENTAL AMENITIES AND COMMUNITY SAFETY

- Tracking details for refuse trucks should be provided which highlights areas of potential on-street parking
- Payment required to ADC for provision of recycle bins (costs on request)
- Any litter/dog bins on site will have to emptied by private contractor or payment made to ADC.

ECONOMIC REGENERATION (revised comments on amended scheme)

- Would like to see agreement with developer to work with Arun developer and Partner Charter
- Happy to facilitate as per other developments in the district.

HIGHWAYS AGENCY

Direct that a condition requiring a Construction Management Plan prior to commencement is attached to any approval.

PARKS & GREENSPACE

- I have reviewed the latest layout and find that whilst it appears much improved there are still areas of concern.
- This is a prime site with some fine individual mature specimen trees incorporated within it (Oaks and Ash) which in my opinion would merit the additional protection afforded by a Tree Preservation Order.
- The trees along the Byway (Sycamores/Limes/Pines) running parallel to the East side of the site are also very important trees providing screening and separation from the A280 Angmering By-Pass beyond - whilst I do not advocate the need to TPO these trees I would seek further set-back separation between the new dwellings and these trees, to prevent interference to light.
- Similarly, and of even greater significance are the Poplars and Leyland Cypress which make up the shelterbelt screen on Rugby Club land to the south side of the site. The key being the fact that they are due South and thus the pressures will be even greater to 'prune or fell' and in my opinion the dwellings are currently far too close to them to alleviate this problem and constitute good design and layout in accordance with BS5837 recommendations i.e. design out problems NOT incorporate them.
- The same comments would apply in respect of the off-site conifer screen within Pound Place running east west from the Kickabout Area to Roundstone Lane.

SUSSEX POLICE

- Concerns with links to east
- North-east access provides unobserved access to parking area for plot 20 and makes this a vulnerable area.
- Rear parking courts will require natural surveillance and illumination
- Protection of green spaces, anti-vehicle bollards or similar vehicle mitigation techniques
- Where rear pathways existing or gardens backing onto parking courts, garden fencing should be 1.5m high cb fencing plus trellis
- Lighting conforms to BS 5489

SUSSEX POLICE (revised comments on amended scheme)

- Financial contribution towards the provision, maintenance and operation of Sussex Police infrastructure to be used in the policing of the local area.

SOUTH DOWNS NATIONAL PARK

With regards to the potential for a detrimental impact upon the setting of the landscape of the National Park, no comments are made. With regards to affordable housing I would be grateful if you could ensure that the cascade within the s106 agreement provides an opportunity for those within the National Park to apply for residence in the proposed affordable housing.

SOUTHERN WATER

- Initial investigations indicate that Southern Water can provide foul sewage disposal to service the development.
- Formal application is required for a connection to the foul sewer.
- Surface Drainage matters to be addressed by District Council Engineer and the Highways Authority.

Conditions requested requiring details of the proposed means of foul and surface water sewerage disposal.

WSCC HIGHWAYS

Strategic Highways Impact

- The Transport Assessment (TA) and Paul Basham Associates (PBA) Study identified that the development would have a detrimental impact on the operation of a number of junctions and that intervention was required. Requirement for mitigation was identified at the following junctions:

- a) A259/Station Road
- b) A259/Roundstone Lane
- c) A259/A280/Old Worthing Road
- d) A259 Titnore Lane
- e) A280/Water Lane

- Costed works have been identified at all junctions. Those located on the A259 have schemes identified through the A259 Study while the PBA study proposes a scheme of part time signalisation at the A280/Water Lane junction.

- The PBA study indicates that the developments at Roundstone Lane would impact junctions J10-11 and J11-14 links, J9, J10 and J11 and the cost associated with these works totals £8,884,287. Of this, £3,340,493 has been identified to deliver the improvements at the junctions where the development is considered to have an unacceptable impact.

- A contribution is sought based on a proportion of the total cost amounting to £1,085,793 from this application.

Local Highways Impact

- The PBA study proposes the introduction of part time signalisation at the A280/Water Lane junction to offset the impact of right turning vehicles queuing in excess of the 14 space right hand turn lane, and the subsequent obstruction to through flow of traffic. The scheme of works has been costed at £111,000.

- In addition, the 'Community Led Highway Improvements Projects: Improvements to Vehicular Access' paper identified a scheme of improvements on the Water Lane arm of the junction, which included the realignment of existing road markings to enhance the angle of visibility alongside the introduction of a Trief kerb island to replace the existing 120mm upstand kerb arrangement to improve safety at the junction. The cost of the works is expected to be £13,000.

- PBA study identified that mitigation may be required at the Station Road/Arundel Road junction as the theoretical capacity is expected to deteriorate by 2023, a condition exacerbated by the proposed development. The impact on this junction could be managed by discouraging 'rat-running' movements through the village. Schemes of works have been identified along Station Road, North Drive, Water Lane, Cumberland Lane and the junction of Water Lane/Weavers Lane to introduce traffic calming measures. It is anticipated that the cost, identified through the 'Community Led Highway Improvement Projects: Traffic Management in the Village' paper, would be in the order of £150,000.

- A scheme of traffic calming measures along Roundstone Lane has been identified to improve conditions for non-motorised users at a total cost of £277,000. These works include the raised table access proposed as part of this development. It is essential for these works to be introduced prior to first occupation and would need to be completed under a Section 278 Agreement.

A280 Link & Weavers Hill

- It is anticipated that the link would serve approximately 11% of the traffic generated by the site, equating to 60-70 vehicle movements. Some of the land required for the link lies within third party land; there are no grounds for compulsory purchase as the link is not deemed to be of strategic importance. There would be significant cost associated to a junction of this nature,

particularly given the requirement to purchase 3rd party land, and would reduce the contribution available to progress works on the A259. The LHA would instead recommend that the contribution towards the A259 improvements are maximised, given that improvements would result in average journey time savings for the 1900-3500 vehicles that utilise the road during the peak hours at the various locations between junctions 9 and 14.

- The theoretical capacity assessments undertaken on Weavers Hill indicate a 2023 including development scenario of 0.639. A threshold of 0.85 is considered to be the level at which a junction is operating at maximum capacity. Traffic calming, as set out earlier in this report and to which a contribution is sought, is proposed at the junction of Weavers Hill in addition to intervention along Cumberland Avenue.

Accessibility

- A review of access to local facilities and services indicates that there would be benefit in improving Footpath 2146 along Honey Lane to bring it up to a similar standard to that seen through the Bramley Green estate. The applicant is required to enhance the surfacing of Honey Lane and this should be secured as a works scheme to be completed prior to first occupation of the proposed development.

- Enhancement of Cow Lane, a 'By-Way Open to All Traffic' (BOAT), that runs adjacent to the A280 is sought. This would provide an improved facility for pedestrians and cyclists wishing to access south towards the A259.

- The development is required to make a proportional contribution towards improvements of £81,249.

- Angmering Railway Station is located outside of what is considered to be a reasonable walking distance. However, it is well within the distance to be considered a reasonable cycle journey. The demand for cycle parking at the station will increase as a result of an increase of 600 dwellings in the catchment area. Additional cycle parking will be required to meet the demand. The development is required to make a proportional contribution totalling £4,875.

- Means of access and the site layout is considered to be acceptable.

WSCC (Infrastructure)

Financial contributions required for library infrastructure, Fire & Rescue, Primary, secondary and 6th form education

NHS

The average occupancy figures for the proposed development in accordance with West Sussex average occupancy figures (agreed with the district valuer) has the potential to increase the population of the Parish of Angmering by some 345 residents. We have assumed that this will incorporate all age groups and it needs to be noted that there are likely to greater health and Social Care needs from units designated as affordable/social housing placing further pressure on all health services including GP and Community Services. Overall, all potential new residents will utilise some or all of the health services we commission and put further pressure on medical services generally. In addition, we are mindful that new developments do not disadvantage the health services for existing residents/patients.

Accordingly, we are seeking an appropriate developer contribution of £63,066 relating, on a pro rata basis, to the proposed 139 dwellings.

Comments on Consultation responses:

It should be noted that the comments from the Councils Drainage Engineers, WSCC

Archaeology and Ecology, NHS, Environment Agency, Conservation Officer, Highways Agency and Environmental Amenities are based upon the previous scheme submitted.

The comments from the Councils Affordable Housing and Enabling Manager, WSCC highways, Sussex police, Southern Water, SDNP, Parks and Greenspace and Economic Regeneration are based on the revised scheme.

The request from Sussex Police to provide a contribution towards additional policing within the area is noted. However, there is no policy justification for such a contribution and it is not viable for these contributions to be delivered and therefore the District Council is not in a position to secure them.

The Councils Arborist's comments are noted and Tree preservation orders are to be served on Oak and Ash trees identified. The comments with regards to the proximity of trees on boundaries to new dwellings are noted, however it is not considered to result in significant or demonstrable harm to future residents to warrant refusal of the scheme on that basis.

POLICY CONTEXT

Designation applicable to site:
Outside the built-up area boundary

DEVELOPMENT PLAN POLICIES

Arun District Local Plan 2003:	GEN11	Inland Flooding
	GEN12	Parking in New Development
	GEN14	Public Transport
	GEN15	Cycling and Walking
	GEN18	Crime Prevention
	GEN2	Built-up Area Boundary
	GEN20	Provision of Public Open Space within New Development
	GEN3	Protection of the Countryside
	GEN30	Protection of Species
	GEN33	Light Pollution
	GEN7	The Form of New Development
	GEN9	Foul and Surface Water Drainage
	DEV17	Affordable Housing
	AREA2	Conservation Areas

Publication Version of the Local Plan -
Excluding the Spatial Portrait, Employment,
Housing Allocations, Transport, Monitoring and
Implementation sections (February 2014):

D DM1 Aspects of Form and Quality
D DM2 Internal Space Standards
D DM3 External Space Standards
D SP1 Design
ECC DM1 Renewable Energy
ENV DM4 Protection of Trees
H DM1 Housing Mix
HER DM3 Conservation Areas
H SP2 Affordable Housing
QE DM1 Noise Pollution
QE DM2 Light Pollution
SD SP1 Sustainable Development
SD SP2 Built -Up Area Boundary

W DM2 Flood Risk
W DM3 Sustainable Urban Drainage
Systems

PLANNING POLICY GUIDANCE

NPPF National Planning Policy Framework

SUPPLEMENTARY POLICY GUIDANCE

XXX6 Interim Affordable Housing Policy

POLICY COMMENTARY

The above policies combine to describe the criteria against which the application will be assessed particularly with regard to visual and residential amenity.

The Development Plan consists of the Arun District Local Plan 2003.

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework. It should be noted that the NPPF states that weight is given to individual policies and not to the plan as a whole.

NPPF Paragraph 216 confirms that weight can be given to policies in emerging plans following publication. The Council agreed the majority of the Arun Local Plan in February 2014 (Publication Version) and this is a material consideration in the determination of this planning application. The remaining chapters of the Local Plan namely: the Spatial Portrait, Employment & Enterprise, Housing Allocations, Transport, Monitoring and Implementation will be considered for publication at a later meeting of Full Council. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place. The chapters that have been published will undergo public consultation alongside the remaining chapters when they have been agreed. The weight given to the current published policies can be significant depending:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);
- the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The policies within this published version of the plan are at an advanced stage as they have been agreed by Full Council for regulation 19 consultation, they have been subject to independent audit and are considered to meet the NPPF and there are no known significant unresolved issues arising from regulation 18 consultation for the published policies.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement of representations procedure and statement of fact produced by the Council under regulation 19 explains that the consultation will take place once the remaining chapters / policies have been published.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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

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

The proposal are not considered to comply with relevant Development Plan policies in that it would be located outside of the defined built up area boundaries and within the countryside.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are a significant amount of other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

NPPF Paragraph 216 confirms that weight can be given to policies in emerging plans following publication. The Council has recently published the Draft Arun Local Plan and is therefore a material consideration in the determination of this planning application. It remains subject to publication of a pre-submission Plan, formal public consultation, resolution of objections, examination and the formal adoption process as a whole, and it is therefore of very limited weight in terms of the decision making process at this stage.

CONCLUSIONS

PRINCIPLE & POLICY

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise. Using this as a starting point the development plan in Arun District consists of the Arun Local Plan 2003. In the event of conflicts between policies in these plans or with Government policy, it is the most recent policy which takes precedence. With this in mind the National Planning Policy Framework (NPPF), which was issued in March 2013, is materially relevant and should be afforded significant weight.

DEVELOPMENT PLAN - 2003 LOCAL PLAN

The 2003 Local Plan Proposals Map identifies that the application site is located outside of the existing built-up area boundary. As such, saved policies GEN2 and GEN3 are relevant.

Saved policies GEN2 and GEN3 seek to focus development within the built-up areas, and safeguard the land outside the built up areas (referred to as the countryside for policy purposes). The built up area boundaries were drawn for the purposes of defining the built up areas and countryside having regard to the need to identify within the built up areas (or on allocated sites) the required number of dwellings for the plan period (up to 2011).

These policies and boundaries should be accorded significantly less weight if the Council is unable to demonstrate that it is able to make adequate provision for housing post 2011. This has been reflected in a number of recent appeal decisions. For example, whilst the principles of GEN3 (protection of the countryside) are timeless, the Inspector for the Grenyers Field proposals (December 2012) concluded that these policies (GEN2 & 3) were in conflict with the NPPF as they have not been adjusted to take account of changing housing requirements. This position was also supported by the more recent appeal at The Lillies Caravan Park (April 2014) in which the

Inspector also supports this view.

While the proposed development is contrary to policies GEN2 and GEN3 of the Local Plan 2003 it is important to establish the weight that can be attached to these in the determination of this application. A High Court Decision (Cotswold District Council Vs SoSCLG), dated the 27th November 2013, is important in understanding this. In that case, the Inspector, SoS and the Judge agreed that the policy referred to in the judgement (which sought to prevent housing outside defined settlement boundaries in the way that Policies GEN2 and GEN3 of the Local Plan do) was a policy relevant to the supply of housing for the purposes of Para 49 of the NPPF, and that this policy should therefore be given no-weight in the extent that it seeks to restrict housing supply.

In light of this decision these policies (GEN2 and GEN3) hold very limited weight and as such it would be unreasonable to refuse the application on the principle of development outside the built up area boundary in this case unless the adverse impacts of the proposal (such as harm to the intrinsic character and beauty of the countryside) significantly and demonstrably outweigh the benefits of the proposal. The application for 250 units in Yapton (Y/99/13/) at the last Development Control Committee was not refused as being contrary to these policies on matters of principle. Therefore, the main policies against which to determine this application are those contained within the NPPF, the starting point being Para 14 (set out below) and the presumption in favour of sustainable development.

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF was published in March 2012. One of the aims is to significantly boost the supply of housing. This framework is the most recently adopted national policy and is an important material consideration in this case.

Paragraph 14 confirms that, at the heart of the guidance is a Presumption in Favour of Sustainable Development. This is in accordance with the three dimensional approach to include economic, social and environmental considerations as set out in paragraph 7. For decision-taking, this presumption in favour means that planning applications that comply with the development plan must be approved without delay. Secondly, where the development plan is absent, silent or out of date, planning permission should be granted unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework as a whole; or specific policies in this framework indicate development should be restricted". In this instance, the proposal is considered to be contrary to Arun Local Plan Policies GEN2, GEN3 and GEN5 but it is considered that these policies could be considered out of date, and therefore the presumption in favour of sustainable development should apply.

This does not equate to a blanket approval for residential development in locations that would otherwise have conflicted with Local Plan policies. If the adverse impacts of the proposal (such as harm to the intrinsic character and beauty of the countryside) significantly and demonstrably outweigh the benefits, then planning permission should still be refused.

Paragraph 47 sets out that Local Planning Authorities should use their evidence base to ensure their Local Plans meet the objectively assessed needs for market and affordable housing as well as identifying sites sufficient to provide five years' worth of housing against their housing requirements with an additional 5% buffer to ensure choice and competition in land marketing. Or

a 20% buffer where there has been a record of persistent under delivery. The Council's Strategic Housing Market Assessment provides evidence on housing requirements in Arun and this recommends a housing target of 580 homes per annum.

Paragraph 49 advises that housing applications should be considered in the context of the presumption in favour of sustainable development, and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of housing sites. These 'relevant policies' are contained within the 2003 Local Plan (GEN2, GEN3 and GEN5) and the weight to be afforded to these policies has been discussed in the previous section of this report.

Paragraph 215 of the NPPF ensures that the Arun District Local Plan 2003 carries weight as a development plan document and due weight can be given to the plan according to the level of consistency with the NPPF and the various policies within the Framework. The weight of the Local Plan policies can be assessed according to their level of consistency of the relevant policies within the National Planning Policy Framework.

PUBLICATION VERSION LOCAL PLAN 2013 - 2028

The latest publication of the Local Plan dated 30th January 2014 was approved by Full Council on 11th February 2014; whilst Full Council approved many of the policies within the plan it excluded policies relating to housing within the plan period.

Annex 1 of the NPPF (para 216) does allow for decision makers to give weight to relevant policies in emerging plans, but this depends on their stage of preparation, the extent to which unresolved objections to relevant policies remain and the degree of consistency of relevant policies within the emerging plan with policies within the NPPF.

The recently published Planning Practice Guidance (PPG) gives further advice as follows:

"arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process"

The potential strategic housing sites were considered more recently by the Local Plan Sub-Committee (LPSC) on 27th March 2014; members of the committee approved the officer's recommendations for strategic housing allocations in the Eastergate area, Angmering and West Bank, Littlehampton.

The recommended sites include land to the east of Angmering (within which the application site is located). Should Full Council accept the recommendations of the LPSC, the principle of developing this site as part of a cohesive development would be supported by the Council.

However, should Full Council not accept the recommendation to allocate land east of Angmering for housing, the Council could not demonstrate a post 2011 strategy for delivery of growth in the District. It would also result in further delays in the adoption of the Local Plan. Therefore housing policies would be out of date and in the absence of a plan-led approach, the presumption in favour of sustainable development within the NPPF would be a principal consideration.

As such, should the recommendations on housing not be accepted, the Council would not be at an advanced stage, prematurity as an issue would clearly not apply in this instance.

ANGMERING NEIGHBOURHOOD PLAN

Angmering Parish Council have published a draft of its Neighbourhood Plan in April 2013. To date it has not been subject to informal or formal public consultation. The Angmering Parish Council website (Angmering Neighbourhood Plan- Update 11th February 2014) indicates that they intend to submit a final version in April with a view to having a referendum in October. Dates for the statutory six week consultation period have not been agreed. After this consultation period consideration must be given to the representation received, prior to its formal submission to the Council.

Whilst the Neighbourhood Plan is a material consideration in the determination of the application, given that it is at such an early stage of permeation, minimal weight can be given to this as a planning policy document.

MATERIAL CONSIDERATIONS

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Matters which are capable of being treated as material planning considerations are decided by the courts, but the weight to be attached is a matter for the decision maker. However, the weight attached must be reasonable and have regard to other similar decisions.

It is necessary to establish the material considerations and assess the resulting balance. It is judged that the key material considerations in this case are:

1. Sustainability of Location for Housing Development
2. Housing Land Supply
3. Strategic Housing Land Availability Assessment
4. Landscape Impact
5. Masterplan

1. SUSTAINABILITY AND SUITABILITY OF LOCATION FOR HOUSING DEVELOPMENT

The site forms a part of a wider strategic housing site identified within the draft Local Plan to deliver 600 homes. The application site forms one of six sites which make up the strategic allocation in Angmering which is supported by a Visioning Document which identified the potential for 600 homes on the site. The document seeks to bring forward sites on garden city principles. In accordance with the Local Plan Sub-Committee recommendation and the evidence base behind the Emerging Plan, the site is considered to be a suitable location for strategic housing growth within the District.

To ensure that this site can be delivered in accordance with the visioning document, the developers in consultation with the Officers have produced a masterplan to support the overall delivery of the sites. This draft masterplan document was presented to members of the Council on 15 January 2014 and at a public exhibition on 13 February 2014. The masterplan identifies key design principles, identifies how sites can link together and the overall infrastructure requirements for 600 homes.

The masterplan document has been prepared as a supporting document to current and future planning applications; it is not an adopted policy document. The document provides a coherent framework to coordinate the delivery of the sites independently, while showing how the overall would appear. It also identifies a planning framework against which the planning applications can be assessed in terms of design and layout uses.

The Council and developers have also had ongoing discussions with relevant service providers to address infrastructure requirements resulting from the development to ensure that the proposed scheme can be considered sustainable, as required by paragraph 49 of the NPPF

The masterplan identifies improvements in connectivity between the existing settlement and the existing range of services within the village to ensure that pedestrian and cycle links can be provided from the new development. WSCC have identified the specific improvements required for this site which includes improvements to bus shelters and passenger information systems, upgrades to footpaths into the centre of the village as well as additional cycle parking at Angmering station. As a result of these improvements, there would be a choice means of transport, either by foot, cycle, or public transport.

This together with the design of the scheme fitting together with adjacent sites will ensure that the site in the form now proposed would provide a sustainable form of development which accords with the wider masterplan produced to support the cohesive delivery of the six independent sites.

2. HOUSING LAND SUPPLY

The Council has published a statement in March 2014 that concludes that the District has demonstrated that it has an adequate housing land supply in accordance with the requirements of the NPPF at that time, including the requirement to provide a 5% buffer. The conclusions of this document are that our supply is currently 5.34 years based on the requirement to provide housing in accordance with the requirements of the emerging Local Plan (whilst Full Council have not approved a Local Plan, they have approved the housing requirements for the District). However, the report demonstrates that we are marginally above these requirements.

The Council can currently demonstrate an adequate housing land supply (albeit very marginally) in accordance with the requirements of the NPPF. Therefore, in accordance with paragraph 49 of the NPPF, housing policies within the development plan could be considered up to date. However, in the case of Arun, housing policies within the development plan date back to 2003 and were relevant for the period 2001 - 2011. Even with an adequate supply of housing land, in the absence of the Council having an agreed housing strategy for post 2011, those housing policies that relate to the delivery of future housing cannot therefore be considered to be up to date.

Furthermore, the Council will be heavily reliant upon the delivery of new strategic sites in order to maintain the supply of suitable housing, and Angmering is deliverable in the short term (where as other strategic sites are not).

Should Full Council accept the LPSC recommendation on strategic allocations; the Council could demonstrate that there was an agreed housing strategy for the post 2011 period with this site forming part of that housing strategy.

The ability to demonstrate an adequate housing land supply does not affect the weight to be afforded to any relevant policies within the development plan or remove the requirement for there to be a presumption in favour of sustainable development within the NPPF. However, it does mean that there is less pressure on the Council to permit schemes on unallocated sites if there is significant and demonstrable harm.

However, having a demonstrably adequate housing land supply is only one material consideration to be weighing up in determining whether there is 'significant and demonstrable harm' alongside all other considerations (eg. highways, landscape, ecology, design etc) associated with individual proposals. Refusal of proposals solely on the basis of having a demonstrable adequate supply of housing is not significant or demonstrable harm and could not be sustained. As this site currently forms part of a wider strategic allocation and it would in turn contribute to the Council's housing supply.

3. Strategic Housing Land Availability Assessment

The Strategic Housing Land Availability Assessment (SHLAA) (2012) considers the potential of the application site (Site Ref 80) to accommodate housing development and concludes that;

- The site is outside but adjoining the settlement boundary.
- Currently development on this site would contravene policy and therefore the site would not be considered to be suitable. However, the site could be considered as part of a comprehensive development including adjacent land.
- If planned comprehensively this could contribute to the creation of a sustainable, mixed community.
- This site adjacent to the urban area is in a location that developers find attractive to bring forward housing sites for development.
- There is no economic reason why the site should not be financially viable given that the alternative land use is agricultural, taking account of any community gain package, including affordable housing and other S.106 obligations, as well as abnormal development costs.

This document is not a planning policy document but the conclusions within it provide part of the decision making evidence base. The second point above is of most relevance; in that this site

could if considered comprehensively with others form the basis of a sustainable mixed community for future housing needs.

4. LANDSCAPE IMPACT

The proposed development would introduce new buildings, roads, car parking, and public open space in place of the existing large greenhouse, storage areas and surrounding hardstanding. Nonetheless, the impact of the development on the landscape and the setting of the South Downs National Park is of significance in determining this application and this is reflected in the nature of comments received within the representations and the consultation response. It is accepted on the most part that the impact of the development is localised, with wider views of the site limited to those from Highdown Hill to the north-east of the site.

In terms of the wider landscape impact a Landscape Character Assessment "the Arun Landscape Study" has been carried out by Consultants on behalf of the Council in connection with the Draft Local Plan. The study considers gaps on the basis of structural landscape analysis, landscape characterisation and visual assessment to address: coalescence, erosion of setting, identity and intervisibility of settlements. In addition, it considers the impact on protected physical assets, views to landmarks and protection of the undeveloped coastline.

The proposal site is classified as L1a "Large Enclosed Arable Land". It forms part of the Angmering Coastal Plain. The Angmering Coastal Plain is graded "substantial" for landscape sensitivity; and Slight in Landscape Value. It is therefore given an overall Landscape Capacity of Low/Medium.

The Study sets out a "medium, low or negligible" rating for landscape capacity indicates that development would have a significant or detrimental effect on the character of the landscape as a whole and, or on the setting to existing settlement or outstanding assets within the District.

The applicants have submitted a Landscape and Visual Impact Assessment which identifies that the effects of the development can be screened by tree planting and use of bunds. A detailed landscaping scheme can be secured by condition and submitted with any reserved matters application.

The existing large expansive greenhouse is very prominent in landscape terms. It is considered that the proposed development, by breaking up the existing large bulky greenhouse, would be a less intrusive configuration in landscape terms and would have an overall positive impact.

The South Downs National Park was consulted on this application but forwarded that they have no specific comment to make on the proposals. The nearest point of the National Park is located over 500 metres away to the north of the proposal site. It is your officer's opinion that the proposed scheme will not affect the setting and landscape character of the South Downs National Park.

It is therefore considered that the proposed development in tandem with a proposed landscaping scheme that would deliver enhanced screening along the eastern boundary of the site would have an overall positive impact on the landscape and in tandem.

5. MASTERPLAN

Given the support for the development in the Emerging Local Plan and the complex ownership of the schemes some concern existed that the planning applications were prepared on an individual basis and that the proposals would not amount to a cohesive and coordinated development. In order to avoid this piecemeal approach the Council prepared an Angmering Visioning Brief which established development principles which envisaged the development being built using design principles based on the Garden City philosophy which is an approach supported in the NPPF. Further to this the developers were required to prepare a detailed Masterplan for the various sites to ensure a coherent framework to coordinate the development of the sites by demonstrating how they could fit together but be delivered separately.

The masterplan coordinates the detailed design, appearance, layout, provision of public open space and road widths on the whole development area to the east of Roundstone Lane. The Masterplan approach will ensure a sustainable form of development by ensuring that the development is of a high standard of design which is a core planning principle as set out in paragraph 17 of the NPPF.

The application under consideration is in outline form with all detailed design issues reserved. The applicants have submitted an indicative layout which is in accordance with the masterplan. The detailed design will be assessed against this masterplan when considering any reserved matters application.

CONCLUSIONS ON MATTERS OF PRINCIPLE

The NPPF requires there to be a presumption in favour of the proposals which are located in a sustainable location. With or without a Council agreed strategic housing allocation to include within a pre-submission Local Plan, the proposals are considered to be located within a well contained site and subject to mitigation is considered to be a sustainable location for development.

The site currently forms a part of the Council's proposed housing strategy within the draft Local Plan, that officers are recommending to Full Council following the recommendations of the Local Plan Sub-Committee. Should Full Council endorse this decision the principle of housing development in this location is currently supported by the Council, subject to the assurance it can be delivered as a part of the strategic allocation and not a stand alone site.

Should Full Council not accept the recommendation of Local Plan Sub-Committee in respect of the proposed strategic allocations for inclusion in the post 2011 Local Plan, officers would be recommending approval of this proposal on the grounds of principle. A post 2011 housing strategy would be impossible to demonstrate and existing housing policies would have exceptionally limited weight as they would be out of date. The proposals are a sustainable form of development that would be strongly supported by the NPPF.

The current housing land supply is marginal and, in the absence of an agreed future housing strategy, maintenance of an adequate supply of housing land in future years will be exceptionally difficult to maintain. There is considerable concern over future deliverability in the absence of a post 2011 housing strategy because the delivery of agreed strategic sites is now further delayed.

The design and layout of the scheme ensures that the neighbouring sites can be developed to form a cohesive development given the schemes conformity with the masterplan document and

connectivity to the adjoining sites. Accordingly, the principle of developing this site is acceptable with or without an agreed strategic housing allocation within the Council's Emerging Local Plan.

6. TECHNICAL MATTERS

FOUL WATER, SURFACE WATER DRAINAGE & FLOOD RISK

Paragraph 103 of the National Planning Policy Framework states: "When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems."

Policy GEN9 of the Local Plan seeks to ensure that sites on which new development is provided can be adequately drained and does not cause flood risk to existing properties.

Surface Water Drainage:

Surface water drainage is to be managed using a sustainable urban drainage system (SUDS). Infiltration is a SUDS technique that enables storm water to be dealt with at source rather than discharging into a sewer network or watercourse. This method of disposal improves the quality of the storm water runoff, whilst maintaining the existing natural drainage regime, maintaining the Greenfield runoff rate and volume.

All surface water runoff from houses, driveways, parking courts will be conveyed to underground infiltration devices of cellular crates, perforated concrete rings, or deep trench type soakaways

The Councils Drainage Engineers have confirmed this method of drainage would be acceptable in principle; however the developers will be required to carry out winter ground water monitoring to identify the groundwater levels to ensure that soakaways can be constructed above existing levels. This monitoring can be secured by condition and the final drainage layout agreed following the ground investigations.

Foul Drainage:

The proposed foul water drainage is to link into the existing sewer network. Southern Water has confirmed within their consultation response that there is capacity to accommodate the proposed development and that they can provide foul sewage disposal to service the development. Accordingly the proposed development will be linked into the existing sewer system.

SITE CAPACITY, LAYOUT AND DESIGN

The masterplan submitted to support the scheme, whilst not a planning policy document identifies key principles and design features which should be incorporated into each individual scheme. The revised layout for this scheme is informed by this document and it is the officer's view that the proposed layout conforms to the masterplan principles.

The layout of the proposed scheme includes a primary road into the site from Roundstone Lane. This would provide the main route through the site, following the edge of the proposed public open space and extends up to the southern boundary of the site. The main vehicular route through the site is 5.5 metres in width and is flanked by grass verges with formal tree planting and recessed parking spaces which will minimise on-street parking. This route is also flanked by a 3 metre wide pedestrian/cycle lane to the west of the highway and a 2 metre wide footway on the east.

The secondary routes through the site maintain the formal planting, footways and verges with the highway being of the reduced width. The roads on the edge of the development are less formal with the introduction of shared surfaces and narrower roads. Larger properties front the central areas of open space and less formal open spaces form additional buffer and landscaping along the boundaries of the site.

The areas of open space for the site total 2 hectares of land which exceeds the requirement of 0.8 hectares for this number of dwellings. The proposed open spaces are of a high quality and allows for safe, usable public spaces. Continuous footways are also made available along the eastern and western boundaries to prevent cul-de-sacs within the development for pedestrians and cyclists. New links are also formed onto the Cow Lane by-way to the east of the site.

Properties are located in perimeter blocks which provide a more efficient use of land, increased garden areas and active frontages to public spaces. Adequate levels of off-street parking is also made available as well as the opportunity for soft landscaping throughout.

In terms of the internal and external space standards these are considered to be acceptable. Private gardens are of a sufficient scale and in the most exceed the Councils minimum standards for private amenity space, as set out within the Council Publication Version of the Local Plan policy DM3.

The publication version of the Local Plan also includes policy DM2 which sets minimum internal space standards for residential dwellings. The proposed scheme includes 15 different housing types, with the exception of 4 of the dwellings the dwellings meet the policy minimum space standards in terms of the gross floor area required, bedroom and living room requirements. The 4 properties that do not meet the standard are only just below the minimum standard required for the house types. It is an Officer's view that the minimal conflict would not warrant a refusal of the scheme based on this policy which is not yet adopted. It should also be noted that when the scheme was originally submitted, policy DM2 was not an agreed policy to include within the Councils Publication Version Local Plan.

The individual property designs are also considered to be of a good standard, with character areas determined by material type and design features. This reflects the approach of the masterplan document and delivers the character areas identified.

The layout proposed allows for the site to be developed independently without reliance upon neighbouring sites. However the design principles of the masterplan document are also brought forward successfully, so whether or not the neighbouring sites are developed, the proposed scheme is acceptable in terms of its compliance with the masterplan document or as a standalone development.

IMPACT ON AMENITIES OF ADJACENT RESIDENTS

The development site adjoins three existing residential curtilages, one being that of 'Pound Place' to the south-east of the development and the others being 'Tall Trees' and 'Pound House' to the north. All three host large private dwellings set within substantial curtilages.

'Pound Place' is enclosed on all boundaries by mature conifer hedgerows some 6-8 metres in height and 'Pound House' is separated from the development site by a wooded area which is in the ownership of 'Tall Trees'. The southern boundary of 'Tall Trees' is rather more open, however mature trees are noted at intermittent points along the boundary. Plots 6-8 back onto the residential curtilage of 'Tall Trees'; these properties have minimum garden depths of 14 metres and are a further 20 metres (approximately) from the existing dwelling. A minimum separation distance of 34 metres together with the orientation of the proposed dwellings would prevent any direct or unacceptable levels of overlooking occurring from the proposed development.

It is considered that private amenity currently enjoyed by these dwelling would not be detracted from given the boundary screening (which is within their control) and separation distances between the existing and new dwellings.

The Manor Nursery garden centre also lies to the north of the development site and private rugby club grounds to the south. Given the nature of these uses and the layout proposed, the scheme as presented would not impact upon these existing uses.

ACCESS & TRANSPORT

Paragraph 32 of the NPPF confirms that decisions should only prevent development on transport grounds where the residual cumulative impacts of development are severe. The Local Highways Authority identified that the cumulative impact of this proposal along with other existing and anticipated proposals in close proximity to the site had potential to have a severe impact and required that a Joint Transport Assessment be prepared on the basis of 600 homes being delivered in this location. This is referred to as the PBA study.

Trip Generation, Capacity and Mitigation

The Joint Transport Assessment indicates that the developments at Roundstone Lane would impact junctions J10-11 and J11-14 links, J9, J10 and J11 and the cost associated with these works totals £8,884,287. Of this, £3,340,493 has been identified to deliver the improvements at the junctions where the development is considered to have an unacceptable impact. The improvement to network capacity is considered essential to enable the development to progress. A contribution of £1,085,793 is sought from the applicants towards these improvements.

The PBA study proposes signalisation at the A280/Water Lane junction to offset the impact of right turning vehicles queuing in excess of the 14 space right hand turn lane, and the subsequent obstruction to through flow of traffic. Following comments received from the Parish Council which object to the signalisation of the junction, further modelling is to be provided to identify options for the junction improvement. Once further work is complete the final improvements will be agreed by the County Highways in consultation with Angmering Parish Council. In addition, the 'Community Led Highway Improvements Projects: Improvements to Vehicular Access' paper identified a scheme of improvements on the Water Lane arm of the junction, which included the realignment of existing road markings to enhance the angle of visibility alongside the introduction of a Trief kerb island to replace the existing 120mm upstand kerb arrangement to improve safety at the

junction. The cost of the works is expected to be £13,000, bringing the total cost of works at the junction to £124,000. The WSCC Traffic Signal Team is currently reviewing the technical detail of the junction proposal; however, the principle of signalisation at this junction is accepted. Initial feedback is that part-time signalisation may not be acceptable from a safety perspective and that full-time signalisation would be sought, in addition to signal heads on the Water Lane arm of the junction and the introduction of an ahead only light on the A280 northbound arm. Detailed comment will be provided to the LPA once received.

In addition, the Joint Transport Study identified that mitigation may be required at the Station Road/Arundel Road junction as the theoretical capacity is expected to deteriorate by 2023, a condition exacerbated by the proposed development. The impact on this junction could be managed by discouraging 'rat-running' movements through the village. Schemes of works have been identified along Station Road, North Drive, Water Lane, Cumberland Lane and the junction of Water Lane/Weavers Lane to introduce traffic calming measures. It is anticipated that the cost, identified through the 'Community Led Highway Improvement Projects: Traffic Management in the Village' paper, would be in the order of £150,000. The development is required to make a proportional contribution towards some form of traffic calming using the following formula. A contribution of £48,750 is sought towards these works from the proposed scheme.

A280 Link & Weavers Hill

Angmering Parish Council has indicated that a link from the development directly onto the A280 would be desirable but a scheme of works does not form part of the planning application. Such a link would take the form of a left in, left out junction. In reviewing the trip generation and distribution of the site it is anticipated that the link would serve approximately 11% of the traffic generated by the site, equating to 60-70 vehicle movements. Some of the land required for the link lies within third party land; there are no grounds for compulsory purchase as the link is not deemed to be of strategic importance. There would be significant cost associated to a junction of this nature, particularly given the requirement to purchase 3rd party land, and would reduce the contribution available to progress works on the A259. The Local Highway Authority would instead recommend that the contribution towards the A259 improvements are maximised, given that improvements would result in average journey time savings for the 1900-3500 vehicles that utilise the road during the peak hours at the various locations between junctions 9 and 14.

The Parish Council also expressed concern that, in the event that a link onto the A280 did not progress, that the development would result in additional traffic along Weavers Hill and that there was some discrepancies in the number of vehicles using the road in the PBA study. The theoretical capacity assessments undertaken on Weavers Hill indicate a 2023 including development scenario of 0.639. A threshold of 0.85 is considered to be the level at which a junction is operating at maximum capacity. Whilst discrepancy in the number of movements is noted their inclusion would not significantly alter the output of the assessment given that the junction is operating significantly under capacity and would continue to do so even with increased traffic flows. Traffic calming, as set out earlier in this report and to which a contribution is sought, is proposed at the junction of Weavers Hill in addition to intervention along Cumberland Avenue. Costed schemes are available for those works but the wording of the S106 should allow flexibility in the location that these funds can be spent in the event that the 'Community Led Highway Improvements' project determines that calming measures along Weavers Hill are necessary.

Pedestrian Improvements

A review of access to local facilities and services indicates that there would be benefit in improving Footpath 2146 along Honey Lane to bring it up to a similar standard to that seen through the Bramley Green estate. This route would be the most direct non-vehicular route from the site to the village centre. In its current form, Honey Lane does not provide a route of sufficient standard for use by mobility impaired residents or those with pushchairs. The applicant is required to enhance the surfacing of Honey Lane and this should be secured as a works scheme to be completed prior to first occupation of the proposed development.

Enhancement of Cow Lane, a 'By-Way Open to All Traffic' (BOAT), that runs adjacent to the A280 is sought. This would provide an improved facility for pedestrians and cyclists wishing to access south towards the A259. A contribution would be sought from all developers in the Master Plan area as it would be of benefit to all future residents. It is anticipated that the cost of works required to enhance the BOAT will be £250,000. The development is required to make a proportional contribution towards this of £81,249.

A summary of the highway improvements which the scheme is required to contribute to is as follows:

Strategic Highways Contribution

- 1) Traffic calming along Roundstone Lane (total cost £277,000)
- 2) Works at A280/Water Lane Junction (total cost £175,000 max)
- 3) The Strategic Highway improvement works to the A259 are taken from the "A259 Route Improvement Study" (Parsons Brinkerhoff, February 2013) at the following locations (total cost: £3,340,493):

Link Improvements:

- i. Link between Station Road Roundabout (Junction 9) and Roundstone Lane Roundabout (Junction 10) (A259 Roundstone Bypass Road western section)
- ii. Link between Roundstone Lane Roundabout (Junction 10) and A280 Roundabout (Junction 11) (A259 Roundstone Bypass Road eastern section)

Junction Improvements:

- i. Station Road Roundabout (Junction 9)
- ii. Roundstone Lane Roundabout (Junction 10)
- iii. A280 Roundabout (Junction 11)

In line with WSCC's consultation response of 3/4/2014 the following works will be prioritised and delivered by WSCC within 12 months of the receipt of the first Strategic Highways Contribution from any site:

- Traffic calming along Roundstone Lane
- Works at A280/Water Lane Junction

Local Highways Contribution

- Contribution to enhancement of Cow Lane
- Contribution to Angmering Village traffic calming scheme
- Contribution to increase cycle parking capacity at Angmering Railway Station

A priority junction is proposed as the main vehicular site access into the site. The location of the proposed site access would result in the loss of the existing build out traffic calming feature along this part of Roundstone Lane. To address the loss of existing calming feature, a raised table is proposed at the junction provide a more effective means of traffic calming at the entrance to the site and this point along Roundstone Lane.

WSCC highways are satisfied with the scheme from a highway point of view, with the layout being designed in accordance the relevant guidance with Manual for Streets document and subject to the mitigation work required on the highway network set out above.

PARKING PROVISION

The provision of parking has been set in accordance with the WSCC Parking Demand Calculator, with 2 spaces allocated for dwellings of up to 3 beds and 3 spaces allocated for dwellings of 4-5 beds. The calculator identifies the need for an additional 36 spaces of unallocated provision to serve as visitor spaces. The applicant has provided 38 spaces outside of the dwelling curtilages in order to conform with the requirement. Spaces for visitors are provided within laybys to minimise any on-street parking along the primary route through the site, particularly around the areas of open space and play areas.

ECOLOGY AND HABITATS

The applicants have submitted an 'Ecological Assessment' to identify the ecological interests within the site, means of protection during construction and also the gains that can result from the proposed development. The assessment requires a further ecological mitigation report to be submitted to ensure that mitigation identify is implemented within the scheme.

The 'Ecological Assessment' proposes the provision of additional habitats for reptiles, including new hedgerows, a diverse range of grassland structures, refuge/hibernation opportunities and corridors of movement around the Site and into surrounding habitats, which will ensure genetic diversity.

The County Ecologist has confirmed this approach and the requirement for a mitigation report to be submitted to and agreed prior to commencement of development will be secured by condition. The development will then be required to comply with the approved mitigation report.

INFRASTRUCTURE

The NPPF sets out the Government's policy on planning obligations in Para's 203 and 204. Respectively these paragraphs state;

"Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address impacts through planning conditions." and;

"Planning obligations should only be sought where they meet all the following tests;

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development."

Policy DEV8 of the Local Plan requires applicants' to provide the costs of additional infrastructure required to service their development and mitigate their impact. These are usually through the signing of a legal agreement. All request for infrastructure payments must meet the 3 tests of the Community Infrastructure Levy (CIL) Regulations 2010, which are set above as part of the Para 204 of the NPPF. It is recognised that the issue of infrastructure has featured prominently in the representations received.

The overall development generates some significant infrastructure needs within the locality with the Councils priorities being the facilitation of a new primary school within Angmering, improvements to the highway network (as set out above) and healthcare. The proposal also generates a need for contributions towards the Fire and Rescue Service, Libraries, Sixth and Secondary Education and leisure service provision.

The County Council have identified what the standard contribution towards the provision of primary school places would be as a result of the development of 600 units, this generates a sum of £1,266,377. However, the standard funding would not secure the delivery of a new primary school which costs £5,000,000. Therefore an additional £3,733,623 is required to facilitate the provision of a 1 Form Entry Primary School on land to the south of Bramley Green. This additional contribution is to be provided by the first 370 units currently proposed. The District Council cannot control the delivery of a new school, however by securing additional contributions from the first developments, it would provide the opportunity for the County Council to deliver a new school. This contribution would be accepted by the District Council and will only be released to the County Council to facilitate the delivery of a new primary school.

The developers have confirmed that it is viable to provide the standard contributions towards the infrastructure requirements noted above, however the additional contribution towards a primary school results in the schemes becoming unviable. To address this, the Council have accepted a reduction in the affordable provision by 10% to allow further revenue to come forward from the additional market housing created, this ensures the additional contribution towards the primary school provision can be made.

The applicants are progressing a Section 106 Legal Agreement to secure financial contributions, as well as affordable housing. A heads of terms for the proposed development are appended to this report.

While it is appreciated that there is local concern over the current state of infrastructure provision within the area and the additional pressures further development would have on this, the securing of contributions by means of a Section 106 Legal Agreement, to off-set the impact caused by the proposed development, is an acceptable mechanism by which these concerns can be addressed, to the point where it would not be appropriate to refuse planning permission.

PROVISION OF AFFORDABLE HOUSING

The provision of affordable housing is a significant benefit, and a material consideration given the need for affordable housing in this area, and the strong need in the District as a whole.

The District Council's Housing Strategy and Enabling Manager has considered the proposal and his consultation response is set out in full above. He considers that there is an established need for affordable housing in the Angmering area. The policy complaint position would be for the scheme to provide 30% of the homes as an affordable tenure. The applicants are proposing 20%

affordable housing for the site, which would result in a total of 28 units.

The applicants have submitted a viability assessment to the Council's Housing Strategy and Enabling Manager who will evaluate this viability assessment. An update on his review will be provided as a committee update report. If his review finds that the reduction to 20% is necessary, on the basis that the maximum number of dwellings was achieved on site, the proposed scheme will include 28 units through the section 106 agreement.

The Council are in principle accepting a reduction in affordable housing (subject to the above assessment) from this development to ensure an additional financial contribution can be made by the developer to facilitate the provision of a new primary school. The reduction in affordable housing units generates an increase in revenue from the additional 10% of the homes being available for open market sales. As such, given the priority of the District Council to secure sufficient funding that would allow WSCC to construct a new primary school, should it be agreed, outweighs the loss in affordable housing provision in this case.

CONCLUSIONS

The National Planning Policy Framework has at its core a 'presumption in favour of sustainable development' and where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless there are any adverse impacts that would significantly or demonstrably outweigh the benefits. These are factors that weigh heavily in favour of approving planning permission for development.

The site's location has been identified as being in a sustainable location, is well related to the existing village and is located in an area that the Local Plan Sub-Committee have identified as being a site-specific allocation for 600 homes in the Publication Local Plan. The proposed development will relate well to other developments in the surrounding area, being designed on the same design principals and makes proportional contributions to infrastructure. It is therefore considered that the principal of development is acceptable.

The assessment of the application has not identified any technical issues that would require refusal of the application. It is considered that the applicants design approach and detailed building design are suitable and represent a high quality development.

The application will make significant contribution towards strategic and local highway infrastructure helping to deliver a major route improvement scheme along the A259, and will front load a contribution which will be set aside for the delivery of a primary school on a site reserved for such use adjacent to Bramley Green. This is a factor which falls strongly in favour of the application.

It is therefore considered that in accordance with relevant policy and other material considerations, there are significant arguments in favour of supporting the development proposed.

HUMAN RIGHTS ACT

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

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

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

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

RECOMMENDATION

APPROVE CONDITIONALLY SUBJECT TO A SECTION 106 AGREEMENT

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

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

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

Planning Layout ST-02-12-T
Presentation Layout ST-02-14 J
Materials Plan ST-02-16 D
Accommodation Plan ST-02-18 C
Tenure Plan ST-02-19 D

House Portfolio ST-02-21 B (Date: 11-02-14)
Garage Type GH1C
Garage Type GH2G
Garage Type GH3H
Garage Type GH1D

Street Scenes ST-02-29 A
Street Scenes ST-02-30 B

Tree Protection Plan BSH17576-03 Revision C

Landscape Strategy - BSH 17576 31 Revision C
Soft Landscaping Proposals - BSH 17576 11 Revision C

Soft Landscaping Proposals - BSH 17576 12 Revision C
Soft Landscaping Proposals - BSH 17576 13 Revision C
Soft Landscaping Proposals - BSH 17576 14 Revision C
Soft Landscaping Proposals - BSH 17576 15 Revision C
Soft Landscaping Proposals - BSH 17576 16 Revision C
Soft Landscaping Proposals - BSH 17576 17 Revision C
Soft Landscaping Proposals - BSH 17576 18 Revision C
Soft Landscaping Proposals - BSH 17576 19 Revision C
Soft Landscaping Proposals - BSH 17576 20 Revision C

Proposed Adoptable Highway Areas - 4528:P500 Revision B
Refuse Tracking Layout - 4258:P90 Revision A
Proposed Road Sections Sheet 1 of 2 4528:P10 Revision A
Proposed Road Sections Sheet 2 of 2 4528:P11 Revision A
Proposed Road and House Levels - 4528:P02 Revision B
Proposed Road and House Levels Sheet 2 of 2 - 4528:P02 Revision B
Proposed Street Light Layout - 4528:P501 Revision A
Cross Sections Drawing ST-02-24

Overall Foul Surface and Water Strategy 4528:P01 Revision B

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with GEN7 of the Arun District Local Plan.

- 3 No development shall be carried out unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed buildings have been submitted to and approved by the Local Planning Authority. A 'statement of detail' shall be submitted setting out details of proposed windows and doors, details of the depth of recess/reveal from the brickwork, sills and lintels, brick bonding, brick detailing, eaves detailing and rainwater goods. The materials and 'statement of details' so approved shall be used in the construction of the buildings.

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with policy GEN7 of the Arun District Local Plan.

- 4 (a) Prior to the commencement of development or other operations being undertaken on site a scheme for the protection of the retained trees produced in accordance with BS5837:2012 (Trees in relation to design, demolition and construction: Recommendations), which provides for the retention and protection of trees, shrubs and hedges to be retained on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, shall be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved protection scheme.

(b) No operations shall be undertaken on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place.

(c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme.

(d) Protective fencing shall be retained intact for the full duration of the development hereby approved and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.

Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality.

- 5 No dwelling shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawings detailed in Appendix 6 of Transport Assessment (February 2014).

Reason: In the interests of road safety.

- 6 No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety.

- 7 No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Roundstone Lane in accordance with the approved planning drawings, Appendix 6 of Transport Assessment (February 2014). Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

- 8 No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

- 9 The garage buildings shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

- 10 No part of the development shall be first occupied until the roads, footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

- 11 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
 - building, engineering and other operations to be carried out only between the hours of 0800 and 1800 Monday to Friday, 0800 to 1300 Saturdays and shall not be carried out at any time on Sundays or Public Holidays;

Reason: In the interests of highway safety and the amenities of the area.

- 12 No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

- 13 Development shall not commence until a programme of archaeological work has been implemented in accordance with a written Archaeological Mitigation Strategy document to be submitted to and approved by the Local Planning Authority. The Mitigation Strategy shall include commitments to:

- carry out on site archaeological investigation in accordance with an agreed project design;
- preserve in situ and intact non-designated archaeological heritage assets that are demonstrably of equivalent significance to scheduled monuments (with reference to Historic Environment guidance in Paragraphs 132, 133 and 139 of the National Planning Policy Framework (March 2012));
- fully investigate, record, analyse and report, to a specification to be submitted to and approved by the Local Planning Authority, and to a standard proportionate to their significance, archaeological heritage assets that unavoidably will be affected adversely by development-related ground excavations;
- prepare and implement satisfactory procedures to communicate the findings of archaeological investigation to the local community.

Reason: To ensure the archaeological interests of the site are protected.

No development or preparatory works to be undertaken until an ecological mitigation report, as outlined in section 7.0 of the supporting Ecological Assessment (July 2012), has been submitted to and approved by the Local Planning Authority; mitigation shall be implemented in accordance with the approved details and timing of the works, unless otherwise approved in writing by the local planning authority.

Reason: To safeguard legally protected species, other notable species and notable habitats in accordance with Local Plan policies GEN28 & GEN29, and paragraph 128 of the National Planning Policy Framework.

- 15 Prior to the commencement of development, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of "superfast broadband" (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a dwelling, the provision of the highest available headline speed of broadband service to that dwelling from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To ensure suitable provision for all potential occupiers in accordance with paragraph 42 of the NPPF.

- 16 Landscaping (hard and soft) shall be carried out in accordance with the approved details. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the first occupation of each phase or sub phase of the development hereby permitted or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the phase or sub phase die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy GEN7 of the Arun District Local Plan.

- 17 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun District Plan policies GEN7 and GEN31.

- 18 Construction of the development shall not commence until details of the proposed means of foul water sewerage disposal have been submitted to, and approved in writing by the

Local Planning Authority in consultation with Southern Water. No dwelling shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 19 The developer must agree with Southern Water, prior to commencement of the development, the measures to be undertaken to protect the public water supply main.

reason: To protect existing underground apparatus from damage during the construction of the development.

- 20 Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, the recommendations of the SUDS Manual produced by CIRIA.

Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage.

No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.

Reason : To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 21 Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturers recommended design life. Upon completed construction of the SuDs System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure the efficient maintenance and on going operation of the SuDs system and to ensure the best practice in line with guidance set out in 'The SuDs Manual' CIRIA publication ref: C697 Chapter 22

- 22 No dwelling shall be occupied until refuse and recycling bins have been provided and space has been laid out for the storage in relation to that dwelling in accordance with details that shall have been submitted to and approved in writing by the local planning authority. Thereafter these areas shall not be used for any purpose other than the storage of refuse and recycling bins.

Reason: In the interests of the amenity of occupiers of nearby properties in accordance with Arun District Local Plan policy GEN7.

- 23 At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources. Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In order to seek to achieve high levels of energy efficiency in accordance with the aims of the NPPF.

- 24 Notwithstanding the approved plans, no development shall commence until details have been submitted to identify vehicular and pedestrian links up to the shared southern boundary have been submitted to and approved by the Local Planning Authority. The details so approved shall thereafter be implemented in accordance with the approved detail prior to the completion of the development.

Reason: To ensure that future links can be provided to neighbouring sites.

- 25 INFORMATIVE: Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

- 26 INFORMATIVE: Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

- 27 INFORMATIVE: Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure)(England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 28 INFORMATIVE: This decision has been granted in conjunction with a Section 106 legal agreement relating to education, highways, healthcare, libraries, fire & rescue services, leisure provision, affordable housing, public open space and sports pitch provision.

- 29 INFORMATIVE: A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern

House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel; 0330 303 0119) or www.southernwater.co.uk.

- 30 INFORMATIVE: A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel; 0330 303 0119) or www.southernwater.co.uk.