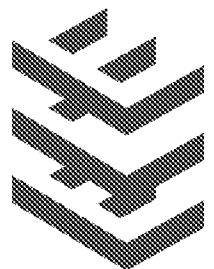


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Planning and Affordable Housing Statement

The Cottage, Shripney Road

May 2019



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Project Name: The Cottage, Shripney Road

Location The Cottage, Shripney Road, Bognor Regis,
PO22 9PA

Client: Castle Property Developments

File Reference: P1549

Issue	Date	Author	Checked	Notes
PL1	29/08/2018	P Oxley	B Daines	Initial
PL2	10/09/2018	B Daines	C Barker	Second draft
PL3	14/05/2019	B Daines	C Barker	Third draft
PL4	15/05/2019	B Daines	C Barker	Client Draft
PL5	23/05/2019	B Daines	C Barker	Planning Issue

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1. Introduction

1.1. This Planning and Affordable Housing statement has been prepared by ECE Planning Ltd on behalf of Castle Property Developments in support of an *'Outline planning application with all matters reserved except access for 31 No. houses and flats with car parking, landscaping and associated infrastructure & access off Shripney Road (A29), all following the demolition of the existing dwelling & outbuildings'* at The Cottage, Shripney Road, Bognor.

1.2. In support of the application, this statement will examine all relevant planning policy and guidance considering the effects of the proposed development on the site and surrounding area.

1.3. It should be noted that this application is a revision of the following planning consent, approved in 2018:

BE/63/17/OUT – *Outline planning application with some matters reserved (Access only) for 20No. houses & flats, 1No. replacement dwelling (21No. units in total) with car parking, landscaping & associated infrastructure & access off Shripney Road (A29) and new footway both along the site frontage and across the A29 traffic island, all following the demolition of the existing dwelling & outbuildings.*

1.4. This revised application for Outline Planning Permission is supported by the following documentation and drawings:

Planning Application Form and Notices
Planning and Affordable Housing Statement
Plans and Elevations
Design & Access Statement
Arboricultural and Planning Integration Report
Acoustic Planning Report
Preliminary Ecological Appraisal and Bat Activity Survey
Biodiversity Checklist
Flood Risk Assessment and Drainage Strategy
Transport Statement and Road Safety Audit
Validation Checklist

2. The Site

- 2.1.** The site is located adjacent to the A29 and to the east of Shripney Road and comprises a residential property known as 'The Cottage' as well as a number of out-buildings used for agricultural purposes. There is a public footpath (footpath 151) running east-west to the south of the site.
- 2.2.** The site is generally level, rising gradually towards the eastern boundary and has a range of trees, a number of which are subject to a Tree Preservation Order, mainly situated around the perimeter. The application site has a total area measuring 0.72ha and is currently accessed via Shripney Road.



Figure 1: Site Location Plan

- 2.3.** The surrounding area is considered to be semi-rural in character. However, immediately to the north of the site is the Robin Hood Pub and recently extended Premier Inn, part of which comprises a large two-storey structure facing the road. To the south of the site is a residential property known as 'Royce Cottage'. To the east (rear) of the site there is a ditch and arable field in open countryside. The western side of the A29, opposite the site, is built-up with chalet bungalows and two/two and a half storey residential properties, including a cul-de-sac style document at Barn Lane. Further to the west and north-west are residential and holiday caravan park sites (Pemberton Leisure Homes, Shripney Garden Caravan Park, and Marigolds Park Homes).

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- 2.4.** Despite the site's semi-rural location outside of the built up area boundary, it is still relatively sustainable and benefits from a bus stop located approximately 85m from the site on Shripney Road. Bognor Regis Train Station is located 2.4km from the site to the south and Barnham Train Station is located approximately 2.9km away to the north east. In addition to this, the site is located approximately 1.8km from Bognor Regis super store Tesco and Sainsbury's. The site therefore benefits from close proximity to a number of key local services.
- 2.5.** The site is located outside the built-up area and is not located within a conservation area nor is it located within an area at risk of flooding.

3. Planning History

3.1. The following planning applications are directly relevant to this current application.

3.2. **BE/63/17/OUT** – Outline planning application with some matters reserved (Access only) for 20No. houses & flats, 1No. replacement dwelling (21No. units in total) with car parking, landscaping & associated infrastructure & access off Shripney Road (A29) and new footway both along the site frontage and across the A29 traffic island, all following the demolition of the existing dwelling & outbuildings. This application is a Departure from the Development Plan. **Approved January 2018.**

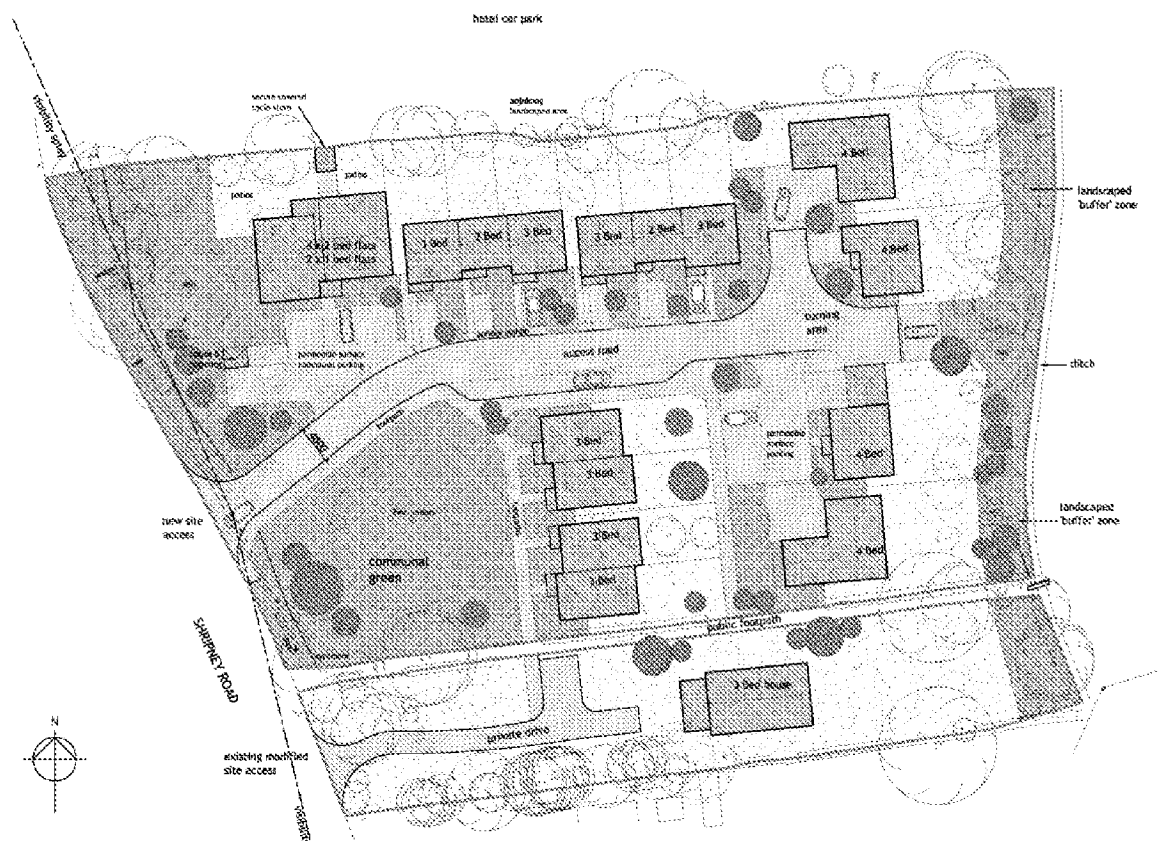


Figure 2: BE/63/17/OUT Indicative Site Layout of Approved Scheme

3.3. The planning officer concluded in the accompanying officer report that *“the proposed development would provide an additional 20 houses which are needed in Arun District... It is considered that the development would have a positive effect upon the supply and location of housing and therefore, the principle of residential development on this site would, in current policy circumstances and as set out in the NPPF, be acceptable.”*

3.4. It is therefore considered that this previous planning consent established the principle of development on the site and this is explored in further detail in section 6 of this Planning Statement.

3.5. BE/131/18/PL - Variation of conditions following the grant of BE/63/17/OUT relating to conditions 3-approved plans, 6-distinguish between the two phases of development so protective fencing for whole site is not required for just Phase 1 & any fencing is commensurate with phase of development being constructed, 7-Phase 1 can commence prior to construction of new vehicular access, 8- Phase 1 can commence prior to submission of plans & details incorporating the recommendations of the Road Safety Audit, 9-winter groundwater monitoring is only required for development on Phase 2, 10-refer to development on Phase 2 only as development on Phase 1 will not result in the discharge of any flows to watercourses or culverting, diversion, infilling or obstruction of any watercourse on site, 11-level of detail required regarding maintenance & management of SuDS system is commensurate with the relevant phase of development, 12-only refer to development on Phase 2, 14-SuDS management manual is submitted to local planning authority prior to construction of Phase 2 only, 15-Phase 1 can be occupied prior to construction of pedestrian access footways/crossing points, 16-Phase 1 development can be occupied prior to provision of visibility splays at proposed site vehicular access, 17-Phase 1 dwelling can be occupied prior to required installation of electric vehicle charging points & 18-allow development on Phase 1 to be occupied prior to implementation of SuDS scheme for the whole development (Phase 1 & 2) & prior to provision of as-built drawings & completion report. **Approved 29 April 2019.**

3.6. The above planning consent allows for a phased approach to implementation of the outline consent for 21 units.

4. The Proposal

- 4.1. The development proposal seeks outline planning permission for the demolition of the existing dwelling and associated outbuildings and the erection of 31 no. residential dwellings (including 30% affordable units) with associated landscaping and infrastructure, with all matters to be reserved apart from access at 'The Cottage', Shripney Road, Bognor.
- 4.2. The indicative proposed quantum of development is as follows:

Accommodation Schedule		
8no.	1-Bedroom Flats	c. 50sqm
7no.	2-Bedroom Flats	c. 61sqm
4no.	2-Bedroom Flats	c. 70sqm
11no.	3-Bedroom Houses	c. 93sqm
1no.	3-Bedroom House	c. 102sqm
Total; 31 Dwellings [43.6 dw/Ha - Site Area of 0.71Ha]		
Car Parking;	1 space per Flat 2 spaces (incl. car barns) per House 9 visitor spaces within lay-bys and parking courts	
Cycle Parking;	1 space per flat, 2 spaces per house within either car barns or sheds	
Refuse Storage;	Flats; within communal stores Houses; within rear gardens to be brought to property fronts on collection days only	

- 4.3. 30% of the dwellings would be affordable. The exact mix and tenure can be agreed with the Council during the course of the planning application, dependent on housing needs at the present time.
- 4.4. As set out in the accommodation schedule above, the proposed development would provide a mix of dwelling types to suit a variety of needs, ranging from 1 bedroom flats to 3 bedroom houses.
- 4.5. The residential units are all set back significantly from the front of the site behind communal green areas. Indicative elevations and streetscenes have been submitted with this application and show that the flat blocks facing the road would be 2 ½ storeys in height whereas the remainder of the dwellings would be two-storey. All the units are shown in the indicative plans to be of a brick and tile construction with timber boarding.
- 4.6. The main vehicular and pedestrian access to the site is via Shripney Road and a new pavement would be provided along the front of the site as well as a crossing point just south of the site access across Shripney Road.
- 4.7. The proposed development will provide 52 parking spaces, including 9 visitor spaces, as well as 43 cycle spaces. Three of these spaces would be located within a car barn.

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- 4.8.** Two significant areas of public open space will be provided adjacent the flat blocks on the front (west) side of the site. The cumulative area of these two open areas is 1,148sqm. The proposed semi-detached houses all have their own private gardens. In addition, it should be noted that there is a public footpath along the southern boundary of the site leading to countryside to the east of the site providing significant recreation benefits.
- 4.9.** The majority of trees on the site will be retained, including all the trees subject to a Tree Preservation Order. While a number of trees will be removed to facilitate the development, these are predominantly comprised of Category C trees. The amended scheme will not require any additional trees to be removed beyond that already approved under the extant outline consent BE/63/17/OUT.
- 4.10.** Additional planting is proposed to reinforce the existing hedgerows and vegetation on the boundary, and a 3m planted buffer is proposed on the eastern boundary.

5. Policy Overview

5.1. Introduction

- 5.1.1. A key role of the planning system is to regulate the development and use of land in the public interest. At the heart of the planning framework are Statutory Development plans, which seek to guide the decision making process. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires, that where the Development Plan contains relevant policies, an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.1.2. In this case, the Development Plan comprises the Arun District Local Plan (2018) and the Bersted Neighbourhood Plan (2014). The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are also material considerations.
- 5.1.3. This section considers how the proposed redevelopment complies with both National and Local Planning Policy.

5.2. National Planning Policy Framework (NPPF)

- 5.2.1. The NPPF was adopted in 2012 with a revised version published in February 2019. At its heart is the presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking (**paragraph 11**). There are three dimensions to sustainable development: *social, economic and environmental* which are identified at **paragraph 8**.
- 5.2.2. **Paragraph 68** states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 5.2.3. **Section 9** promotes sustainable transport and how this can be delivered through the planning system. **Paragraph 103** states that development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The site is located within a sustainable location.
- 5.2.4. **Section 12** of the NPPF is concerned about development ‘*achieving well-designed places*’ and under **paragraph 127** it states that ‘*planning policies and decisions should ensure that developments:*
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*

5.2.5. Overall, it is concluded that the proposals comply fully with the policy objectives of the National Planning Policy Framework.

5.3. National Planning Practice Guidance (NPPG)

5.3.1. The National Planning Practice Guidance (NPPG) was published by the Government in March 2014 and supplements those overarching objectives of the National Planning Policy Framework. The guidance provided by the NPPG has been fully considered in the creation of this application and the proposed conversion is seen to be fully compliant with it.

5.4. Arun Local Plan 2018

5.4.1. The recently adopted Arun Local Plan 2018 sets out the strategic vision, objectives, policies and proposals for development in the LPA to 2031 and beyond. The following policies in the Local Plan are considered relevant to this application:

5.4.2. **Policy SD SP1 – Sustainable Development** states that *'when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development ... proposals can be approved wherever possible...'*

5.4.3. **Policy H SP1 The Housing Requirement** states that at least 20,000 new homes will be accommodated in the District over the plan period (2011-2031). 847 of these homes are to be delivered via windfall sites which would include the application site. The provision of 31 new dwellings as a result of this planning application would provide a relatively small but valuable contribution to meeting Arun's challenging housing requirement.

5.4.4. **Policy AH SP2 Affordable Housing** states that *'for all developments of 11 residential units or more the Council will require a minimum of 30% of the total number of units proposed on site to be provided as affordable housing on the same site in the first instance.'*

5.4.5. **Policy D SP1 – Design** states that *'All development proposals should seek efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details...'*. This policy is further supported by **Policy D DM1 Aspects of Form and Design Quality**.

5.4.6. This outline application is supported by a Design and Access Statement and the layout, although indicative at this stage, seeks to reflect the characteristics of the site and the surrounding area.

5.4.7. **Policy D DM2 - Internal Space Standards** states that the planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance. The proposed development meets the Nationally Described Space Standards.

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5.5. Bersted Neighbourhood Plan (2014)

- 5.5.1. The policy most relevant to proposed application is **Policy ES1: Design of New Development** which states the following:

'New development which would have an effect on the appearance or character of the surrounding area should be of a high quality design and should contribute to local character by creating a sense of place appropriate to its location.'

- 5.5.2. **Policy ES6: Protection of trees** states that 'development proposals must be designed to retain wherever possible ancient trees or trees of good arboricultural and amenity value.'

- 5.5.3. The proposed development has been designed to ensure all key trees on the site are retained, including those subject to a Tree Preservation Order.

- 5.5.4. Policy GA1 – Pedestrian and Cycle connections states that '*support will be given to proposals which would increase or improve the network of footpaths, footways and cycleways either by making land available for that purpose or by means of financial contributions through legal agreements or (when adopted for the District) the Community Infrastructure Levy.*'

- 5.5.5. The proposed development will provide a new footpath along the front of the site, adjacent Shripney Road, as well as a crossing point across Shripney Road and will therefore improve the pedestrian environment in this area.

- 5.5.6. **Policy HDQ2 – Integration of new housing** states that '*proposals for new housing must ensure that the new homes are well connected to the surrounding area and visually integrated with their surroundings.*'

- 5.5.7. **Policy HDQ3 – Windfall Sites** states that '*permission will be granted for small residential developments on infill and redevelopment sites within the Parish subject to the policies of this plan being met.*'

- 5.5.8. The application site would comprise a windfall site and would make a valuable contribution to meeting the housing needs of Bersted Parish.

- 5.5.9. **Policy HDQ4 - Housing mix** states that '*proposals for new housing must deliver a range of house types and tenures.*'

- 5.5.10. The proposed development seeks to deliver a range of dwellings from 1 bedroom flats to 3 bedroom houses.

- 5.5.11. Policy HDQ6 – Outdoor space states that '*a private outdoor garden amenity space, or a shared amenity area must be provided for all new dwellings.*'

- 5.5.12. The proposed development provides public open space to meet the needs of the occupants of the proposed flats, and each of the houses have their own rear private gardens.

6. Planning Appraisal

6.1. Introduction

6.1.1. The principal issues which relate to this proposal are as follows:

- **Principle of Development**
- **Site Layout and Design**
- **Affordable Housing Statement**
- **Residential Amenity**
- **Transport and Highways**
- **Flood Risk and Drainage**
- **Trees**
- **Ecology**
- **Landscape Statement**
- **Noise**

6.2. Principle of Development

6.2.1. Outline planning permission has already been granted for 20 new dwellings on this site (as well as a replacement dwelling to the south) (ref: BE/63/17/OUT) and this consent was recently updated to allow for a phased approach to development under BE/131/18/PL, as set out in section 3 of this Planning Statement. Whilst the site is outside the Built Up Area Boundary and located within the Countryside, in light of the Council's housing supply position at the time of the previous application (2.08 years supply of housing), the Council weighed up the overall planning balance for the proposed development and, despite conflict with policies in both the Arun Local Plan (2003) and the Bersted Neighbourhood Plan (2014), concluded the following in the Officer's report:

'It is considered that the proposal is clearly socially and economically sustainable. It is not considered that the proposal would adversely affect the ecology of the site or the existing high value (and now protected) trees.'

'The definition of sustainable development does not simply relate to accessibility of services and facilities and it is considered, on balance, that the proposal would be environmentally, socially and economically sustainable and would therefore benefit from the NPPF presumption in favour of sustainable development.'

Although Arun now have a newly adopted Local Plan, this does not change the conclusion of the officer's report that the residential development of this site would constitute sustainable development.

The amended proposal for this site proposes 31 dwellings, 11 more dwellings than the approved outline application. This would have additional social and economic benefits through the provision of additional housing, but would have no notable additional environmental impacts as demonstrated in this Planning Statement.

Therefore, despite being outside the Built up Area Boundary, in light of the existing outline permission on the site establishing the principle of development, the application site should be considered a windfall site providing much needed deliverable housing in the short term to help Arun meet its challenging housing requirements.

6.3. Site Layout and Design

- 6.3.1. Whilst this application seeks outline planning permission for access only, an indicative layout has been submitted as part of the application. Although the application proposes 10 additional dwellings to the previous approved outline application (ref: BE/63/17/OUT), the proposed site plan submitted with this application demonstrates that the site can comfortably accommodate 31 dwellings whilst still retaining generous amounts of public open space, private gardens for the houses, adequate vehicular turning and parking, as well no loss of any more trees than previously approved. The proposed density of the development would still be relatively low at 43 dwellings per hectare and the layout of the site has been designed to ensure visual permeability through it. This can be seen in site elevation BB (figure 3) which shows the most easterly row of houses at the rear of the site.



Figure 3: Site elevation BB (east)

- 6.3.2. The new layout also retains almost the same amount of setback from the road frontage as the previously approved scheme. Only flats 1-9 are marginally closer to Shripney Road.
- 6.3.3. The proposed flat blocks would be 2½ stories in height which, while slightly higher than the previously approved scheme, would be comparable in height to the Robin Hood / Premier Inn building immediately to the north (see figure 3). There are also 2 ½ storey residential buildings on the other side of Shripney Road so the height and design of the flat blocks would not appear out of character or unsympathetic to the existing streetscene. Additionally, the development would be significantly screened by the trees and vegetation on the boundaries of the site.
- 6.3.4. The remainder of the proposed houses on the site would be two-storey in height. The indicative materials used for all the residential units would be brick and tile with timber boarding which are entirely concordant with materials used in the surrounding area.
- 6.3.5. The design, layout, appearance and materiality of the development is set out in further detail in the accompanying Design & Access Statement.



Figure 4: Premier Inn adjacent the application site

6.4. Affordable Housing Statement

- 6.4.1. This application proposes the development of 31 residential units and, in line with Policy AH SP2 Affordable Housing of the Arun Local Plan, at least 30% of these units will be affordable. The exact mix and tenure can be agreed with the Council during the course of the planning application, dependent on housing needs at the present time.

6.5. Residential Amenity

- 6.5.1. The layout of the site has been designed to ensure that there are no impacts on the amenities of neighbouring properties to the south or temporary residents of the hotel to the north.
- 6.5.2. A reserved matters application has been submitted for a replacement dwelling south of the current outline application site but included within the red line of the previously approved outline application BE/63/17/OUT. The replacement dwelling sits in a spacious plot and the distance between this replacement dwelling and the proposed flat block is approximately 14m at its closest point which is sufficient to ensure that the flat block would not appear overbearing. There are no windows proposed in the south elevation of the proposed southernmost buildings and, as a result, they would have no impact on the privacy of the proposed chalet bungalow to the south. The proposed residential units are also located to the north of the proposed chalet bungalow and would therefore have no impact on the light available to this proposed property.

6.6. Transport and Highways

- 6.6.1. The proposed development will provide 52 parking spaces, including 9 visitor spaces, as well as 43 cycle spaces.

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- 6.6.2. A Transport Statement has been produced by transport consultants Motion and has been submitted with this planning application. This Statement has been informed by discussions with West Sussex County Council (WSCC) in relation to the previously approved outline application on the site: BE/63/17/OUT.
- 6.6.3. Vehicular access to the proposed development will be via a new access from Shripney Road, which will be in the same location and design to that approved under outline application BE/63/17/OUT. The visibility splays (2.4m x 120m) from the access are also fully in accordance with those agreed with the Highways Authority (WSCC). The access road into the site will be 4.8 metres wide to allow two vehicles to pass each other.
- 6.6.4. A new pedestrian footway will be provided along the front of the site adjacent Shripney Road and this will provide safe access for the new residents to the public footpath which runs along the southern boundary of the site, and would link to the Premier Inn to the north. A new uncontrolled crossing point is also proposed across Shripney Road which will assist persons crossing the A29 to access the footpath on the western side which links to Bognor Regis to the south
- 6.6.5. The Transport Statement concludes the following:
- 'It is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.'*
- 6.6.6. A Road Safety Audit update has also been undertaken for the proposed development which demonstrates that the Audit Team are satisfied that the proposed access would have no highway safety implications.

6.7. Flood Risk and Drainage

- 6.7.1. The site is located within Flood Zone 1 and therefore has a low probability of flooding from tidal and fluvial sources. A Flood Risk Assessment and Drainage Strategy has been produced by consultants Hilson Moran which concludes that the risk of flooding from all sources (tidal, fluvial, groundwater, surface water, sewers) is negligible/of neutral significance.
- 6.7.2. A sustainable drainage strategy has been designed for the proposed development to ensure that the rate of runoff generated from the site will be maintained at the current greenfield rate. This strategy proposes the use of water butts and permeable pavements. Within the proposed development, the parking areas can be permeable paving underlain with geocellular storage tanks as shown in figure 5-3 in the Flood Risk Assessment and Drainage Strategy. This could cover a total area of approximately 870 sqm and would equate to 248m³ of storage. Roof drainage from residential areas will be directed to the subsurface storage system through traditional surface water drainage infrastructure, wherever possible. All such structures will be designed to attenuate run-off from at least the 1 in 100 year annual rainfall event with run off discharging ultimately via infiltration. However, levels on the site are sufficient to allow the structures to discharge to the drainage ditch to the east of the site if required, as shown by the overflow pathways on Figure 5-2 of the Flood Risk Assessment and Drainage Strategy.
- 6.7.3. Having regard to the disposal of foul water, a connection to the local adopted foul sewerage is proposed to the west of the site into the existing foul sewer which runs along Shripney Road. Southern Water did not have any fundamental objections to the previous planning consent.

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6.8. Trees

- 6.8.1. The proposed development of 31 residential units would not result in the loss of any more trees than the previously approved outline application for 21 units (ref: BE/63/17/OUT). The majority of trees on the site will be retained, including all the trees subject to a Tree Preservation Order.
- 6.8.2. The proposed development has been specifically designed to ensure that the new dwellings would have no detrimental impacts on the long-term health of the retained trees on the site. An Arboricultural & Planning Integration Report has been submitted in support of this planning application.

6.9. Ecology

- 6.9.1. This planning application has been supported by a Preliminary Ecological Appraisal (PEA) and a bat activity survey, prepared by the Ecology Partnership. Their report confirms that the site is not designated for its nature conservation value nor does it lie adjacent to any designated sites. The habitats on site are common and widespread throughout the local area and the UK as a whole. The report recommends a number of ecological enhancements that could be provided on site to reduce potential ecological impacts.
- 6.9.2. The bat activity survey confirmed that none of the five trees considered to have potential for use by bats were actually in use by roosting bats at the time of the survey. However, a pipistrelle was seen to emerge from building 1 (the main existing house) on the dusk survey in September 2016. It is therefore considered that the demolition of this building should be undertaken under Natural England license. The report also includes a mitigation and enhancement strategy which includes, amongst other things, bat tubes, four bat boxes and a sympathetic lighting scheme.

6.10. Landscape Statement

- 6.10.1. A Landscape Statement (May 2017) was produced by Huskisson Brown Associates to support the previously approved outline application (ref: BE/63/17/OUT). The Landscape Statement considered that with the correct siting, design and architectural and landscape treatment, the development can provide a positive enhancement to the existing site with positive impacts on the physical and visual character and quality of the surrounding landscape.
- 6.10.2. The proposal for 31 residential units has been informed by this Landscape Statement and, at 43 dwellings per hectare, remains a low-medium density development. The height of the proposed buildings on the site are comparable to the Robin Hood/Premier Inn immediately to the north and visual permeability is retained throughout the site through careful spacing of the dwellings and the use of hipped roofs where necessary. A significant number of existing trees on the site are retained and there will be additional planting to provide buffers to the site boundaries. This will help to ensure that the development is physically and visually integrated into the landscape and does not have a detrimental impact on the landscape character.
- 6.10.3. It is therefore considered that, having regard to the previously approved outline application, any additional impacts on the landscape as a result of the increase in the number of units, would be negligible.

6.11. Noise

- 6.11.1. A noise assessment was undertaken by Hilson Moran given the proximity of the site to Shripney Road. The assessment concludes that suitable internal noise levels can be achieved on the most exposed residential façade with the use of double glazing. Noise levels in private gardens will be compliant with Arun District Council's requirements, and whilst the noise levels in the communal outdoor amenity areas closer to Shripney Road are predicted to exceed the criteria by 5-10db, considering the proximity to Shripney Road, it is not considered practicable to achieve compliant levels in all proposed communal amenity areas. It should also be noted that the previous planning consent for 21 units, which also incorporated communal amenity areas adjacent to Shripney Road, was considered to be acceptable by the Council.

7. Conclusions

- 7.1. This Planning Statement has been prepared on behalf of Castle Property Developments in support of their outline planning application at The Cottage, Shripney Road for the following:

'Outline planning application with all matters reserved except access for 31 No. houses and flats with car parking, landscaping and associated infrastructure & access off Shripney Road (A29), all following the demolition of the existing dwelling & outbuildings'.

The principle of development on this greenfield site has already been established through a previous planning consent (BE/63/17/OUT) for 21 units on the site. This proposal demonstrates that 31 units can be achieved on the site through a high quality design and layout at relatively low density (43dph).

The proposed development would make a significant contribution to Arun's housing requirements in an unconstrained and relatively sustainable location.

The design, height and materials of the residential units would be in keeping with development in the surrounding area and would be significantly screened by existing trees and vegetation along the front boundary of the site.

The increase in the quantum of development on the site would have no additional impacts on the trees on site that are subject to a Tree Preservation Order. Additionally, there would be no greater impacts on the highway network as a result of the increase in units.

When compared to the extant outline consent on the site for 21 units, the proposed development would have a number of additional social and economic benefits through the provision of more housing (including a further 3 affordable houses) but with no additional environmental impacts.

It is therefore considered that the proposed development complies with the NPPF and relevant policies in the Arun Local Plan (2018) and the Bersted Neighbourhood Plan (2014). The Council is therefore respectfully requested to grant outline consent.