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Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Date: 26 March 2018

Our ref: 14714/03/SSL/JLa/15597658v3

Your ref: PP-06794398

Dear Mr Eastern

Land West of New Barn Lane, North Bersted, Bognor Regis: Application for full planning permission for the formation of a New Access Road

On behalf of our clients, the Church Commissioners for England (CCE) and C.C. Projects, we have today submitted an application via the Planning Portal (ref. PP-06794398) for vehicular and pedestrian access to the above site from New Barn Lane. The proposed access would be to the site referred to as 'Land West of New Barn Lane' (LWNBL), which was granted outline planning permission (with all matters reserved) for 50 dwellings on 12 February 2018 after being called in by the Secretary of State (LPA ref. BE/77/16/OUT /appeal ref. APP/C/3810/V/17/3166900).

The application is for a:

"proposed new access from New Barn Lane to site at Land West of New Barn Lane and the relocation of 5 parking spaces"

It is comprised of the following documents:

- 1 Completed application form;
- 2 Biodiversity Checklist;
- 3 The following plans:
 - a Proposed Access to New Barn Lane (ref. A13395-T-001), Pell Frishmann
 - b Site Location Plan (ref. A13395-T-005 Rev. C), Pell Frishmann
 - c Block Plan (ref. A13395-T-004 Rev. C), Pell Frishmann
 - d Illustrative masterplan (ref. 7096-NBL-L_02 ref H), FPCR
- 4 This Cover Letter which includes a brief assessment against planning policy;
- 5 Transport Statement prepared by Pell Frishmann;
- 6 Arboricultural Assessment by FPCR;
- 7 Ecological Appraisal by FCPR;

A cheque for £234, payable to Arun District Council, has been sent to the Council under separate cover.



Background and planning history

The application site is immediately to the east of the LWNBL site, which has outline planning permission (with all matters reserved) for 50 dwellings.

Prior to submitting the application pre-application feedback on the proposed layout was sought from West Sussex County Council (WSCC), the Highways Authority. In its pre-application response WSCC advised that:

“The access plan retains the junction form as previously proposed and approved. The access has been designed in accordance with Manual for Streets parameters. The LHA have no objection in principle to the access arrangements.”

It went on to advise that at the application stage it will be necessary to have satisfactorily resolved any matters raised in a Road Safety Audit: Stage 1 (RSA1). An independent Stage 1 RSA has been completed, it concluded that there were no issues with the proposed design, although it did note that the revised location of a telegraph pole should be provided at the detailed design stage. This comment was accepted.

By way of background, in relation to the adjacent site to the north, Linden Homes was granted reserved matters approval on 12 December 2017 (ref: BE/113/17/RES) pursuant to planning permission ref. BE/18/17/PL. The approved plan showing cycle and parking storage includes the relocation of 5 car parking spaces on New Barn Lane (see drawing ref. 16-1103-009 of that planning application submitted as part of the reserved matters application).

The proposed development

The proposed development is would facilitate the provision of access to the LWNBL site. It would provide access from New Barn Lane to the 50 dwellings on the site. The proposed design would involve the relocation of the 5 parking spaces if provided by virtue of planning permission ref. BE/18/17/PL ahead of the proposed development being commenced. There would therefore be no net loss of parking and the spaces would remain conveniently located for residents. An illustrative masterplan (ref. 7096-NBL-L_02 ref H) is provided which indicates how this could be achieved without compromising the delivery of the outline planning permission (LWNBL).

The proposed design has been assessed by WSCC Highways, an independent RSA and is accompanied by an Arboricultural Assessment. These all conclude that the proposed layout is acceptable in principle.

Planning assessment

The statutory development plan for the site comprises the Arun District Local Plan (ADLP) (2003) and Bersted Neighbourhood Plan (BNP) (2014). The emerging Local Plan, which allocates the site for housing as part of the West of Bersted allocation is at an advanced stage, post-examination, and is a material consideration. The granting of outline planning permission on the LWNBL is a material consideration also.

Site access and the capacity of the highways network were considered by the Inspector in his report on the outline permission. At paragraph 5.19 the following is confirmed:

“Whilst Access C would require a separate planning application, there is no reason why that access could not be delivered. WSCC have indicated their approval, and the Applicants own all relevant land interests necessary to deliver that development.”

It should be noted that Access C corresponds with the proposals that are the subject of this planning application. He further concluded:

“In summary, there is no transport or highways related reason why planning permission should be refused in respect of the Proposed Development. In this regard, not only is the proposal wholly acceptable in terms of the matters raised by the Inspector and Third Parties (as discussed above), they are also wholly acceptable in terms of other, related matters such as Accessibility. As such, and as noted in paragraph 9.4 of the Statement of Common Ground (SOCG), the proposal accords with relevant policies, (GEN14, GEN15 of the LP, BNDP Policy HDQ8, and ELP Policy T SP1).” (Inspector’s Report para. 5.25, APP/C3810/V/17/3166900)

This provides a clear conclusion that in principle access to the site as proposed in this application is acceptable and accords with both the current development plan and emerging policy. Neither the ADLP nor BNP set out detailed policies on road layout. WSCC is the statutory consultee in this regard.

The Transport Statement shows the 50-unit residential development at the adjacent site, which will be served by the proposed access, is expected to generate less than one vehicle movement every two minutes in the weekday AM and PM peak hours. It is considered that the proposed site access design will be suitable for this level of traffic.

Pre-application feedback was sought from WSCC and received on 25 August 2017. WSCC raised no objection and requested that an RSA was carried out. This has been completed (and is appended to the Transport Statement) and no issues were raised other than the need to consider a revised location for the telegraph pole. We consider this could be subject to a condition if required.

The proposed layout of the road will make efficient use of land, avoiding harm to the existing oak tree at the northeast corner of the site, as shown in the Arboricultural Assessment. This demonstrates that the proposed development accords with BNP Policy ES6 which seeks the protection of trees with arboricultural and amenity value.

The layout will ensure an acceptable separation distance from existing properties. The design combined with the limited traffic generation will ensure that the amenity of neighbours will not be adversely impacted upon, ensuring compliance with ADLP Policy GEN32 (Noise and Amenity).

The proposed access is therefore acceptable in principle. The specific proposed layout has been assessed by WSCC Highways, an independent RSA and is accompanied by an Arboricultural Assessment. These all conclude that the proposed layout is acceptable.

Conclusion

The proposed development would accord with the Development Plan and is considered acceptable in principle by the Highways Authority (WSCC).

Granting permission for the proposed access would facilitate the development of the LWNBL site in providing the link to the public highway and is compatible with the permission granted for that site. If required, the relocation of the 5 parking spaces would not impact upon the delivery of the consented 50 dwellings.



We trust the application submission is clear and look forward to confirmation of validation. However, should you have any questions, please do not hesitate to contact me or my colleague Pauline Roberts.

Yours sincerely



Joe Garner
Senior Planner