
LUKEN BECK

30 Carlton Crescent, Southampton, SO15 2EW

Mr Raymond Cole
Arun District Council
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

21 February 2020

Our Ref:
Your Ref: BE/77/16/OUT

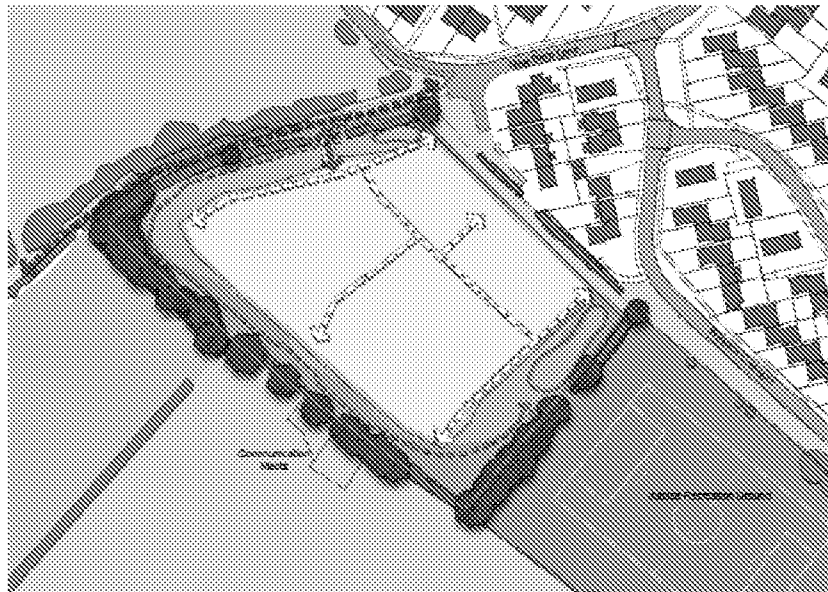
Dear Raymond,

**Land West of New Barn Lane, Bersted - Outline Planning Permission - BE/77/16/OUT
Application for Approval of Reserved Matters – Revised Submission**

Further to our recent meeting, please find revised plans and related documents which formally supersede those plans originally submitted with the above Reserved Matters application. Careful consideration has been given to your comments along with those from Highways, Landscape and Housing Officers and, as a result, the proposed layout has been amended to reflect the concerns expressed having regard to the outline planning permission and the approved Framework Masterplan which the revised layout now fully accords with.

With respect to the proposed revisions, I can confirm the following;

- The site is now highly permeable as shown on the submitted Permeability Plan Drawing No: P153 and provides a continuous green corridor and fully accords with the principles of the approved Framework Plan to which Condition 4 requires compliance.



Approved Framework Plan – Note links and green corridor which are now fully incorporated



RTPI

mediation of space · making of place

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Revised Layout with links incorporated to secure permeability throughout and beyond the site

In addition, individual house designs ensure that these areas are overlooked to ensure natural surveillance and to provide attractive frontages to all roads and footpaths within the development.

- Public Open Space is also provided in excess of that shown on the approved Framework Plan (namely 0.52ha which included the SUDs area, although this is predominantly a 'dry' feature) compliance of which is a requirement of the outline consent granted by the Secretary of State. The revised provision meets and exceeds this requirement and now provides accessible and well-connected greenspaces. I would therefore respectfully suggest we have met the requirements of the OPP in this regard.
- 111 car parking spaces are provided in addition to secure cycle parking which is considered adequate to serve the development. In considering the appeal, the Secretary of State's Inspector advised;

The car parking detail would be a matter for the reserved matters application. However, Mr Smith's proof confirms that parking would be provided at 2 spaces per dwelling in line with the requirement in the BNDP, Policy HDQ8. Parking is also addressed in Policy GEN12 of the LP and there is no identified conflict with this Policy.

As you will be aware, Policy HDQ8 of the made BNDP requires a minimum of 2 parking spaces per dwelling which is satisfied by our revised proposals. The outline planning permission (OLPP) was judged in the context of policies that preceded the recent adoption of revised parking guidelines including, for instance, 37 garage spaces shown on the illustrative masterplan drawing at Figure 10 of the Design and Access Statement. The applicant purchased the site on the basis of the approved quantum of development and in the expectation that garaging would be an acceptable form of parking for larger family homes. The proportion of garages has been reduced in the RMs submission (25 garage spaces are shown compared to 37 originally). The applicant would seek some flexibility in the Council's consideration of this matter during this transitional phase to new guidelines, to optimise housing delivery from this site and the marketability of the new homes, but would offer a willingness to consider exceeding the standard for EVCP's, including the provision of a communal EVCP, within the development in order to reinforce sustainability in exchange for that flexibility in the planning balance. In the unlikely event that the garaging would in practice deliver only 0.5 parking space the applicant would ask the Council to consider that the development would be self-contained and sufficiently distant from the existing neighbouring road network that any resultant

impacts would at worse be accommodated within the development rather than overspill into adjacent public highways.

- With respect to drainage, this, on the basis of the Secretary of State's decision, is a matter for discharge of pre-commencement conditions and is the subject of dialogue between Bellway's drainage and engineering consultants and the Council's Drainage Team. With WGWM now nearing completion a meeting took place between Bellway's Engineer and Paul Cann on 11th February 2020 to discuss the outcome and design ramifications of the monitoring. It was concluded that the worst case groundwater conditions are now understood for this site, that the current proposed RMs layout would not require amendments other than the use of lined attenuation features. It was understood that Mr Cann was going to up-date you on this matter but it need not delay the determination of the reserved matters decision any further.

Summary

The revised proposals fully comply with the approved parameters of the Outline Planning Permission as required by Condition 4 of the OPP and the revisions have responded positively to the comments provided by the Council. As such, it will deliver much-needed homes, including 15 affordable homes, which respects the site's context in an appropriate and sensitive manner.

In the light of the above and accompanying drawings, it is hoped that the application can now proceed to a favourable determination, however, should you require additional information or clarification please do not hesitate to contact me.

With kind regards,



David Jobbins MRTPI

Director

