

Batcheller Monkhouse



Planning Statement

Proposed erection of four dwellings
with associated car parking

at

Land to the rear of Clare Court
67 Barnham Road
Barnham
PO22 0EP



On Behalf of
Mrs E. Bradley

Prepared by
Clare Bartlett MRTPI PIEMA



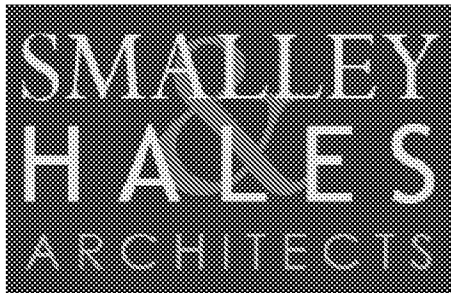
February 2022

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Appendix A - Pre-application response from Arun District Council

Appendix B - Pre-application response from West Sussex County Council



1 INTRODUCTION

- 1.1 This report has been prepared on behalf of Mrs Bradley in support of a full planning application for land to the rear of Clare Court in Barnham. The description of development is as follows:

Erection of 4no. dwellings and associated car parking

- 1.2 The proposal has been the subject of a positive pre-application enquiry response received from Arun District Council in June 2021.
- 1.3 This report provides details of the site and the surrounding area and appraises the scheme against all relevant planning policy, guidance documents and any other material considerations.
- 1.4 The report should be read alongside the following documents which together form the planning application submission:

Plans	
Drg No. SHA 01- Site Location Plan	Drg No. SHA 08 Proposed Roof Plan
Drg No. SHA 02B As Existing Block Plan	Drg No. SHA 09 Proposed East Elevation
Drg No. SHA 03B Proposed Block Plan	Drg No. SHA 10 Proposed West Elevations
Drg No. SHA 04B As Existing Site Plan	Drg No. SHA 11 – Proposed North Elevations
Drg No. SHA 05F Proposed Site Plan	Drg No. SHA 12 – Proposed South Elevations
Drg No. SHA 06A Proposed Ground Floor Plan	Drg No. SHA 13 – Proposed Visual

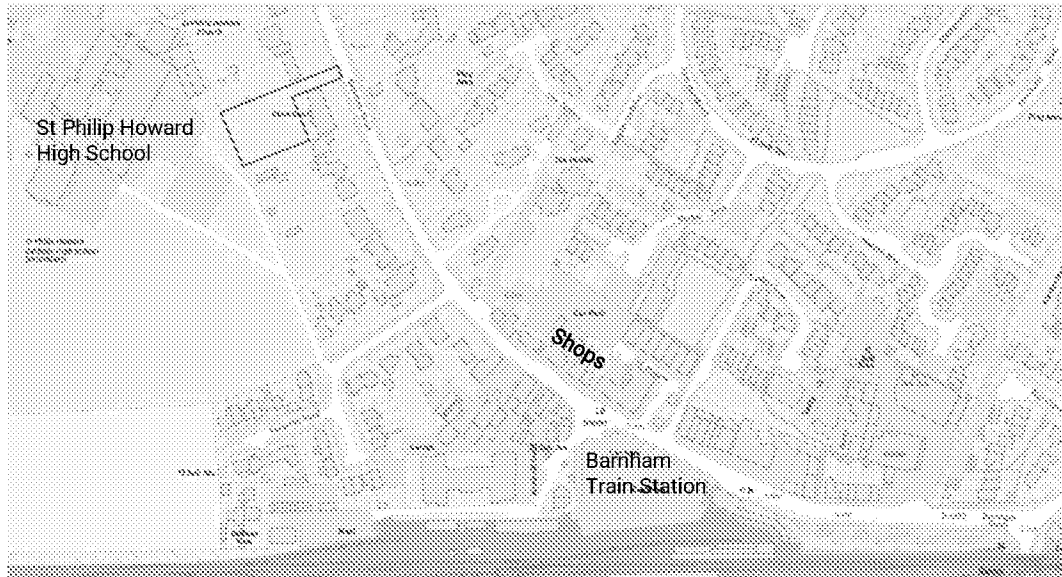
Drg No. SHA 07A Proposed First Floor	Drg No. 1803072/TS – Topographical Survey
Documents	
Application and Ownership Forms	Preliminary Ecological Appraisal
CIL Forms 1 and 2	Tree Survey & Arboricultural Assessment
Planning Statement	Foul and Surface Water Drainage Report and Impact Assessment
Design and Access Statement	Heritage Statement
Transport Statement	

2 THE SITE

2.1 Application Site

- 2.1.1 The application site is located on the western side of Barnham Road in Barnham, West Sussex. The site is located to the rear of a block of flats known as Clare Court and is accessed via the same entrance onto Barnham Road.

Figure 2.1 – Site Location



- 2.1.2 The site extends to approximately 0.18 hectares and comprises mainly grassland. The site is maintained by the applicant but is not used.

Figure 2.2 – Photograph of the site looking eastwards towards the rear of Clare Court



- 2.1.3 The site is bordered by Clare Court to the east, residential properties to the north and south, and St Philip Howard High School to the west.

2.2 The Wider Area

- 2.2.1 Barnham centre is a short distance away with a grocery store, pharmacy, opticians, and food takeaway and coffee outlets all within 200 metres of the site. Barnham train station, taxi rank and bus stops served by the 8A, 85A, 66 Compass buses are within 300m of the site. There is a continuous pavement between the site and these shops and services making it a highly sustainable location.

2.3 Environmental Designations

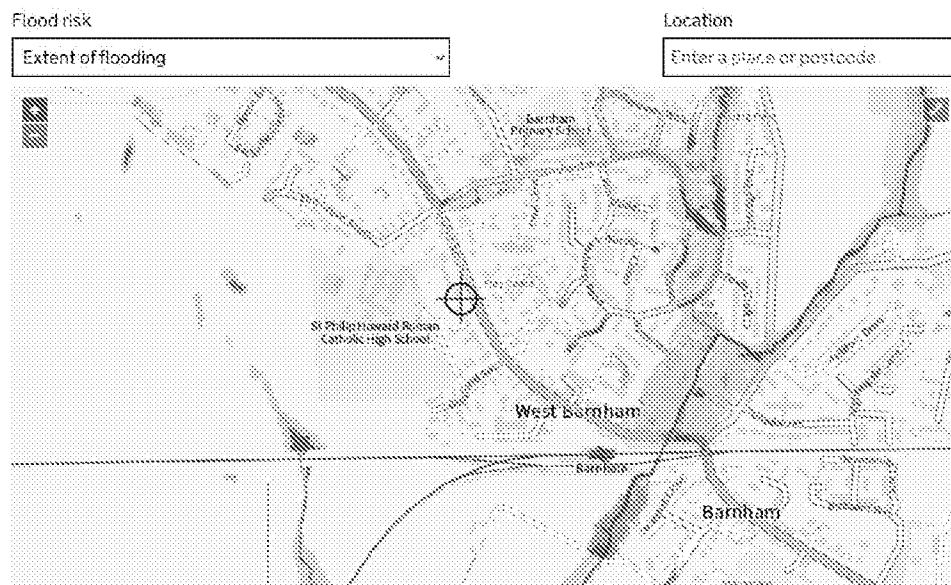
- 2.3.1 The site lies within the built-up area of Barnham.
- 2.3.2 The flood map for planning shows the site to be located within Flood Zone 1 with a low probability of flooding. The site is also at low risk of surface water flooding and very low risk of flooding from rivers and the sea.

Figure 2.3 – Flood Risk Mapping (Source: <https://www.gov.uk/check-long-term-flood-risk>)

<https://check-long-term-flood-risk.service.gov.uk/map?mapping=155612&extent=1%2F46121&map=SurfaceWater>

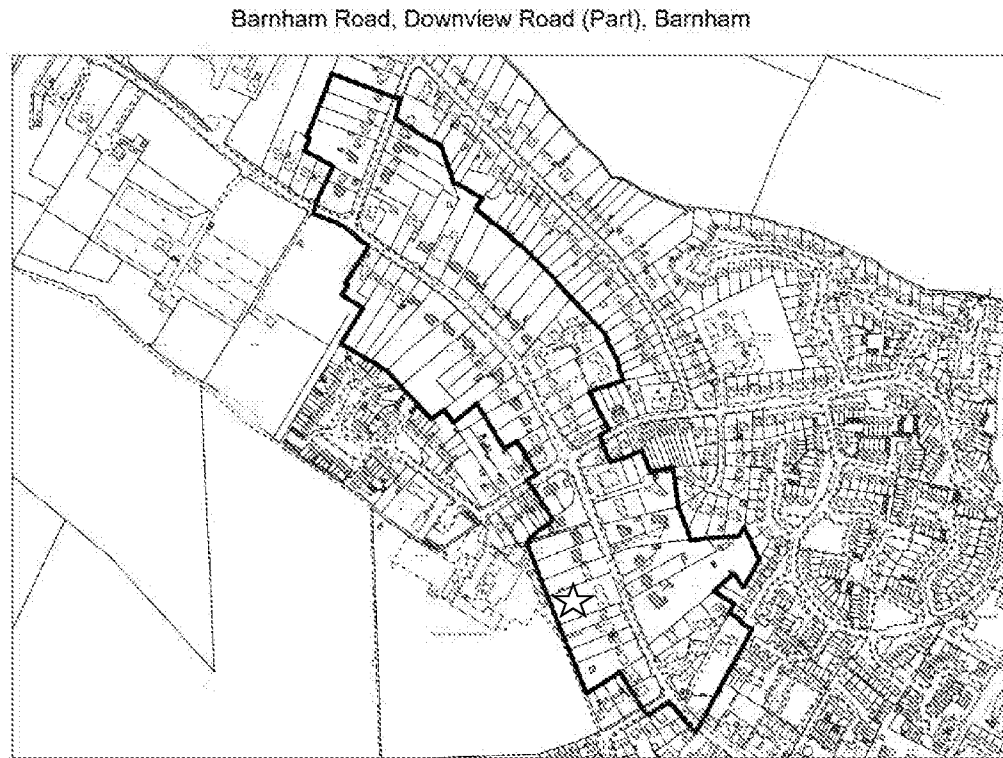
Learn more about this area's flood risk

Select the type of flood risk information you're interested in. The map will then update.



- 2.3.3 The site is also located within the Barnham Road Area of Character which was first designated in 1997. The Edwardian style dwellings on Barnham Road, which does not include any of the buildings immediately surrounding the application site, are considered to substantially enhance the area. These are highlighted in red on the plan below.

Figure 2.4 – Barnham Road Area of Character Map (Application Site marked with a star)



3 PLANNING BACKGROUND

3.1 Planning History

- 3.1.1 The site has not been the subject of any recent applications.

3.2 Pre-Application Enquiries

Planning

- 3.2.1 A pre-application enquiry was submitted to Arun District Council in March 2021 (ref PAA/50/21) for the erection of 4no. 3 bedroom houses on the site. The houses were to be arranged as two pairs of semi-detached houses, sharing the existing access with Clare Court on to Barnham Road.

Figure 3.1 – Pre-Application Proposed Site Plan and East Elevation



- 3.2.2 The scheme proposed 2 car parking spaces and secure cycle storage for each house.
- 3.2.3 The pre-application advice received, dated 3rd June 2021, was supportive of both the principle and detail of the scheme. In summary the advice stated:

- The site is in the Built-Up Area Boundary where new development should be focused and where it is acceptable in principle in this location.
- The creation of 4 new homes would support the housing supply and help to meet identified housing need.
- There is an example of similar development at No.97.
- The surrounding area is mixed in design and style and the proposal appears sympathetic in design to the area, although due to their siting will not be visible from the wider area.
- The proposal is not considered to impact on the Area of Special Character.
- Due to the separation distances between the proposed and existing dwellings the scheme would not result in adverse overbearing or overshadowing.
- Although noise generated by an intensification of vehicle movements on the private access road is not likely to be significant, the scheme should demonstrate how noise can be mitigated.
- The size of the dwellings and their rear gardens would meet policy/guidance.
- Any communal bin storage should be located near or adjacent to the highway and be suitably enclosed and landscaped. Maximum pulling distances and vehicle access requirements should be complied with.
- ADC Parking Standards require 2 car parking spaces and 2 cycle spaces per 3 bed house in this location (Parking Behaviour Zone 2). 1 charging point per house should be provided.
- The houses should incorporate energy efficiency measures, sustainable construction methods and incorporate renewable and low carbon energy supply systems, for example solar panels.
- The site falls within Flood Zone 1 and is at low risk of flooding.
- The site lies within the Barnham Rife Catchment Area. Minor development must be accompanied by a Drainage Impact Assessment that must take account of both individual and cumulative impacts on foul water disposal, floor water

storage capacity and surface water drainage or flood flows within the Lidsey Wastewater Treatment Works Catchment Area.

- A Biodiversity Enhancement Plan and tree survey should be provided.
- Were an application to be submitted it would be likely to be approved subject to compliance with policy and issues such as parking, biodiversity and drainage.

3.2.4 A copy of the pre-application response is attached at Appendix A.

Highways

3.2.5 A pre-application enquiry was also submitted to West Sussex County Council Highways Department seeking advice on parking, access, visibility splays, refuse collection and turning arrangements for larger vehicles. This was submitted to WSCC on 17th March 2021.

3.2.6 Advice was received on 6th April 2021 (ref PRE-34-21) and below is a summary of the main points:

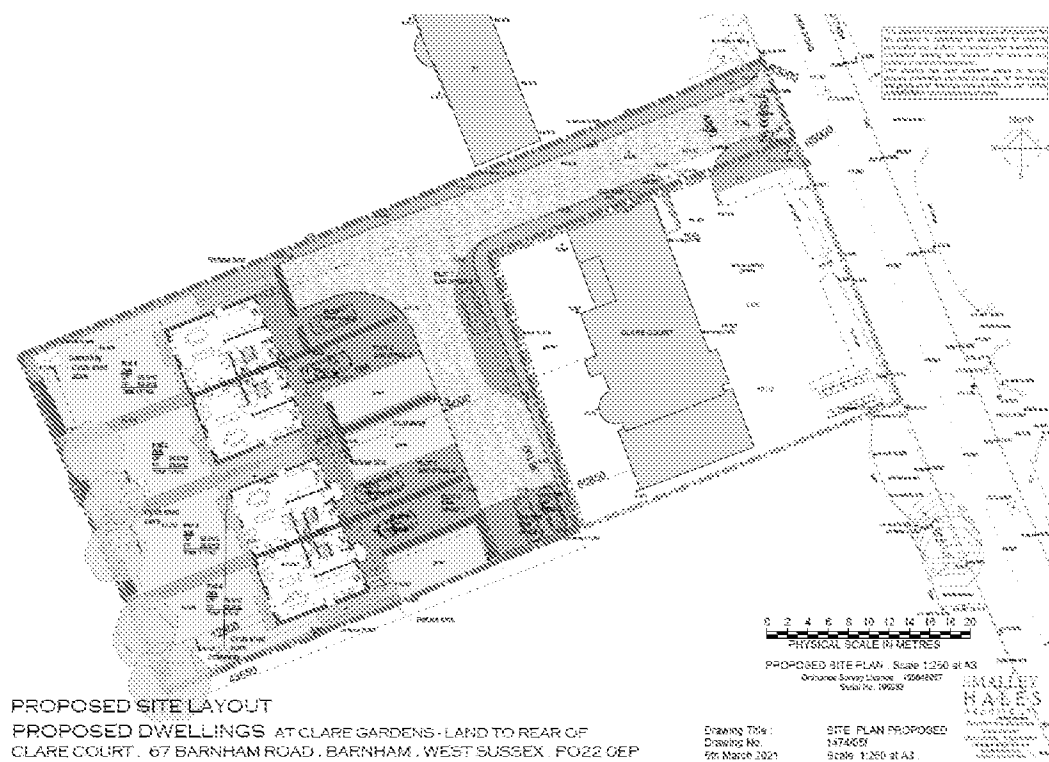
- The existing access is of sufficient width to allow two vehicles to pass.
- Visibility splays of 43m at the existing access in each direction are achievable. Northern splays fall partly on neighbouring land not owned by the applicant but the existing access has served the existing apartments for some time without any evidence of highway safety concerns.
- No evidence of the existing access operating unsafely or that the proposed development would exacerbate an existing safety concern.
- Parking provision should be provided in accordance with the WSCC Car Parking Demand Calculator which would require 3 parking spaces per dwelling to be provided (our note – this differs from Arun DC advice and is covered in more detail within section 6 of this report).
- Cycle parking arrangements are acceptable.
- Active EV charging points should be provided in accordance with EV sales rates within the county. Ducting should be provided to all remaining parking spaces.

3.2.7 A copy of the pre-application response is attached at Appendix B.

4 PROPOSED DEVELOPMENT

- 4.1 The planning application proposes a very similar development to that presented at the pre-application stage. 4no. houses are proposed, arranged as two pairs of semi-detached houses.
- 4.2 The houses would be sited to the rear of and parallel to Clare Court. A distance of 27 metres would be provided between the front of the new dwellings and the nearest rear elevation of Clare Court.

Figure 4.1 – Proposed Site Layout



- 4.3 Each dwelling provides 117sqm (GIA) of floorspace arranged over two floors comprising an open plan kitchen/diner/living room, office/utility room, w/c, three bedrooms and a family bathroom.
- 4.4 Each dwelling has a private rear garden with a depth of 12.1 metres. Front gardens have a depth of 9.5 metres, although this is partially reduced to 3.3 metres for plot one. This allows for the planting of trees and shrubs to the front of each property.

- 4.5 The houses are of traditional design with detailing to porches, the addition of chimneys, flat and arched courses over doors and windows featuring deep brick reveals and the use of traditional materials such as brick and clay tiles.

Figure 4.2 – Proposed East Elevations



- 4.6 2no. designated parking spaces are provided to each property which are located either on a driveway or the surfaced area in front of the houses. 2no. visitor spaces are also provided to the front of the houses.
- 4.7 Each house will be provided with secure cycle storage and a bin store within each plot. Bins can either be left at the end of each driveway, or alternatively a hammerhead turning is provided to allow for the turning of a refuse vehicle.
- 4.8 Approximately 70 metres of native hedge planting is proposed along the site's western and northern boundaries. This will connect with an existing hedgerow to the west which in turn links to the railway verge, adding to this green network for bats, birds and invertebrates. The hedge on the northern boundary will also serve to absorb noise that might arise from residents' cars.

- 4.9 The west elevations of each house will feature a total of 6no. bat boxes. House sparrow, swift and tit/wren boxes will also be installed on the southern and eastern elevations.



5 PLANNING POLICY

5.1 Introduction

- 5.1.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the policies of the Development Plan unless material considerations indicate otherwise.
- 5.1.2 In this instance the Development Plan comprises the Arun Local Plan 2011-2031 (adopted July 2018) and the Barnham and Eastergate Neighbourhood Development Plan 2014-2029 (made June 2014).
- 5.1.3 The National Planning Policy Framework, Arun Parking Standards Supplementary Planning Document (SPD), Arun District Design Guidance SPD and the Barnham & Eastergate Parish Design Guide are material considerations.

5.2 National Planning Policy Framework (NPPF)

- 5.2.1 The NPPF sets out a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking (paragraph 11).
- 5.2.2 There are three dimensions to sustainable development: social, economic and environmental (paragraph 8). Residential developments play an important role in the provision of sustainable development with the delivery of high-quality homes in the right location contributing towards the social, economic and environmental health of the district.
- 5.2.3 The NPPF states that development proposals which accord with the development plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:
- The application of policies in the framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

5.2.4 For applications proposing housing, policies can be deemed out of date where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer) or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years. This is relevant to housing applications in the Arun district as the Council has stated in its most recent Monitoring Report that it can only currently demonstrate a 2.42 year housing land supply. The housing requirement measurement is just 65%.

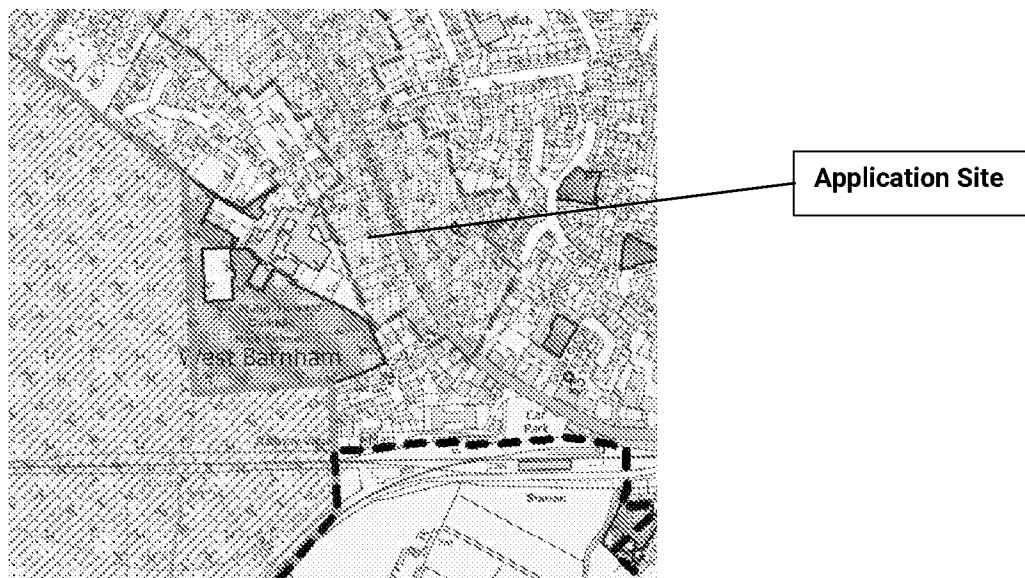
5.2.5 The presumption in favour of sustainable development therefore applies to applications involving the provision of housing, unless the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits

5.3 Development Plan

Arun District Local Plan 2011-2031

5.3.1 The accompanying Proposals Map identifies the site as lying within the built-up area, Area of Character (Barnham Road) and the Sharp Sand and Gravel Minerals Safeguarding Area.

Figure 5.1 – Arun District Local Plan Proposals Map Extract



- 5.3.2 Policy SD SP1 states that the Council will take a positive approach when considering development proposals that reflects the presumption in favour of sustainable development. The policy sets out the spatial strategy for the district up to 2031. Of particular relevance is the strategy's aim to provide for growth of the sustainable villages whilst maintaining their setting within the open countryside. Also the provision of 20,000 homes of an appropriate scale and tenure to meet the housing needs of the community.
- 5.3.3 Policy SD SP1a seeks to maintain the district's unique character as a coastal location set against the South Downs whilst ensuring that the needs of the community are met through sustainable growth and the provision of suitable services. – Strategic Approach
- 5.3.4 Policy SD SP2 seeks to focus new development within the Built-Up Area Boundary.
- 5.3.5 The Council will seek a mix of dwelling types and sizes that adheres to the latest Homes and Communities Agency design guidance. Policy H DM1 states that developers should have regard to the most up to date version of the Strategic Housing Market Assessment (SHMA). The most up to date SHMA is the 2016 GL Hearn update to the 2012 SHMA which notes that greater provision of 2 and 3 bed units is required.
- 5.3.6 Policy D SP1 requires all development proposals to seek to make efficient use of land whilst reflecting the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.
- 5.3.7 Policy D DM1 sets out the aspects of form and design quality which will be taken into consideration when assessing development proposals. These include character, appearance, impact, innovation, adaptability, innovation, adaptability, crime prevention, trees and woodland, solar gain, public realm, layout, public art, density and scale. Development should also comply with the Arun District Council Design Guide.
- 5.3.8 Policy D DM2 requires internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs.

- 5.3.9 Policy ECC SP1 states that the Council will support development which is located and appropriately designed to adapt to impacts arising from climate change. Policy ECC SP2 requires all new residential development to be energy efficient.
- 5.3.10 Policy T DM1 requires all new development to be located within easy access of established public transport services, existing pedestrian networks, existing and aspirational cycle networks and the green infrastructure networks which link development with key destinations. Provision for cycling and pedestrian facilities should be provided for, for example through the provision of cycle storage.
- 5.3.11 Policy HER SP1 requires development proposals to conserve or enhance the historic environment. Non-designated heritage assets, including Areas of Character, will need to be conserved or enhanced in a manner appropriate to their significance and contribution to the historic environment.
- 5.3.12 Policy HER DM4 states that planning permission will be granted within Areas of Character which retain buildings and features which make positive contributions to the special character of the areas, and the maintenance of an appropriate mix of uses where this is an important element in the character of an area. New development should preserve and where possible enhance the special character of these areas.
- 5.3.13 Policy ENV DM4 states that development will be permitted where trees protected by TPOs, Ancient Woodland, in a Conservation Area or contributing to local amenity will not be harmed unless there would be arboricultural benefit or the benefits of the development outweigh the loss.
- 5.3.14 Policy ENV DM5 requires development to seek to achieve a net gain in biodiversity and protect existing habitats on site. They shall also incorporate elements of biodiversity gain.
- 5.3.15 Policy QE SP1 requires all development to contribute positively to the quality of the environment and ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities.

- 5.3.16 WM DM1 requires development proposals to identify the volume and type of materials to be demolished and/or excavated as part of the development. New residential development should be designed to ensure kerbside waste collection is possible.
- 5.3.17 Policy W SP1 requires all new development of two dwellings or more to be water efficient and meet the optional standards of 110 litres per person per day. Minor developments in the Lidsey Wastewater Treatment Works Catchment Area should be accompanied by a Drainage Impact Assessment that takes account of individual and cumulative impact upon foul water disposal, flood storage capacity and surface water drainage or flood flows within the catchment area.

Barnham and Eastergate Neighbourhood Development Plan 2014 – 2029

- 5.3.18 The Neighbourhood Plan identifies the site as lying within the Built-Up area boundary of Barnham, and within an Area of Special Character.
- 5.3.19 Barnham is described as having a mix of housing types and densities which reflects its semi-rural character and historical development.
- 5.3.20 The Plan states that Barnham and Eastergate Parish Councils will take a positive approach to their consideration of development. Development proposals that accord with all relevant policies in the Neighbourhood Plan will be approved without delay unless other policies or material considerations indicate otherwise. Where the plan is silent or out of date permission will be granted unless any adverse impacts of the proposal would significantly and demonstrably outweigh the benefits when assessed against specific policies in the NPPF and the NPPF taken as a whole.
- 5.3.21 Policy ES1 requires new development to result in no flood risk and to take account of the Surface Water Management Plan for Lidsey Catchment and the Aldingbourne and Barnham Rife Strategy when published.
- 5.3.22 Policy ES5 requires all new development to be of a high quality design and to conform with the Barnham and Eastergate Design Guide once adopted as supplementary planning guidance. The Barnham and Eastergate Design Guide is at a draft stage and is currently undergoing consultation as part of the Neighbourhood Plan review process.

- 5.3.23 Policy ES6 requires new development to contribute positively to the character of the village and should reflect the design qualities of their time.
- 5.3.24 Policy ES7 requires development affecting heritage assets, including Areas of Special Character, to preserve and enhance them so as to reinforce the quality and character of the villages.
- 5.3.25 Policy ES8 requires buildings to be designed to reflect the three-dimensional qualities of traditional buildings
- 5.3.26 Policy ES10 requires new developments to retain ancient trees or trees or hedgerows of good arboricultural and amenity value. Plans for tree planting on new developments of more than 3 dwellings must anticipate the effects of climate change.
- 5.3.27 Policy ES11 requires all new housing development to have a minimum energy efficiency standard equivalent to Level 3 of the Code for Sustainable Homes.
- 5.3.28 Policy GA4 states that development proposals will only be supported if they include the maximum level of offstreet parking consistent with the current standards under the Local Plan.
- 5.3.29 The Neighbourhood Plan is currently under review and is undergoing a Regulation 16 consultation exercise.

5.4 Supplementary Planning Documents

Arun District Design Guide

- 5.4.1 The guide seeks to provide direction on how good design is to be achieved throughout Arun.
- 5.4.2 Barnham is described as being an inland village, located within the Chichester to Yapton Coastal Plain Landscape Character Area. A challenge for new development within the village is cited as being to retain the identities of each of the inland villages, avoiding an ad-hoc and disjointed approach which is a criticism of the approach that has prevailed in the past.

- 5.4.3 The material vernacular in the villages is similar to that found throughout the district, consisting of stone and flint walls, pastel rendering with thatched and slate roofs or red brick. Common architectural features include tile hanging, splayed bays and Sussex half-hipped roofs with feature quoins and architraves.
- 5.4.4 The guide sets out details of desired garden depths, separation distances between buildings and preferred layouts.
- 5.4.5 In relation to backland developments the guide states that their design should demonstrate an understanding of any potential effects on the character and amenities of the neighbouring urban area. As a general rule, backland developments should be subservient to existing properties, and their layout should seek to maximise the outlook of neighbours. Proposed building scales and development densities should address the characteristic urban development patterns of previous backland developments in the area.

Arun Parking Standards Supplementary Planning Document 2020

- 5.4.6 Barnham is identified as lying within Parking Behaviour Zone 2. Within this zone 2 parking spaces per house are required. In addition visitor parking should be provided at a ratio of 20% of the total number of residential units. 20% of all parking spaces should be provided with active charging points for electric vehicles with ducting provided at all remaining spaces where appropriate.
- 5.4.7 2 cycle spaces per house should also be provided.

5.5 Arun District Housing and Economic Land Availability Assessment (HELAA) 2020

- 5.5.1 The site was considered within the most recent HELAA under Site Reference 19BA3. The assessment confirmed the site to be within a sustainable location, available for development, with development being viable and achievable. The assessment suggested that as the site is located within an area of character it may not be suitable for development, however there is no policy basis for this suggestion and there are many examples of new development going ahead within the same area of character.

5.6 Arun Interim Housing Statement

- 5.6.1 On 24th March 2021, Arun District Council approved the Interim Housing Statement to help speed up decision making and invite suitable sized housing and placemaking applications on deliverable sites in the right locations in Arun.
- 5.6.2 The Statement provides a 'Red, Amber, Green' tick-list tool looking at national and local policies to help applicants to identify and address some of the key matters which once addressed, may speed up the decision making process. It relates to sites outside but adjacent to settlement boundaries.

6 PLANNING APPRAISAL

6.1 Introduction

6.1.1 The principal issues relevant to the consideration of this proposal are as follows:

- Principle of development
- Design, Form and Appearance
- Residential Amenity
- Ecology
- Arboriculture
- Sustainability and Energy
- Flood Risk and Drainage
- Transport and Highways

6.1.2 These issues are considered in detail below.

6.2 Principle of Development

6.2.1 The site is located within the built-up area boundary of Barnham where residential development is encouraged. The site is within 300m of shops, services, bus stops and a mainline train station making it a highly sustainable location.

6.2.2 The proposed 4no. dwellings will make a small but valuable contribution towards the severe housing need in the district, helping to address the significant housing shortfall in Arun.

6.2.3 As confirmed within the pre-application response, the proposal complies with Policy SD SP2 and Policy H SP1 of the Arun Local Plan, and Policies ES5, ES6, ES7 and ES10 of the Barnham & Eastergate Neighbourhood Plan.

6.3 Design, Form and Appearance

- 6.3.1 The proposal is a form of backland development of which there are successful examples in the vicinity such as at no.97 Barnham Road and Drovers Way. No. 97 Barnham Road was granted at appeal with the Inspector commenting that as the plot widths on the road vary, and as the proposed new houses would not be visible from Barnham Road, the development would reflect the character and appearance of the surrounding area.
- 6.3.2 The proposal does not require any alterations to be carried out to Clare Court which would retain its appearance from Barnham Road. The proposed dwellings would also not be readily visible from Barnham Road, being largely screened by Clare Court and set back from the road by over 50 metres, and they will share the existing access. Therefore the impact on the streetscene and the Areas of Special Character will be minimal.
- 6.3.3 The dwellings are of traditional design with detailing to porches, addition of chimneys, flat and arched courses over doors and windows featuring deep brick reveals and the use of traditional materials such as brick and clay tiles. The surrounding area is mixed in design and style and the design features of the proposal reflect detailing found in the vicinity.
- 6.3.4 Existing dwellings on Barnham Road are typically 2-2.5 storeys with the facing elevation of Clare Court being mainly 2 - 3 storeys high. The proposed dwellings will have a similar ridge and eaves height to this facing elevation, however the absence of roof dormers reduces their bulk and ensures Clare Court remains the dominant building.
- 6.3.5 The scheme has been designed to comply with the Arun Design Guide, in particular:
- Linear arrangement to reflect orientation of Clare Court.
 - Provision of generous planting areas throughout the site for biodiversity gain and to create a soft welcoming appearance to the development.
 - Rear gardens with a depth of 12.1 metres facing south-west to maximise sunlight.

- Front gardens with a depth of 9.5 metres, partially reduced to 3.3 metres for plot one.
- 24 – 28 metre distance between the front elevations of the new dwellings and the rear elevations of neighbouring properties.
- Each property provides 117sqm GIA, in excess of minimum national space standards to allow families to grow without the need to move.

6.3.6 The proposal is therefore considered to comply with Policies D DM1 and S SP1 of the Arun District Local Plan, and Policies ES5-8 of the Barnham and Eastergate Neighbourhood Development Plan.

6.4 Residential Amenity

6.4.1 The dwellings have been sited so as to allow a sufficient distance between existing properties. As mentioned above, there would be a distance of at least 24 metres between the front elevations of the new dwellings and the rear elevations of neighbouring properties. At their closest point there would be a distance of 27 metres between Clare Court and the new dwellings. These distances would avoid any adverse effects in terms of overlooking, overbearing or overshadowing.

6.4.2 A new hedge will be planted along the northern boundary to help absorb noise that might otherwise be experienced from new residents' cars.

6.4.3 Disturbance during the construction phase will be kept to an absolute minimum by ensuring building work is registered with the Considerate Constructors Scheme.

6.4.4 The proposal will therefore comply with Policies QESP1 and D DM1 of the Arun District Local Plan.

6.5 Ecology

6.5.1 A Preliminary Ecological Appraisal of the site was undertaken in January 2022. All ecological features within the site were considered to be of site value only. The site features a small area of tall rank grassland commonly found in gardens which has the potential to be utilised by reptiles. There is also some limited potential for breeding birds, stag beetles and foraging bats.

6.5.2 An outline Biodiversity Enhancement Plan is submitted with the application detailing the following:

- Installation of bat and bird boxes to elevations of the new dwellings.
- Approximately 70 metres of new hedgerow will be planted along the north and west boundaries. These connect into an existing hedgerow and will add to this green network for bats, birds and invertebrates.
- Garden sizes allow for planted borders which can feature plants to attract pollinators. Compost areas are also provided within each rear garden. Wildflower turf can also be used to provide additional biodiversity gain.
- Stag beetle log pyramids installed on site boundaries within the hedge-line along the western boundary.
- Sensitive lighting design to avoid adversely affecting foraging bats
- Avoidance of Schedule 9 non-native species in landscaping.

6.5.3 The above measures will ensure the scheme complies with Policy ENV DM5.

6.6 Arboriculture

6.6.1 A Tree Survey and Arboricultural Impact Assessment has been carried out for the scheme. The submitted reports confirms that there are no protected trees on the site and no trees require removal or pruning to enable the development to go ahead.

6.6.2 The proposed cycle stores and sheds for plots 2, 3 and 4 will sit partially or entirely within the root protection areas of one Category B tree and three Category C trees. To ensure these trees are protected, not least during the construction phase, an Arboricultural Method Statement can be required by condition.

6.6.3 The proposal therefore conforms with policy ENV DM4 of the Arun District Local Plan.

6.7 Sustainability and Energy

- 6.7.1 The scheme layout has been designed to orientate rear gardens and main living areas to face south-west. This will maximise the benefits of the sun path throughout the daylight hours and reduce the need for artificial lighting and heating.
- 6.7.2 The south-west roof slopes could also feature solar panels to supply a form of renewable energy to each dwelling.
- 6.7.3 Compost piles will be provided in each garden to encourage the reuse of garden and food waste which would otherwise be sent to landfill.
- 6.7.4 All materials will be sourced locally wherever possible.
- 6.7.5 White goods will be A rated and water efficiency measures will be installed to ensure each dwelling achieves water usage of no more than 110 litres per person.
- 6.7.6 The proposal is considered to comply with Policies ECC SP1 and SP2 of the Arun District Local Plan.

6.8 Flood Risk and Drainage

- 6.8.1 A Drainage Impact Assessment is submitted in support of the application.
- 6.8.2 The site lies in flood zone 1 and is at a low risk of flooding. Surface water will be discharged into the ground via the sub-base of a porous constructed road. Diffuser units will discharge roof areas into the porous sub-base and the hard paved areas will discharge to ground freely. The network has been designed to cater for the 1 in 100 year storm event +40%.
- 6.8.3 Foul water will discharge into the local foul water sewer via a new direct connection into an existing manhole located within Barnham Road. The anticipated foul water discharge rate is deemed to be negligible and will not increase flood risk downstream.

6.9 Transport and Highways

- 6.9.1 A Transport Statement has been prepared in support of the application. The statement confirms that the site is highly accessible by sustainable transport modes which can support a modal shift from private car trips onto active and public modes of transport. Barnham train station and bus stops in both directions are all within 350 metres of the site and can be accessed on foot via a made path.
- 6.9.2 Cycle stores are provided within each plot, and the 30mph speed limit on Barnham Road makes cycling a feasible travel option.
- 6.9.3 Two car parking spaces per house are provided, one of which will be provided with an electric charging point. Two visitor spaces are also proposed. This is largely consistent with Arun District Council's SPG on Parking Standards which requires two parking spaces per unit with visitor parking provided at a ratio of 20% of the total number of residential units. This would equate to 0.8 spaces, however two are provided to allow for delivery vehicles to park without blocking driveways.
- 6.9.4 Traffic generated by the proposal is anticipated to have a negligible impact on the existing highway network.
- 6.9.5 In relation to the access, visibility of 2.4m x 43m can be achieved in each direction at the site entrance. The northern splay does however pass through land which is not within the highway or the applicant's ownership. No accidents have been recorded at the access point over the last five years. Indeed the access has been used by the occupiers of multiple flats for over 30 years with no known accidents. Therefore there is no evidence of a highway safety concern.
- 6.9.6 The proposal incorporates a turning area for refuse and smaller vehicles to ensure all vehicles can leave in a forward gear.
- 6.9.7 The proposal therefore complies with Policy T SP1 of the Arun District Local Plan.

7 SUMMARY

- 7.1 The site lies within the built-up area boundary where the principle of residential development is supported.
- 7.2 The scheme has been designed to make efficient use of the site whilst providing generous sized accommodation suitable for families and large enough for them to grow without the need to move.
- 7.3 Each dwelling comfortably meets the minimum national space standards and is provided with good sized private amenity space. Space to the front of each plot allows for the provision of planting.
- 7.4 Opportunities for biodiversity gain have been taken, including the provision of a new hedgerow and areas for new planting, compost piles, and bat and bird boxes.
- 7.5 Car parking is provided in accordance with Arun District Council's parking standards.
- 7.6 The scheme provides much needed housing in a highly sustainable location. The site is without constraints and can deliver the proposed number of houses in a short timeframe.
- 7.7 The proposal is considered to comply with all relevant policies and SPD requirements and it is hoped that the planning authority will support the application without delay.

Appendix A



Arun District Council
Arun Civic Centre
Maltrovers Road
Littlehampton
West Sussex BN17 8LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57468 Littlehampton
Minicom: 01903 732755
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Clare Bartlett
New Bartram House
3-4 Swan Court
Station Road
RH20 1RL

Date: 3rd June 2021

Please ask for: Amber Willard
Tel: 01903 737500 x97445

Your Ref:
Our Ref: PAA/50/21/

Dear Ms Bartlett,

Pre-Application Advice

Erection of 4no dwellings
Land to the rear of Clare Court Barnham Road Barnham West Sussex PO22 2EP

I write regarding the above matter and your enquiry received on 9th April 2021.

DESCRIPTION OF PROPOSED DEVELOPMENT

From the details submitted, it is understood you propose to construct 4 dwellings to the rear of Clare Court, 67 Barnham Road.

DESCRIPTION OF SITE

The site is a vacant piece of land to the rear of a detached 2 storey property forming 6 flats. There is some garden to the front and rear. The site is flat and there are some trees on site.

DESCRIPTION OF LOCALITY

The site is to the rear of a residential road comprising mixed character with detached and semi detached properties of 1 and 2 storeys set in small to medium plots. These are predominately set from the highway with gardens to front and rear with a suburban environment.

PLANNING ISSUES

The following issues have been identified for consideration.

- Principle
- Design
- Neighbour Amenity
- Amenity Space Provision
- Bin Storage
- Highways, Transport and Parking
- Sustainability
- Sustainable Construction
- Flooding/Drainage

Barnham Special Consultation Area
Protected Trees
Light Pollution
Biodiversity

COMMENT ON SITE HISTORY

A proposal for a single dwelling in the same location was refused in 2005.

RELEVANT POLICIES - the following policies are considered relevant to your proposal:

Arun District Local Plan 2011-2031

<u>DDM1</u>	D DM1 Aspects of form and design quality
<u>DDM2</u>	D DM2 Internal space standards
<u>DSP1</u>	D SP1 Design
<u>ECCSP1</u>	ECC SP1 Adapting to Climate Change
<u>ENVDM4</u>	ENV DM4 Protection of trees
<u>HERDM4</u>	HER DM4 Areas of Character
<u>WMDM1</u>	WM DM1 Waste Management
<u>QEDM2</u>	QE DM2 Light pollution
<u>QESP1</u>	QE SP1 Quality of the Environment
<u>SDSP1</u>	SD SP1 Sustainable Development
<u>WDM2</u>	W DM2 Flood Risk

<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES10</u>	Trees and hedgerows
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES11</u>	Energy efficiency of new development
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES5</u>	Quality of design
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES6</u>	Contribution to local character
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES7</u>	Development affecting heritage assets

Planning Policy Guidance:

NPPDG	National Design Guide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

Supplementary Guidance:

SPD11	Arun Parking Standards 2020
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PRINCIPLE

The site in the Built-Up Area Boundary where new development should be focused and where it is acceptable in principle in this location, in accordance with policy SD SP2 of the Arun Local Plan (ALP). The creation of 4 new homes would support the housing supply and help to meet identified housing need, in accordance with ALP policy H SP1.

Barnham and Eastergate has a made Neighbourhood Plan. Policy ES5,ES6,ES7,ES10,ES10 are relevant to the application. The application complies with these policies.

DESIGN

Arun Local Plan policy D DM1 looks at aspects of form and design quality, including character, attractiveness, innovation, residential amenity impact, adaptability, density, scale, trees, crime prevention. New buildings should be harmonious with their surroundings and successfully integrate with the existing surrounding environment.

Policy D SP1 of the Arun Local Plan requires that development proposals make 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.

Para 127 of the NPPF details the design requirements for new developments, including that developments should function well, are visually attractive and sympathetic to local character and history, have an appropriate mix of development including green and public space and create places that are safe, inclusive and accessible.

The proposal is to the rear of a property and represents a form of backland development. Such development is generally not considered to be in character with the existing form of development however there is an example of similar development at No 97 which features 3 dwellings with similar access as proposed which was approved on appeal.

The proposal seeks to construct 4 dwellings which consist of 2 pairs of semi-detached properties. The properties have front gardens, set back from the access road which features planting and space for 1-2 parking spaces.

The houses are of a traditional design with detailing to porches, the addition of chimneys, flat and arched courses over doors and windows featuring deep brick reveals and the use of traditional materials such as brick and clay tiles. The houses are set back from the access road with planting the front of each property.

The surrounding area in mixed and design and style and the proposal appears sympathetic in design to the area, although due their siting are not visible from the wider area.

The Arun Design Guide was recently adopted and seeks to raise design standards in the district. Section F relates to infill and backland development and states 'it should emulate the established pattern of building height, scale, plot' and 'Comprehensive developments of groups of houses will be favoured over piecemeal developments'. The proposal complies with the design guide in such that the building scale and design is considered to be sympathetic to the surrounding area and size of the site.

Should an application be submitted it should demonstrate how it complies with the ADC Design Guide and National Design Guide.

The proposed design is deemed acceptable with regards to design and siting.

NEIGHBOUR AMENITY

Policy D DM1 of the Arun Local Plan that new development will have minimal impact to users and

occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

Policy QE SP1 states that the Council requires all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity.

Paragraph 127 (f) of the NPPF states that development should have a high standard of amenity for existing and future users.

To the rear of the site is St Philip Howard Church School and as such the dwellings are not considered to result in harm upon this elevation.

The dwellings are located around 22m behind the rear boundary of the property to the east at 67 Barnham Road. There is a further 6.6m to the rear elevation and windows. Although views would be available of the development from 67 and both neighbouring dwellings, due to the separation, the dwellings are not considered to result in adverse overbearing or overshadowing however you should demonstrate this in your application.

There is sufficient planting along the boundary to the south which helps to screen the development from the neighbouring property.

The proposal has the potential to adversely affect neighbouring properties by reason of noise & disturbance from the use of the private access road, as a result of a car having to drive beyond the properties and there would be an intensification of vehicle movements in this location. The new access will be used by the occupiers of the dwellings (which given the level of parking provided could mean up to 8 new cars entering and leaving the site). It is not considered the impact will be significant however details should be provided to demonstrate how noise can be mitigated.

AMENITY SPACE PROVISION

Policy D DM2 of the Arun Local Plan states that the planning authority will require internal spaces to be of an appropriate size and that the Nationally Described Space Standards apply.

INTERNAL SPACE STANDARDS

The national guidance advises the following minimum Gross Internal Area (GIA) standards apply:

	2 storey
3 bed 4p	84
5p	93
6p	102

The statement submitted with the application states the floor size will be 117sqm. This would comply with the guidance.

Arun District Council has no size standards in respect of private gardens but would instead take a view at the time of an application as to the quality & quantity of proposed private amenity space. The supporting text to ALP policy D DM2 refers to the Arun Design Guide SPD which include guidance on external space standards, and the need for applications to have regard to include adequate provision of private external space.

Policy H.04 of the Arun Design Guide SPD advises that outdoor amenity spaces should be of an appropriate size and shape and be usable and enjoyable. It states that rear gardens should have a minimum depth of 10.5m and buildings should be set back by 2m from the plot boundary to mark defensible space.

Regard should also be had to paragraph 127 of the NPPF which states that "Planning policies and decisions should ensure that developments (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.

To the rear each property would have a garden of approximately 12.2m in depth and a width of around 8.5m. The gardens are an acceptable size and exceeds the guidance. There is also some limited amenity space to the front.

BIN STORAGE

For all new residential development including flat conversions, the applicant must show bin storage/collection provision as follows:-

Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins. For flats, the communal/bulk bins can be used on the basis of 240 litres of residual waste storage/bin per flat. Alternatively one 240 litre wheelie bin for each property can be provided.

The same amount of storage space/bins for recyclable materials is required to be provided. Where bin stores are adjacent to the access road serving the development or across a parking area there will need to be a road up to full highway standards and an indemnity provided for the Council's contractors to pass across servicing. The access of this type provided must be accessible/passable for collection schedules i.e. no parking or other obstruction.

It is recommended that if any communal provision is located near or adjacent to the highway, it will be suitably enclosed and landscaped so that the maximum pulling distances and vehicle access requirements are complied with.

HIGHWAYS TRANSPORT AND PARKING

Policy T SP1 of the ALP supports development which incorporates appropriate levels of parking in line with the West Sussex County Council guidance on parking provision.

Arun District Council has recently adopted its own Parking Standards SPD (Jan 2020).

Regard should be had to para 109 of the NPPF which states: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

The ADC Parking Standards for a 3 bed property in this type of location (Parking Behaviour Zone 2) requires an expected level of 2 car parking spaces on site.

It is not clear from the plans how many spaces are provided. It appears each property will have at least 1 space to the front of the dwelling, although the planning statement refers to 2 spaces in which case it would comply, however the spaces will need to be clearly allocated on any future plans.

Electric vehicle charging points at a rate of 1 charging point per house with a garage or parking space should be provided, as per the ADC Parking SPD. In terms of cycle parking, ADC Parking Standards require 2 cycle spaces for each 3+ bed house to be provided on-site. Cycle storage should be undercover, secure, and easily accessible to occupants.

Any application would need to include details of on-site car parking, cycle storage and electric vehicle charging point provision, and also access and turning arrangements on site etc. (so that cars do not need to enter or exit the site in reverse gear, since this could affect highways safety).

The impacts of the access on highway safety and operation of the network need to be considered by the Local Highway Authority. WSCC Highways would be consulted at application stage to provide comments with regard to access, highways safety and parking provision. A separate pre-application advice service is provided by West Sussex County Council.

SUSTAINABLE CONSTRUCTION

Policy ECC SP2 (ALP) requires all new residential development to be energy efficient and to demonstrate how they will:

- a. Achieve energy efficiency measures that reflect the current standards applicable at the time of submission;
- b. Use design and layout to promote energy efficiency; and
- c. Incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels.

Should an application be forthcoming accordance with the above criteria would be sought to fulfil the contents of Policy ECC SP2 of the Arun Local Plan.

All major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when the total predicted energy requirements are calculated. The Council will consider 'allowable solutions' where it is clearly demonstrated that the provision of on site renewable or low carbon energy generation is unviable or not feasible.

In assessing the achievement of these standards the Council will consider:

Site constraints; Technical viability; Financial viability; and Delivery of additional benefits.

Policy ECC SP1 - Adapting to climate change

The Council will support development which is located and appropriately designed to adapt to impacts arising from climate change such as the increased probability of tidal and fluvial flooding; water stress; health impacts as a result of extreme temperatures and a decline in the quality of habitats and richness of biodiversity.

In order to achieve this, development must be designed to take account of the following issues:

- a. Location (in relation to flood risk and vulnerability to coastal erosion);
- b. Water efficiency;
- c. Shade, cooling, ventilation, solar gain;
- d. Connectivity to the green infrastructure network;
- e. Layout and massing;
- f. Resilience of buildings and building materials to extreme weather events;
- g. Capacity of drainage systems and incorporation of Sustainable urban Drainage Systems (SuDS)

Any future planning application would need to include a site plan and drawings with details of proposed energy efficiency measures, renewable energy sources and sustainable construction methods

FLOODING

As set out in the NPPF, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

There are requirements regarding the submission of a Flood Risk Assessment and Sequential test documentation. The relevant requirements for these are dependent upon the designated flood zone that the site is located within and the Technical Guidance to the NPPF provides more details on these issues.

The site falls within Flood Zone 1, and is at low risk of flooding.

BARNHAM SPECIAL CONSULTATION AREA

Due to specific flooding problems during the winter of 1994 in the Barnham area, a Barnham Rife

Catchment Area was defined.

Special development control consultation procedures with Southern Water services and the Environment Agency apply to this area.

Recently there have been significant pollution problems associated with an inadequate foul sewer network which is unable to cope especially in times of high rainfall. In light of this, The Environment Agency has been advising that proposals for new development should be resisted because they are likely to increase the pollution risk to local watercourses.

The site is located within the Barnham Rife Catchment Area.

Part 3 of Arun Local Plan 2011-2031 policy W DM1 is relevant. It states that:

"Major development within this area must also be accompanied by a full Drainage Impact Assessment which must take account of surface water disposal and foul water disposal. Although minor developments are unlikely to raise significant flood risk due to the cumulative impact all development within this area must also be accompanied by a Drainage Impact Assessment that must take account of both the individual and cumulative impact upon foul water disposal; flood storage capacity and surface water drainage or flood flows within the Lidsey Wastewater Treatment Works Catchment Area.

Where surface water and foul water drainage systems are approved as part of the consideration of a planning application, conditions may be imposed upon the permission relating to dates for implementation or other detailed technical requirements. In order to discharge conditions, the developer will be required to submit a statement from a suitably qualified and experienced engineer that the measures have been adequately and satisfactorily implemented."

Drainage will be consulted and should a condition be required, it typically specifies that winter monitoring be completed. You may wish to undertake the groundwater monitoring prior to application and submit the relevant details with your application.

AREA OF SPECIAL CHARACTER

The site is located within an Area of Character and should comply with Policy HERDM4.

The criterion states the area consists of a variety of substantial buildings of various styles, predominantly two storeys which are set back from the road within large individual plots. Trees and hedges are important in the street scene, the hedges are important for creating a semi-rural character to the area.

Due to the location of the properties, which are not visible from the wider area, and due to the design which features traditional aspects and retains planting to the front it is not considered to impact the designation and accord with HERDM4.

An application should demonstrate how it complies with the policy.

PROTECTED TREES

Policy ENV DM4 (ALP) requires development proposals to be supported by tree surveys that take a comprehensive view of trees at an early stage in the design process. Development works should not have a negative impact on existing trees.

It should be demonstrated how existing trees will be retained and protected on site.

LIGHT POLLUTION

In accordance with ALP policy QE DM2 the future scheme design must carefully consider the impact of external street lighting on existing residents at surrounding properties and to future occupiers of the development, to avoid light spill/glare and harm to residential amenity. Future applications should include details of the proposed lighting scheme for the development to ensure that light does not cause

a problem to existing and future residents.

BIODIVERSITY

ALP policy ENV DM5 states development shall seek to achieve a net gain in biodiversity.

Para 170(d) of the NPPF requires planning decisions to contribute and enhance the natural and local environment by providing net gains for biodiversity. Net Biodiversity Gain is an important aspect of the Environment Bill and the NPPF. Natural England provide guidance with regard to a range of Net Biodiversity Gain measures.

In the event of a planning application being made, a Biodiversity Enhancement Plan should be provided showing proposed biodiversity enhancement measures e.g. bat and bird boxes, log piles, ponds, wildflower gardens etc. (referring to Natural England Guidance). This would need to be submitted and resolved at planning application stage. A habitat survey is likely to be required to identify potential species on site and ensure they are protected.

OTHER CONSIDERATIONS

CIL CHARGE

The Council adopted its CIL Charging Schedule on 01 April 2020. Applications will be subject to CIL payments where they fall in a charging zone detailed in the adopted Charging Schedule. In this instance, the enquiry site falls within CIL Charging Zone 2.

The Charging Schedule Zones can be found here:

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n14675.pdf&ver=15026>

The Council's Draft Charging Schedule, including any exemptions, are detailed here:

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n14675.pdf&ver=15027>

CONCLUSION

Based on the above comments it is concluded that were an application for planning permission to be submitted it would be likely to be approved subject to the compliance with policy and issues such as parking, biodiversity and drainage.

MAKING AN APPLICATION

If you decide to proceed with making an application you will need to quote the reference number for this advice in the pre-application advice section of the relevant application form. This will ensure that the application receives priority and a speedy validation process.

You will need to submit the following documentation/information with your application to meet the National Validation Requirements:

- Fully completed and signed Application Form with full description of the proposal.
- Ownership Certificate and Agricultural Land Declaration
- Design and Access Statement
- Correct Fee
- Location Plan (1:1250)
- Site / Block Plan (1:500)
- Elevations (Existing and Proposed)
- Floor Plans (Existing and Proposed)
- Roof Plans

Please note that the Council has a Local Validation Requirements List for each type of application and

you should refer to it before submitting your application. Failure to provide the required documentation will result in the application being treated as incomplete and delay the validation of the planning application.

Having looked through the Local Validation Requirements List, I would suggest that the following additional documents will be required:

Biodiversity Survey and Report
Foul and Surface Water Drainage Statement
Landscaping Strategy
Lighting Assessment
Bin Storage and Collection Provision
Parking Plan
Street Scene
Tree Survey and Arboricultural Report
Lidsey Foul Water Treatment Catchment Area Statement.

You should be aware that any advice given by the Council in relation to pre-application advice will be based on the case Officer's professional judgement and will not constitute a formal response or decision of the Council with regard to any future planning applications. Any views or opinions expressed are given without prejudice to the consideration by the Council of any formal planning application which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application, no guarantees can or will be given about the decision that will be made on any such application. Any further correspondence will be at the Case Officer's discretion depending on the nature of the further enquiry. It may be necessary to submit a further pre-application advice request. Please note this advice only relates to planning and does not relate to any other legislation which may or may not apply such as Building Regulations or ordinary watercourse consents. You will need to carry out your own checks to determine whether any other consents or permissions are required.

I trust this is of assistance to you.

Yours sincerely



Neil Crowther
Group Head of Planning

Appendix B

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Batcheller Monkhouse FAO: Clare Bartlett
FROM:	WSCC - Highways Authority
DATE:	6 April 2021
LOCATION:	Land to rear of Clare Court (No. 67), Barnham Road, Barnham, PO22 0EP
SUBJECT:	Internal Reference: PRE-34-21 Erection of 4no. dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at land to rear of Clare Court (No. 67), Barnham Road, Barnham, PO22 0EP. The site is located on Barnham Road which is a B-classified road subject to 30mph speed limit.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your consultation in respect of the above planning application and would provide the following site-specific comments.

This proposal is for construction on 4 x 3-bedroom dwellings.

Vehicular access to the site will be utilised through the existing access shared with Clare Court apartments.

The existing access is of sufficient width to allow two vehicles to pass one another.

The proposed plans demonstrate visibility splays at the existing access. Splays of 43m are available in each direction. However, WSCC Local Mapping indicates that visibility splays to the north are not within land considered as highways nor within the applicant's land and therefore could not be maintained in perpetuity. It is appreciated, however, that the access is existing and has been serving the existing apartments for some time without any evidence of highway safety concern.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking provision should be provided in accordance with the WSCC Car Parking Demand Calculator which would expect 3 parking spaces per dwelling to be provided. The proposed spaces accord with the minimum MfS specifications for single car bays of 2.4m x 4.8m.

If the applicant proposes a garage, it should also meet MFS and WSCC standards for garages. Under the revised WSCC parking guidance, each garage space (3 x 6m) counts as 0.5 of a parking spaces, and as such, each double garage (6 x 6m) counts as one parking space towards the expected provision.

The applicant has demonstrated cycle parking for each dwelling and these details are acceptable. Cycle parking promotes the use of sustainable alternative modes of transport to the private car.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MFS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X" Distances from the (kerb back) are typically:

- 2.0 metres - domestic single accesses
- 2.4 metres - for shared or busy crossovers
- 4.5 metres - for busy junctions
- 9.0 metres - major junctions

"Y" Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres

- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MFS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MFS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrb/>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Anastasia Toleva
Planning Services