

Planning Statement

Land to the rear of Paynters Croft, Burndell
Road, Yapton

November 2021

Turley

Contents

1.	Introduction	3
2.	Site and Surroundings	4
3.	Planning History	6
4.	The Proposal	8
5.	Planning Policy Context	10
6.	Planning Considerations	18
7.	Conclusion	34
Appendix 1: Location Plan		35
Appendix 2: List of submitted Plans and Documents		36

Arundel District Council

Client

Driftstone Homes

Our reference

DRIS3003

November 2021

1. Introduction

- 1.1 This Planning Statement has been prepared by Turley on behalf of Driftstone Homes and submitted to Arun District Council ('ADC') in support of a full planning application for residential development at land to the rear of Paynters Croft, Burndell Road, Yapton.
- 1.2 The site comprises part of the rear garden and paddocks of two dwellings, Paynters Croft and Meadow Cottage and is located immediately to the south and adjacent to the established settlement of Yapton.
- 1.3 This application follows a previous submission under planning reference F/5/21/PL which was refused on the 15th July 2021 and proposed the following:

'Erection of 23 No. dwellings. This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable as new dwellings.'

- 1.4 The statement should be read alongside the submitted planning application forms, drawings and reports.
- 1.5 In July 2021, Arun District Council refused planning permission for the erection of 23 No. dwellings (planning reference F/5/21/PL). Six reasons for refusal were cited on the decision notice. This planning application seeks to address the reasons for refusal and is for the following proposal:

'Full application for 23 dwellings with associated access, infrastructure, landscape, open space at land to the rear of Paynters Croft, Yapton.'

- 1.6 The application is also accompanied by a comprehensive suite of technical documents, which are submitted as separate reports as listed at **Appendix 2**.
- 1.7 The Planning Statement describes the application proposal and assesses it against relevant planning policy. The remainder of the Statement is structured as follows:

- **Section 2:** Site and Surroundings
- **Section 3:** Planning History
- **Section 4:** The Proposal
- **Section 5:** Planning Policy Context
- **Section 6:** Planning Considerations
- **Section 7:** Conclusion

2. Site and Surroundings

The Application Site

- 2.1 The development site comprises of 1.29 hectares forming part of the rear gardens and paddock of Meadow Cottage and Paynters Croft. The site is located approximately 180m to the south west of Burndell Road and approximately 800m from Yapton village centre. Access is taken via an existing, private, driveway that serves Paynters Croft, Meadow Cottage and Northwood House.
- 2.2 The development site comprises relatively flat, well screen, open area of land, rectangular in shape with existing trees on the periphery. The overall area is rural in character with few neighbouring properties and to the immediate north of the site (rear) there is a recent development site, comprising 45 new dwellings (Abbotsfield) which is access from Yapton.
- 2.3 The site is located within Flood Zone 1 which represents a low probability of flooding. Additionally, the site is not subject to any heritage designations and is not located within a conservation area¹.
- 2.4 A location plan is included at **Appendix 1**.

Surrounding Context

- 2.5 Yapton is a large village, approximately 3 miles north of Bognor Regis with some 6,000 residents. The village offers a range of local amenities including a convenience store, takeaway, village hall, primary school and a doctor's surgery. The development site is sustainably located in relation to the local community and facilities.
- 2.6 There are a number of primary and preschools within Yapton, with additional options in nearby neighbouring villages such as Climping, Middleton-on-sea, Felpham and Barnham. The closest secondary school is in Barnham 2.5 miles² from the site. However there are also options are also available in Westergate and Felpham (3.7 and 4.8 miles³ away). Further and higher education facilities are available in Bognor Regis and Chichester.
- 2.7 The nearest train station is Barnham which is located approximately 2.2 miles⁴ from the site and offers transports links to London Victoria, Southampton and Portsmouth. The closest bus stop is within 200m of the entrance of the site, this allows sustainable access to neighbouring towns and the city of Chichester. Yapton also has access to a taxi station which is located at the end of Yapton road.

¹ MAGIC maps

² Google maps

³ Google maps

⁴ Google maps

- 2.8 Burndell Road offers a good pedestrian links from the development site into the village centre including a suitable pavement with appropriate street lighting.

3. Planning History

3.1 The following applications form part of the planning history present on site:

Application Reference	Description of Development	Decision / Decision Date
CM/9/74	Conversion Of Disused Farm Buildings To Two Dwellings And Garages.	Approved 2 nd October 1974.
CM/5/81	Change Of Use - Conversion Of Disused Farm Buildings To 2 Dwellings And Garage.	Approved Conditionally 25 th February 1981.
F/5/21/PL	Erection of 23 No. dwellings. This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable as new dwellings.	Refused 15 th July 2021.

Reasons for Refusal

3.2 The most recent planning application relates to application reference F/5/21/PL. The reasons for refusal are listed below:

- 1. The site lies in a countryside location outside the defined Built-Up Area Boundary and the proposal, which would not reinforce existing ribbon development, given its isolated and set back position from the road frontage, would appear visually prominent and would erode the existing intrinsic character of the countryside and harm the visual amenity of this rural area in conflict with policies SD SP2, C SP1, D SP1 and D DM1 of the Arun Local Plan and Policies SP1, BUA1, H3 and H6 of the Ford Neighbourhood Plan.*
- 2. Given the height and elevational treatment of the proposed dwellings and the layout of the development which does not provide sufficient rear amenity space to several dwellings and results in adverse, un-neighbourly overlooking to the garden of Plot 22 the proposal conflicts with policies QE SP1 D SP1 and D DM1 of Arun Local Plan, policies H1, H4 and H6 of Ford Neighbourhood Plan and Arun Design Guide.*
- 3. In the absence of a signed Section 106 agreement in respect of the proposed tenure mix and highway improvements, the development fails to ensure the provision of affordable housing and provision for highway improvements and therefore conflicts with policies AH SP2 and T SP1 of the Arun Local Plan and paragraphs 62-64 of the National Planning Policy Framework (2019) and policy H2 of Ford Neighbourhood Plan.*

4. The applicant has failed to demonstrate that the proposed development would not prevent or prejudice the ongoing operation of the waste management site at Northwood Farm by way of submission of a Waste Infrastructure Assessment in conflict with policy W2 of the Waste Local Plan, policy QE SP1 of Arun Local Plan and policy EE3 of Ford Neighbourhood Plan.

5. The proposal adjoins farmland where farm activities have the potential to generate noise complaints. No noise assessment has been submitted as part of the proposal in conflict with policy QE SP1 of Arun Local Plan which requires all development to contribute positively to the quality of the environment and to ensure development does not have a significantly negative impact upon residential amenity. The proposal does not ensure that existing commercial uses are protected and safeguarded from impacts of incompatible land uses.

6. The applicant has failed to satisfactorily demonstrate that the proposed development would not adversely affect visibility and highway safety in conflict with policy T SP1 of Arun Local Plan.

3.3 This planning application seeks to resolve the matters raised above.

Other Relevant Planning History

3.4 There are a number of key planning applications in the immediate context of the site:

- The application site is immediately adjacent to application reference Y/19/16/OUT and F/518/RES which comprise of 108 and 45 residential dwellings with similar access off Burndell road. Y/19/16/OUT has a site area of 3.868ha and F/5/18/RES has a site area of 2.4 ha.
- To the west of the application site is a site under reference Y/93/20/DOC comprising 1.75ha and providing 51 dwellings.
- There is site north of the application site under reference Y/81/10 which has a site area of 7.7ha comprising 173 dwellings.

4. The Proposal

4.1 The proposal seeks consent to deliver 23 new dwellings (including affordable housing), with open space and landscaping. The proposed layout plan is submitted with this application.

4.2 The full wording of the proposed development is outline below:

'Full application for 23 dwellings with associated access, infrastructure, landscape, open space at land to the rear of Paynters Croft, Yapton.'

4.3 The scheme proposes 23 new homes including 6 affordable dwellings equating to 26% of the total units being affordable.

4.4 The proposed 23 Dwellings are of various sizes which is in-keeping with the local area and avoids over developing the site. The proposed mix includes the following:

- 1 x 2 bed houses;
- 14 x 3 bed houses; and
- 8 x 4 bed houses.

4.5 The site would be served from a reformed access located in the existing access position adjoining the B2333 Burndell Road. The existing access would be formalised, taking the form of a T-junction with a simple priority arrangement.

4.6 A vehicle swept path analysis has been undertaken demonstrating that the proposed site access can accommodate concurrent movements by two large estate cars, and can accommodate a large refuse freighter.

4.7 Pedestrian access to the site would be served from a 1.5m wide footway flanking the south side of the site access road, connecting with the existing footways on the B32333 Burndell Road. Crossing facilities in the form of dropped kerbs and tactile paving would be provided to facilitate pedestrian movements across the Burndell Road and connect to the existing footway network.

4.8 The proposed dwellings are designed to fit contextually with the surrounding buildings by implementing a complementary palette of materials and similar design features. The materials and style applied to the scheme are of a traditional vernacular style and relate well to the surrounding area.

4.9 The proposed scheme consists entirely of two-story dwellings. This is a direct reflection of similar properties that can be found in the vicinity of the site. Smaller features such as window and door sizes, porch canopies and detailing will be reflective of the local vernacular.

Response to Reasons for Refusal

- 4.10 As highlighted in Section 2, a previous planning application on the site has been refused. This application seeks to address the reasons for refusal through a revised submission.
- 4.11 Section 6 of this statement seeks to address refusal reason 1 as listed on the decision notice. The tilted balance and 5 year housing land supply position has been fully addressed.
- 4.12 The layout of the scheme has been re-designed to address refusal reason 2. The orientation of plot 22 has been adjusted so that there is no overlooking created.
- 4.13 The third reason for refusal refers to the absence of a signed S106 agreement which can be addressed through the planning application process.
- 4.14 This application address's the fourth reason for refusal, by submitting the following reports:
- Dust Assessment
 - Lighting Assessment
 - Odour Assessment
- 4.15 These reports were undertaken in order to investigate potential impacts at the development, consider its suitability for the proposed end-use and to confirm that the development would not prevent ongoing operations at TJ Waste & Recycling.
- 4.16 In order to address the fifth reason for refusal a Noise Assessment is submitted with this application.
- 4.17 The sixth reason has been addressed within this application through the supporting transport statement and Highway Technical Note.

5. Planning Policy Context

- 5.1 This chapter summarises the relevant national and local planning policy relevant to the planning application proposal.
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 Overarching planning policy guidance is contained within the National Planning Policy Framework and the National Planning Practice Guidance of which the relevant details are outlined below.

The National Planning Policy Framework (2021)

- 5.4 The National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policy for England placing an emphasis upon delivering sustainable development incorporating objectives for economic, social and environmental protection. These principles seek to balance growth and local needs of the community against protection of the natural, built and historic environment. This intends for development to be provided in accessible locations and in proximity to the community which it serves.
- 5.5 The NPPF endorses the merits of a plan-led system and seeks to deliver sustainable economic growth and new development to meet identified needs. It is a material consideration in the determination of planning applications
- 5.6 Paragraph 8 of the NPPF identifies there are three dimensions to sustainable development: economic, social and environmental:
 - (a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - (b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - (c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 5.7 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.8 Paragraph 60 states to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed; and paragraph 60 sets out that the standard method in national planning guidance should be used to determine the minimum number of homes needed.
- 5.9 Paragraph 74 states that Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period).
- 5.10 Paragraph 65 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 5.11 Paragraph 98 states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.
- 5.12 Paragraph 111 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users; and

(c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 5.13 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.14 Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:
- (a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - (b) local market conditions and viability;
 - (c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - (d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - (e) the importance of securing well-designed, attractive and healthy places.
- 5.15 Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 5.16 Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

The Development Plan

- 5.17 The statutory development plan comprises the following:
- The Arun Local Plan 2011-2031 (adopted July 2018);
 - The West Sussex Waste Local Plan (adopted 2014);
 - The Joint Minerals Local Plan (adopted 2018); and
 - ‘Made’ Neighbourhood Plans.

Arun Local Plan (2011-2031)

5.18 The Council adopted the Arun Local Plan (2011-2031) in July 2018. Policies relevant to this application are listed below:

- **Policy SD SP1** (Sustainable Development) states that the Council will take a positive approach to sustainable development that reflects the presumption in favour of sustainable development contained in the NPPF.
- **Policy SD SP1a** (Strategic Approach) sets out the spatial strategy for the district up to 2031 which includes providing for growth of the sustainable villages whilst maintaining their setting within the open countryside.
- **Policy SD SP2** (Built-up Area Boundary) suggests that development should be focused within built-up areas.
- **Policy C SP1** (Countryside) set out criteria for development outside built-up area boundaries within countryside locations.
- **Policy GI SP1** (Green Infrastructure and Development) requires all major development to be designed to protect and enhance existing Green Infrastructure assets.
- **Policy LAN DM1** (Protection of landscape character) requires development throughout the plan area to respect the characteristics and natural features of the relevant landscape character areas and seek, wherever possible to reinforce or repair the character of those areas.
- **Policy H SP1** (The Housing Requirement) sets out the Council's aims to deliver at least 20,000 new homes across the plan period 2011-2031.
- **Policy H DM1** (Housing Mix) seeks to ensure that for schemes of 11 dwellings or more that a balanced mix of affordable housing and dwellings sizes are provided.
- **Policy AH SP2** (Affordable Housing) seeks to provide a minimum of 30% affordable housing provided on sites of 11 dwellings or more.
- **Policy D SP1** (Design) requires that proposals seek to 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.
- **Policy D DM1** (Aspects of form and design quality) sets out the Council's criteria when considering any application for development.
- **Policy D DM2** (Internal Space Standards) requires that internal spaces are to be an appropriate size and meet the requirements of all occupants and their changing needs.

- **Policy ECC SP2** (Energy and climate change mitigation) requires that all new residential development will be expected to be energy efficient and that 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.
- **Policy OSR DM1** (Open space, sport and recreation) states that housing (where viable) will be required to contribute towards open space provision, playing pitch provision, and financial contributions towards indoor sport and leisure facilities.
- **Policy T SP1** (Transport and Development) seeks to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.
- **Policy T DM1** (Sustainable Travel and Public Rights of Way) states that new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.
- **Policy ENV SP1** (Natural Environment) seeks to encourage and promote preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites. Where possible it shall also promote the creation of new areas for habitats and species.
- **Policy W DM3** (Sustainable Urban Drainage Systems) seeks to ensure that proposals for major and minor development incorporate SUDS within the private areas of the development.
- **Policy WM DM1** (Waste management) states that new residential development will be required to be designed to ensure that kerbside collection is possible for municipal waste vehicles and where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats.
- **Policy QE SP1** (Quality of the environment) requires that 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, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.

- **Policy QE DM3** (Air Pollution) requires all major development proposals to assess the likely impacts of the development on air quality and mitigate any impacts appropriately.

Emerging Policy Context

- 5.19 The Council's latest Local Development Scheme ('LDS') was adopted in July 2020. The document sets out the timeline for the Local Plan Review and anticipated adoption in Winter 2023.
- 5.20 On 06th October 2021, a Local Plan Update report was taken to the Planning Policy Committee. The recommendation of the report was that the Planning Policy Sub Committee recommends to Full Council one of options 1 to 3 below plus recommendation 4. Officers would recommend Option 1. The options were as follows:
- Option 1 - Continue with Full Plan Preparation as per previous resolutions.
- Option 2 - Continue with Full Plan Preparation but with an Extended Timescale; or
- Option 3 - Pause the preparation of a revised Local Plan until details of the new plan making system are agreed; and
4. That the LDS and SCI be reported back to the next meeting.
- 5.21 Members of the Planning Policy Committee disagreed with the Officer's recommendation to continue with full plan preparation, and instead voted for Option 3, to pause the preparation of the a revised Local Plan.
- 5.22 Given the status of the revised Local Plan, no weight should be given to any emerging policies.

Arun District Council Interim Housing Statement (2021) ("IHS")

- 5.23 The Council adopted its IHS for use at the local level in March 2021. The document is intended to provide the Council with guidance to inform the determination of speculative applications for housing on sites outside but adjacent to existing settlement boundaries.

Ford Neighbourhood Plan

- 5.24 The Ford Neighbourhood Plan was 'made' on the 9th January 2019.
- 5.25 The following policies listed below are relevant to the proposal:
- **Policy SP1** (Spatial Plan for the Parish) sets out that a minimum of 1545 new dwellings will be supported provided they are within the settlement boundary of the built up area as defined on the Proposals Map.
 - **Policy BUA1** (Built-Up Area (BUA) boundary) sets out the requirements for development proposals outside of the built up area boundary.

- **Policy EH4** (Surface water management) requires new developments to aim to reduce the overall level of flood risk in the area.
- **Policy EH8** (Light Pollution) requires all major development to demonstrate through the submission of a lighting scheme that the lighting has been designed specifically to minimise the impact of the lighting on the night sky.
- **Policy H1** (Quality of Design) requires proposals for new housing to be of high quality, and designed to be sympathetic to the local design style and contribute positively to the environment. Proposals for major development must demonstrate how they meet the policies set out in the neighbourhood plan and through the Design and Access Statement demonstrate how the character of the parish will be reinforced.
- **Policy H2** (Housing Mix) requires proposals for new housing must deliver a range of house types and tenures including bungalows, sheltered accommodation, self-build and shared equity properties.
- **Policy H3** (Windfall Sites) allows permission to be granted for residential developments on infill and redevelopment sites subject to the following criteria. The scale of the development should be appropriate to the size, character and role of the settlement and the townscape and landscape character is conserved or enhanced. The proposal creates safe and accessible environments that offer good access via a range of transport modes. A minimum of 30% affordable housing provision will be sought on all sites providing over 10 units coming forward under this policy subject to viability. Land is demonstrated to be used effectively and comprehensively.
- **Policy H4** (Recreational Space) requires proposals for new housing development to include good quality outdoor amenity space – either private gardens or a shared amenity area and should contribute to providing tree cover and improved biodiversity. The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling and the character of the area, and should be of appropriate utility (for play and recreation) and quality having regard to topography, shadowing (from buildings and landscape features) and privacy.
- **Policy H6** (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.
- **Policy GA2** (Parking and new development) states that car Parking should where possible be accommodated within the curtilage of the dwelling in the form of a garage and/or parking space. Development proposals will be supported only if they include the maximum level of off street parking consistent with the current local standards.
- **Policy GA3** (Streets and Access Ways to serve new development) requires new residential streets and access ways to be designed with appropriate

emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles

Supplementary Planning Documents and Guidance

Arun District Design Guide SPD – (January 2021)

- 5.26 The District Design Guide was adopted on the 25th January 2021 and is focused on and promotes best practice at all stages of the design process, to understand and analyse the context in which development is proposed, and to work up a considerate design.

Arun District Public Open Space, Playing Pitches and Built Facilities (January 2020)

- 5.27 The Arun District Council Public Open Space, Playing Pitches and Built Facilities January 2020 SPD was officially adopted at the Full Council meeting of 15 January 2020.

Arun Parking Standards (January 2020)

- 5.28 The Arun District Council Parking Standards January 2020 SPD was officially adopted at the Full Council meeting of 15 January 2020.
- 5.29 The Parking Standards SPD relates to the amount of parking, cycle and electric vehicle charging points expected to be provided within development of differing sizes.

Community Infrastructure Levy (CIL)

- 5.30 The Arun Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 15 January 2020, and the charges were implemented from 1 April 2020. The rate for residential development (of 11 units or more) in Zone 3 is £100 per square metre + indexation.

6. Planning Considerations

- 6.1 This section addresses key planning considerations raised by this full planning application.
- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the plan unless material considerations indicate otherwise. The most relevant aspects of the development plan are the Arun Local Plan 2011-2031 (ALP) and the Ford Neighbourhood Plan.

Principle of Development

- 6.3 Policy SD SP2 of the adopted Local Plan states that development should be focused within Built Up Area Boundaries (BUAB) and Policy C SP1 states that residential development in the countryside, outside a BUAB, will not be permitted unless it accords with policies in the Plan which refer to a specific use or type of development. The Policies Map illustrates that the application site is located outside of, but adjacent to the BUAB of Yapton.
- 6.4 The site was not allocated through the Ford Neighbourhood Plan. Policy SP1 of the Ford Neighbourhood Plan supports development within the built up area and policy BUA1 restricts development outside of the built up area to agriculture, forestry and recreation.
- 6.5 Therefore the principle of development is not supported by the Development Plan, however there are material considerations which indicate otherwise and these are discussed below.

Arun Local Plan Housing Provision

- 6.6 The Adopted Local Plan makes provision for “*at least 20,000 new homes*” in the period 2011 – 2031 with Policy H SP1 setting out a stepped trajectory of this provision as follows:
- 2011/12-2015/16 610 dpa
 - 2016/17-2020/21 1,120 dpa
 - 2021/22-2025/26 1,310 dpa
 - 2026/27-2030/31 960 dpa
- 6.7 As the Local Plan was adopted less than five years ago, the LPA’s housing requirement is based on the trajectory set out in this adopted strategic policy, as opposed to the local housing need as calculated according to the standard method set out in the Planning Practice Guidance. Housing land supply and housing delivery are tested against these targets.

- 6.8 It is however worthwhile noting that the current minimum housing requirement arising from the standard methodology is 1,304 dpa, which is higher than the annual average (of 1,000 dpa) over the whole plan period which the adopted Local Plan makes provision for. This indicates a high and growing level of housing need within the district, which as we set out below, is not being met.

Housing Land Supply

- 6.9 Paragraph 74 of the Framework requires that local planning authorities:

“identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old”.

- 6.10 The LPA published an Interim Housing Statement dated February 2021 which states that there is 3.3 years supply within the district. This lack of a five year housing land supply has subsequently been the subject of discussion at recent appeals and it is now accepted by the council that supply has slipped below 3 years.
- 6.11 In an appeal decision dated 4th May 2021 (Ref: APP/C3810/W/20/3265511), the council put forward a housing land supply of 2.9 years. In a more recent appeal decision, dated 6th August 2021 (Ref: APP/C3810/W/21/3269025), the council acknowledged *“that it is only able to demonstrate 2.7 years of housing land supply”* and the Inspector allowed 8 new dwellinghouses at Spindlewood, Yapton Lane, Walberton. This illustrates that the council’s housing land supply position is worsening, as it has eroded from 3.3 years last April, down to 2.7 years in August 2021.

Housing Delivery Test

- 6.12 The council has also failed to achieve its Housing Delivery Test target since it was first published in 2018, with results worsening every year so far. The latest result (2020) was just 61%.

Table 6.1: Housing Delivery Test Results

Year	Arun HDT Result
2018	91%
2019	68%
2020	61%

- 6.13 The housing delivery position is likely to be made worse by the Coronavirus lockdown in spring 2020 and ongoing restrictions that were in place up to summer 2021. Construction ceased for several months on some sites and Covid-secure workplace policies affected delivery rates on some sites. This coupled with the

rising stepped target in policy H SP1 will make it harder for Arun to improve its HDT results in forthcoming years.

- 6.14 The government has announced that there will be a four month reduction in the HDT target for local planning authorities to take into account the effect of the Coronavirus restrictions. However even with this reduction for 2021, Arun DC are highly unlikely to meet their target due to low rates of delivery in the two previous years.

Presumption in favour of sustainable development

- 6.15 Footnote 8 of the Framework confirms that for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of housing, or where the HDT indicates that delivery was substantially below (less than 75% of) the housing requirement over the previous three years, the most important policies for determining the application are out of date.
- 6.16 The lack of a five year housing land supply and the latest (2020) HDT result of 61% both individually trigger the application of the 'presumption in favour of sustainable development' as set out at paragraph 11d of the Framework. On this basis, the most important policies for determining the application, should be considered to be out of date.
- 6.17 The Development Plan policies which are most important in relation to the delivery of housing and should be considered 'out of date,' comprise:
- Policy SD SP1a 'Strategic Approach' of the Arun Local Plan
 - Policy SD SP2 'Built-up Area Boundary' of the Arun Local Plan
 - Policy C SP1 'Countryside' of the Arun Local Plan
 - Policy H SP1 'The Housing Requirement' of the Arun Local Plan
 - Policy SP1 'Spatial Plan for the Parish' of the Ford Neighbourhood Plan
 - Policy BUA1 'Built-Up Area (BUA) boundary' of the Ford Neighbourhood Plan
 - Policy H3 'Windfall Sites' of the Ford Neighbourhood Plan
- 6.18 Reason for refusal 1 of the previous application specifically refers to policies SD SP2 and C SP1 of the ALP and policies SP1, BUA1 and H3 of the Ford Neighbourhood Plan. However, only limited weight can be attributed to these out of date policies and the presumption in favour of sustainable development (paragraph 11d) should be applied to the application.
- 6.19 As the most important policies are out of date, paragraph 11(d) states that planning permission should be granted unless:

(i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.

- 6.20 This is not the case for this site, as it does not fall within any of the Framework's Footnote 7 designations and therefore there are no specific policies in the NPPF which indicate that the presumption of sustainable development should not be applied to this site.

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole.

- 6.21 The tilted balance of paragraph 11d(ii) should be engaged and the decision taker should consider whether there are any adverse impacts of granting permission which would significantly and demonstrably outweigh the benefits of the proposal when assessed against the policies of the Framework taken as a whole.
- 6.22 Paragraph 14 of the Framework sets out that in situations where the presumption (at paragraph 11d) applies, the adverse impact of allowing housing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits if certain criteria are met. As the site is situated within the designated area of the 'made' Ford Neighbourhood Plan, we must consider whether there is any reason to disengage the presumption as per paragraph 14.
- 6.23 The paragraph 14 criteria and their applicability in Ford are set out in table 6.1.

Table 6.2: NPPF Paragraph 14 Criteria

Paragraph 14 criteria	Status in Ford
a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;	The Ford Neighbourhood Plan was made more than 2 years ago (Jan 2019)
b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement;	The NP does contain policies and allocations to deliver housing
c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 74); and	At August 2021, the local authority had 2.7 years supply, so less than 3 years
d) the local planning authority's housing delivery was at least 45% of that required over the previous three years.	The HDT result was 61% in 2020

- 6.24 The NPPF is clear that all of the criteria in paragraph 14 have to be met to justify protection from the presumption in favour of sustainable development. In this

case they are not all met because the Ford Neighbourhood Plan was made more than 2 years ago (January 2019) and the local planning authority does not have at least a three year supply of deliverable housing. Therefore paragraph 14 criteria (a) and (c) are not met, so the presumption (at paragraph 11d) does apply to the planning application.

- 6.25 The proposal constitutes sustainable development and we have set out clearly below in this Planning Statement the social, economic and environmental benefits of the proposed development. There are no adverse impacts of granting permission which would significantly and demonstrably outweigh these benefits.

Sustainable Development

- 6.26 Within the Arun Local Plan, Yapton is one of the 'six villages' in the west of the district with a 'smaller range of facilities and services than the three villages' (Barnham, Eastergate and Westergate) but more than the small settlement of Aldingbourne and a similar level to Walberton. Yapton is recognised as a sustainable location for development in the Local Plan as policy H SP2c (Inland Arun) allocates 500 homes to the village.
- 6.27 The application site is located outside of (but adjacent to) the settlement boundary of Yapton. Whilst policies SD SP2 and C SP1 seek to restrict proposals for residential development outside of the built up area boundary, the policies must be considered in the absence of a five year housing land supply. As a result, paragraph 11d of the NPPF is activated, and the presumption in favour of sustainable development is to be applied. Likewise, all other local plan policies (which influence the location of new residential developments) must now be considered to be out-of-date, and their weight be subsequently reduced.
- 6.28 We would submit that Yapton is clearly a sustainable location for development, which is well served by transport links, amenities and local employment opportunities. It is an eminently suitable location for residential development of the scale proposed by this application.

Local Facilities, Services and Employment Opportunities

- 6.29 Yapton benefits from a range of local services and is capable of accommodating development. Such growth is required, in order to help meet housing needs and improve employment opportunities, services and facilities.
- 6.30 Avisford Medical Group in North End Road (also known as the Yew Tree Surgery) is less than a ten-minute walk to the north of the village centre (i.e. the main shopping area around the Co-op). The surgery provides a full range of medical services, including minor surgery, five days per week (Monday to Friday). Services such as physiotherapy and chiropody are also provided in the surgery. A full dispensing service is provided at the surgery.
- 6.31 Avisford has another surgery in the village of Middleton-on-sea (about ten minutes by car) which is available for use by Yapton patients.

- 6.32 The Meadowcroft surgery is situated in Bilsham Road, a five-minute walk from the village centre. The surgery provides a full range of medical services, including minor surgery, five days per week (Monday to Friday). A full dispensing service is provided at the surgery. Meadowcroft is part of a larger practice (The Croft) with the main surgery in the village of Westergate.
- 6.33 Children of primary school age in Yapton are within the catchment of Yapton Church of England (CE) Primary School which is situated in North End Road. The site falls within the secondary school catchment of St Philip Howard Catholic School.
- 6.34 The nearest mainline station is at Barnham two miles from the centre of Yapton. A half-hourly train service is provided for most of the day, between Monday and Saturday to London, Brighton, Bognor Regis, Littlehampton, Portsmouth and Southampton. The Sunday service is hourly.
- 6.35 Burndell Road forms part of a local cycle route between Climping and Middleton-on-Sea and connects with National Cycle Network Route (NCNR) 2. NCNR2 provides a connection to wider destinations including Littlehampton, Felpham and Bognor Regis.
- 6.36 A Bus Stop is located in the immediate vicinity of the site on Burndell Road. The bus stop is served by no.700 Coastliner which operates on a frequent basis Monday to Sunday, providing access to local destinations including Chichester and Littlehampton.
- 6.37 Ford rail station and Barnham railway station are located approximately 2.3km to the northeast and 3km to the northwest of the site respectively. Below is a table showing the facilities and services within Yapton.

Facilities	Distance
Yapton and Ford Village Hall	910m
Co-op Store	950m
Take-away	950m
Butchers	950m
Hairdresser	950m
Skateboard Park	820m
Public House	1.7km
Play ground	670m and 815m
Convenience Store	960m
Arun Sports Arena	960m
Avisford Medical Centre and Meadowcroft Surgery	1km and 1.4km
Yapton Free Church	1.25km

Potter's House Preschool and Forest School	1.58km
Yapton Primary School	1.7km
St Marys Church	1.69km

- 6.38 The table above confirms a number of key services and facilities (convenience store, public house and surgeries to be within a 2km walking distance of the site. Two kilometres is an acceptable maximum walking distance, as per 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000).
- 6.39 The proposal presents an opportunity to develop a site which is sustainably located, and where sustainable transport opportunities are available and will be encouraged, including options for walking and cycling. This will give rise to further potential health benefits. It is considered that the site is sustainability located close to facilities and services within Yapton.

Private and Affordable Housing

- 6.40 The proposed development will deliver much needed affordable housing. The scheme proposes 23 homes, of which 17 will be private and 6 will be affordable. The provision of both market and affordable housing should be given significant weight in the decision making process, given the Council's poor performance in delivering homes, including affordable homes.
- 6.41 The scheme will provide a mix of small and family units ranging from 2 to 4 bedrooms. The Proposed Layout Plan shows a layout which accommodates a range of detached and semi-detached units, characteristic of the surrounding area.
- 6.42 The applicant is willing to enter into a S106 Agreement to secure the afford tenure and mix of the affordable homes. The proposed development will therefore accord with policies AH SP2 and T SP1 of the Arun Local Plan.

Internal Space Standards

- 6.43 Policy D DM2 of the ALP states that the planning authority will require internal spaces to be of an appropriate size and that the Nationally Described Space Standards apply. These national space standards set out the minimum total Gross Internal Areas (GIAs) for flats and houses dependent on number of bedrooms, bedroom sizes, built-in storage requirements and minimum floor to ceiling heights. Section J of Arun Design Guide refers to internal space standards. The proposal meets these requirements. This is considered to be a moderate benefit of the scheme.

Layout and Design

- 6.44 The previous application was refused by the Council as it was considered that the height and elevational treatment of the proposed dwellings and the layout of the

development would result in adverse, un-neighbourly overlooking in conflict with policy.

- 6.45 The layout of the scheme has been amended to overcome this reason for refusal. The gardens have been increased in size to provide additional private amenity space for future residents.
- 6.46 The relationship between plots 22 and 23 has been improved to protect the privacy of future residents. As such it is considered that the proposals accord with policies QE SP1 D SP1 and D DM1 of Arun Local Plan, policies H1, H4 and H6 of Ford Neighbourhood Plan and Arun Design Guide.

Access and Highways

- 6.47 The National Planning Policy Framework (NPPF) is established on the assumption that new developments are able to provide safe and suitable access for all users. It also requires new developments to provide appropriate opportunities to promote travel by sustainable modes of transport and for any significant impacts from the development on the local highway network, in terms of congestion or highway safety not to be severe.
- 6.48 The applicant submitted a planning application for the erection of 23 No. dwellings in March 2021 (planning reference F/5/21/PL). During the application process, West Sussex County Council (WSCC) Highways requested additional information to enable further consideration of the proposal. The Council however refused planning permission before the applicant was able to provide this information.
- 6.49 This application provides the additional information requested by WSCC to overcome the above reason for refusal. This includes: -
- i. Provision of Stage 1 RSA and 'Designer's Response' report;
 - ii. Provision of an ATC Speed Survey to ascertain 85th percentile speeds and demonstration of required vehicular visibility and pedestrian forward visibility splays in accordance with these;
 - iii. Exploration of providing a pedestrian / cycle link from within site to adjacent northern site; and
 - iv. Highway Technical Note (including access drawings)
- 6.50 The Transport Assessment confirms that the number of additional daily vehicle trips resulting from the proposed development would have a negligible impact upon local road network in terms of highway capacity and safety, and does not require capacity assessment.
- 6.51 It is considered that the additional information provided in support of this application will address the highway reason for refusal set out in the Decision Notice (planning reference F/5/21/PL).

Existing Access

- 6.52 The existing site is served by a driveway adjoining Burndell Road which serves as a shared access to Northwood House, Meadow Cottage and Paynters Croft. The access takes the form of an unmade drive measuring c.3.2m in width.
- 6.53 Burndell Road is a two-way single carriageway subject to a 30mph speed limit in the vicinity of the site, increasing to 40mph c.200m to the southeast of the site. Burndell Road transitions to Yapton Road to the south east of the site access. The carriageway has a 6.2m width in the vicinity of the site and is flanked by a 2.0m wide footway on its northwest side. Burndell Road is not parking restricted however the abundance of off-street parking facilities means parking on-street does not typically occur.

Proposed Access

- 6.54 The site would be served from a reformed access located in the existing access position adjoining the B2333 Burndell Road. The existing access would be formalised, taking the form of a T-junction with a simple priority arrangement. The access would have a combined lane width of 4.8m with a 1.0m service margin supported by 8.0m corner radii.
- 6.55 The access would be flanked by a 1.5m pedestrian footway on the southern side of the carriageway, widening to a 2.0m on the western side of Burndell Road where the footway is terminated. A pedestrian crossing facility would be provided to connect the site's footway with the existing footway on the opposite side of the B2333 Burndell Road. The pedestrian access is shown on Drawing 2020/6145/001.
- 6.56 The bellmouth junction would lead to a 190m long access road which links to the main body of the site. To reduce vehicle speeds on the access road, two build outs with a priority working arrangement have been provided.

Pedestrian Access

- 6.57 Pedestrian access to the site would be served from a 1.5m wide footway flanking the south side of the site access road, connecting with the existing footways on the B2333 Burndell Road. Crossing facilities in the form of dropped kerbs and tactile paving would be provided to facilitate pedestrian movements across the Burndell Road and connect to the existing footway network.

Car and Cycle Parking

- 6.58 Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020) has been reviewed to establish the planning authority's expected level of parking demand. In accordance with policy, a total of 59 parking spaces are required on-site. The scheme will provide a total of 61 parking spaces on-site, in a mixture of parking courts, driveways, and garages. Visitor parking would take place within parking courts or on-street parallel parking bays.

- 6.59 The Council's cycle parking standards require a total 46 spaces. The 46 spaces have accordingly been provided at the correct ratio per dwelling. Cycle parking would be provided within garages or rear garden storage.
- 6.60 The proposed development would not impact on highway safety and fully accords with Policies TSP1 and TDM1 of the Arun Local Plan (2011-2031).

Ecology

- 6.61 Section 15 of the National Planning Policy Framework (NPPF) 'Conserving and enhancing the natural environment' states that planning policies and decisions should contribute to and enhance the natural environment. They should do this by protecting and enhancing sites of biodiversity and minimising impacts on and providing net gains for biodiversity, including establishing coherent ecological networks.
- 6.62 A suite of protected species surveys and assessments have been undertaken. As part of this assessment, the following surveys were undertaken:
- Desktop survey submitted to the Sussex Biodiversity Records Centre (SxBRC) (June 2020)
 - Extended phase I habitat survey (June 2020)
- 6.63 The following important ecological features were identified on site following the conclusion of the above survey work and may be subject to adverse impacts in the absence of suitable mitigation / compensation:
- Suitable habitat for foraging and commuting bats
 - Suitable habitat for common reptile species
 - Suitable habitat for breeding and nesting birds
- 6.64 Appropriate mitigation and enhancement measures have been proposed and subject to the implementation of these measures, opportunities will be maintained and moreover enhanced post-development.
- 6.65 The design of the proposed development and the implementation of mitigation measures as recommended in this report will ensure there are no adverse effects on any designated sites or protected species as a result of development at the application site. The proposals therefore fully accord with current legislation and policies pertinent to ecology and nature conservation.

Landscape

- 6.66 A Landscape Visual Assessment and Landscape Strategy has been submitted in support of the application.
- 6.67 The site is private with no public access. The site and its host landscape are not covered by any statutory or non-statutory landscape protection designation. The

site is located in the Burndell area of Yapton on the south-eastern edge of the settlement and comprises the western part of the rear garden curtilages of two existing residential properties – Paynters Croft and Meadow Cottage respectively – together with the existing access drive to the two properties from Burndell Road. The main body of the site is geometric in shape – broadly square – and is well defined.

- 6.68 As a result of the proposed development being in place there would be no important effects, i.e. an effect that would result in a total or substantial loss, upon the other landscape elements and features (namely topography, watercourse, hedgerows and trees) that currently characterise the site. The underlining flat topography of the site would remain substantially unchanged. The existing watercourse that runs along the site's western boundary would be substantially unaltered with the proposals in place.
- 6.69 There would be some loss of the existing tree, shrub and hedgerow resource on the site so as to facilitate the proposed development. However, the retained trees and hedgerows would form an integral part of the proposed residential development, maintaining a green edge to both site and settlement, and would be reinforced and enhanced through additional tree, shrub and hedgerow planting. The proposed development would be within a sylvan setting once the proposed tree planting has become established and is starting to mature.
- 6.70 No physical works are required beyond the site boundary as part of the proposed development. Consequently, the physical fabric of the landscape surrounding the site would remain physically unaffected with the proposals in place. The proposals would be consistent with the aspirations of the Landscape Management guidelines for the local landscape. The proposals would in particular have no direct or indirect effect on views of the South Downs, Chichester Cathedral or of Arundel.
- 6.71 The site is not perceived as forming part of the rural setting to the settlement. The existing boundary hedges to the site, which are to be retained as part of the proposals, keep the site both physically and visual separate from the agricultural fields to the west and south. The site is not isolated, recently constructed residential development means that the site adjoins the main area of settlement to the north. Similarly, industrial development to the south further emphasises the site's perceived connectivity to the developed urban edge of settlement.
- 6.72 As part of the LVA, the visual assessment that has been undertaken, demonstrates that views of the proposed development from within the wider landscape would typically be restricted by the area's flat topography, existing built form and existing vegetation or a combination of these three factors occurring in the intervening landscape between the visual receptor (person/people) and the site boundary. A selection of representative viewpoints indicates that the visual envelope i.e. the area where the proposed development would be seen from publicly accessible locations, is extremely limited.
- 6.73 Where evident, the proposed development would typically be seen only as discreet elements rather than in its entirety. Existing vegetation on and off the site

together with the flat topography, would typically act to filter or partially filter views of the proposed property. Overall it is considered that the proposed development would have a limited effect that would not be unacceptable on the visual amenity of the wider landscape beyond the site boundary. The development therefore accords with Policy LAN DM1 of the Local Plan.

Open Space

- 6.74 The NPPF states at paragraph 96 that “access to a network of high-quality open spaces *and opportunities for sport and physical activity is important for the health and wellbeing of communities*”.
- 6.75 The design of the scheme includes a central green space which can be utilised by residents and for communal amenity value. There is natural surveillance of the public open space, to ensure that it is safe and accessible to all. The provision of open space on the site is a positive benefit of the scheme.

Trees

- 6.76 The proposal includes an Arboricultural Report, Tree Plan and Root Protection Area Plan. The existing tree and hedgerow resource on the site has been the subject of a tree survey that has informed the proposed layout. Consideration has been given in the design evolution of the layout proposed development to trying to ensure the retention wherever possible of key trees and hedgerows.
- 6.77 Some loss of existing site vegetation would occur as a result of the proposals. This loss would include the existing beech hedgerow that currently divides the site and separates the two existing residential curtilages from one another together with the immature tree copse and remaining internal trees and shrubs from the northern part of the site.
- 6.78 Key, mature tree specimens would be retained around the site’s perimeter. Also retained would be the existing hedgerow along the site’s western boundary together with most of the trees along the alignment of the proposed access drive. The existing hedgerow along the site’s southern boundary is also to be retained.
- 6.79 The Tree Officer previously confirmed that “*the information is sufficient to ensure that the important trees are adequately respected and protected*”. The proposed development therefore accords with Policy ENV SP1 and QE SP1 of the Local Plan.

Impact on Norwood Farm (TJ Waste & Recycling)

- 6.80 The site is located within the proximity of existing waste infrastructure at Northwood Farm, with the proposed dwellings along the southern site boundary of the application site being located some 100m to the north of the area of waste operations. Policy W2 of the West Sussex County Council Waste Local Plan (2014), states that existing waste sites and infrastructure should be protected from inappropriate neighbouring developments that may prejudice their continuing efficient operation.

- 6.81 In July 2021, the Council refused planning permission for 23 dwellings at the application site (planning reference F/5/21/PL). Reasons for refusal four and five state the following:

4. The proposal adjoins farmland where farm activities have the potential to generate noise complaints. No noise assessment has been submitted as part of the proposal in conflict with policy QE SP1 of Arun Local Plan which requires all development to contribute positively to the quality of the environment and to ensure development does not have a significantly negative impact upon residential amenity. The proposal does not ensure that existing commercial uses are protected and safeguarded from impacts of incompatible land uses.

5. The applicant has failed to demonstrate that the proposed development would not prevent or prejudice the ongoing operation of the waste management site at Northwood Farm by way of submission of a Waste Infrastructure Assessment in conflict with policy W2 of the Waste Local Plan, policy QE SP1 of Arun Local Plan and policy EE3 of Ford Neighbourhood Plan.

- 6.82 To address these reasons for refusal, the applicant has undertaken further assessments to understand the impact on Norwood Farm. These include odour, noise, dust and lighting assessments.

Odour

- 6.83 An Odour Assessment has been undertaken in order to investigate potential impacts at the development, consider its suitability for the proposed end-use and determine whether the development would prevent ongoing operations at Norwood Farm (TJ Waste & Recycling).
- 6.84 An Odour Risk Assessment was undertaken using a standard screening methodology to consider the potential risk of reduced amenity. The results of the assessment were considered alongside a number of additional factors to determine the overall significance of effect.
- 6.85 Based on the results of the assessment, overall odour effects at the site are not considered to be significant. As such, odour is not considered to represent a constraint to planning consent for the development.

Dust

- 6.86 A Dust Assessment has been undertaken in order to investigate potential impacts at the development, consider its suitability for the proposed end-use and determine whether the development would prevent ongoing operations at TJ Waste & Recycling.
- 6.87 Based on the results of the assessment the following outcomes have been determined:
- Operations at TJ Waste & Recycling are unlikely to cause loss of amenity at the proposed development site; and

- The siting of a residential development to the north of TJ Waste & Recycling will not prevent or prejudice the use of the facility.

- 6.88 As such, the proposals are considered to comply with the requirements of the NPPF, Policy W2 of the Waste Local Plan and Policy QE SP1: Quality of the Environment.

Lighting

- 6.89 A qualitative assessment was undertaken to determine the potential for loss of amenity at the proposed site. This indicated that the development is unlikely to expose future residents to unacceptable lighting levels, and the proposals would not prevent or constrain operations at the facility.
- 6.90 As such, the proposals are considered to comply with the requirements of the NPPF, Policy W2 of the Waste Local Plan and Policy QE SP1: Quality of the Environment.

Noise

- 6.91 To overcome reason for refusal (No. 4), a Noise Assessment has been submitted in support of the application.
- 6.92 The Assessment has identified the development site as negligible risk in terms of noise impact. However, noise associated with the TJ Waste recycling facility (Norwood Farm) adjacent to the site, has been identified as a constraint on site due to the impulsive and intermittent characters of the various processes used.
- 6.93 It should be noted that the specific sound levels cited above are predicted for the most affected gardens, along the southern boundary of the Site. The screening provided by the proposed dwellings is expected to provide a progressive reduction in the Specific Sound Level in amenity spaces further north.
- 6.94 Impact is further contextualised by comparing the predicted noise impact of the recycling facility on the new dwellings with the impact on the existing dwellings immediately adjacent to the eastern boundary of the site, Paynters Croft. The specific noise level is similar at both, however with the proposed barrier implemented, the impact on the proposed is likely to be less than that already experienced at the existing community nearby. The proposed development may provide the added benefit of significantly reducing the impact of recycling noise on the existing or currently under construction residential dwellings surrounding the development site.
- 6.95 There are no outstanding noise complaints from these dwellings regarding the recycling facility, therefore any indication of risk can be further reduced. Further mitigation measures such as the implementation of increased boundary fence heights could further reduce noise levels at the assessment location. The application site is already host to the rear garden of a residential property, suggesting that an acceptable level of external amenity is already enjoyed in this area.

- 6.96 The proposed development is therefore considered acceptable, and that a planning condition could be imposed on the granting of planning permission to secure appropriate noise mitigation measures.

Drainage

- 6.97 As set out in the National Planning Policy Framework, 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.
- 6.98 The site lies within the Lidsey Catchment Area and within Environment Agency Flood Zone 1 (lowest risk of flooding) and, as such, development is likely to be acceptable in this location in this respect.
- 6.99 Policy W DM3 states that all development must identify opportunities to incorporate a range of Sustainable Urban Drainage (SUDs) systems. These features may include green roofs, permeable driveways, soakaways, water harvesting such as water butts.
- 6.100 Policy EH4 of Ford Neighbourhood Plan which refers to Surface water management and states that new development should aim to reduce the overall level of flood risk in the area.
- 6.101 The Council's Drainage Engineer raised no objection to the previous scheme, subject to planning conditions. As such it is considered that the proposed development accords with the relevant Local Plan policies.

Economic

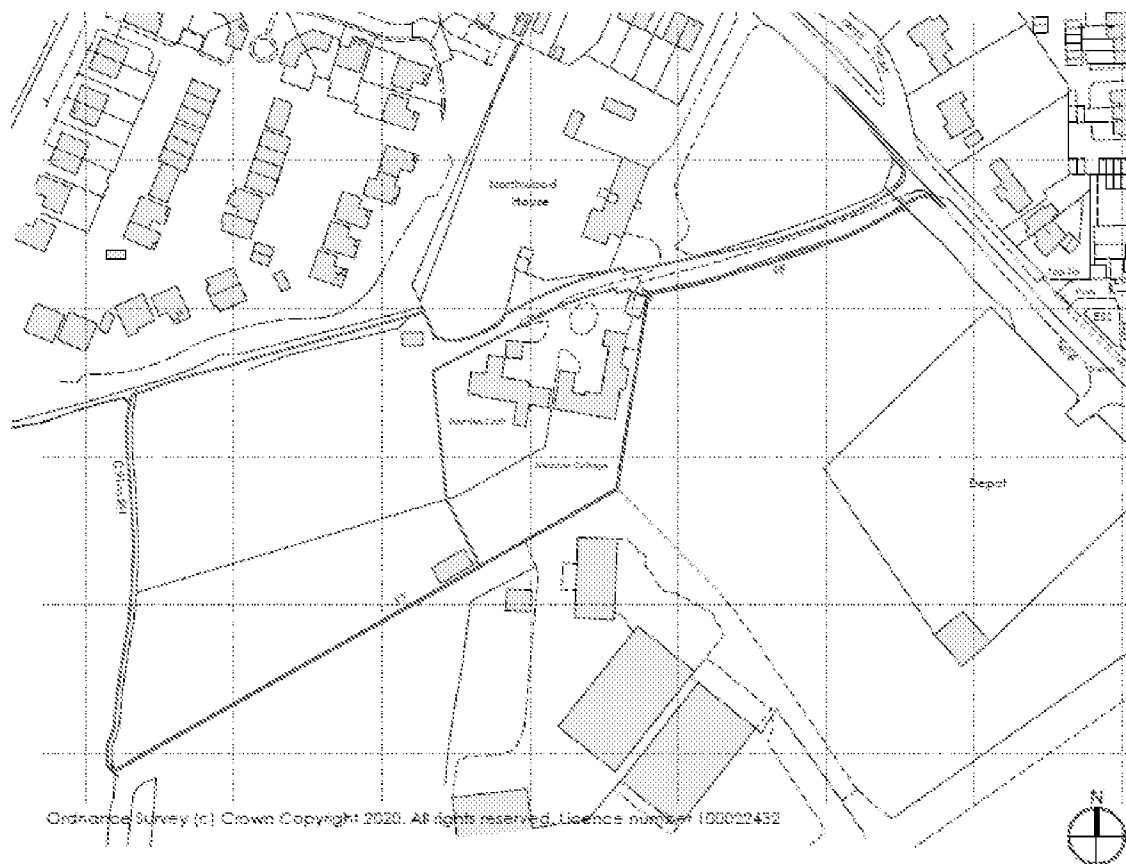
- 6.102 Paragraph 81 of the NPPF confirms that "Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."
- 6.103 The economic benefits of construction are well known with considerable direct and indirect positive impacts resulting from new housing construction.
- 6.104 The applicant where possible aims to make use of local suppliers and tradespeople to support the local economy. The construction of new homes therefore provides opportunities for local employment as well as increased revenue locally for materials, services and goods. In addition as part of the development provision for a financial contribution to the Council to support local infrastructure projects will be made through the Community Infrastructure Levy and Planning Obligations.
- 6.105 Further positive economic impacts of the proposed development resulting from the occupation of new homes and related increase in local population are noted as follows;

- The construction of 23 new homes will increase the population resulting in local benefits through the demand for goods and services; and
 - Maintaining and enhancing the vitality and viability of local services through local spend is a key element of sustainable development, particularly with settlements such as Yapton.
- 6.106 Following the recession, the government placed significant importance on the construction industry to kick start the economy. There has been clear emphasis on planning for growth through national policy initiatives including the NPPF which was intended to stimulate the economy.
- 6.107 The decline in the economy resulting from the current coronavirus pandemic is likely to rely equally on the construction and development industries to ignite growth and confidence. Measures have already been put in place to temporarily extend construction site working hours to speed up the delivery of new homes.
- 6.108 Overall, there are significant tangible economic benefits that weigh heavily in favour of the grant of consent. In my view, these benefits have to be afforded even greater weight given the current situation with the pandemic and the rising unemployment in the area. Therefore, the provision of employment linked to the grant of consent for the development must be considered a significant benefit in this case.

7. Conclusion

- 7.1 This Full application seeks detailed approval for scale, appearance, landscape and layout. This application is submitted following the refusal of a previous application under reference F/5/21/PL.
- 7.2 The application seeks approval for 23 dwellings, the full description is as follows:
‘Full application for 23 dwellings with associated access, infrastructure, landscape, open space at land to the rear of Paynters Croft, Yapton.’
- 7.3 The applicant considers the tilted balance should be applied for the following reasons:
- The Development Plan, and primarily, the most important policies for determining the application are out of date, therefore triggering the second limb of Paragraph 11(d).
 - When applying Paragraph 11(d)(i), there are no specific policies contained within the Framework that indicate development should be refused.
 - As demonstrated in this supporting Planning Statement, there are no adverse impacts which significantly and demonstrably outweigh the benefits of the proposed development.
 - The Ford Neighbourhood Plan was made more than 2 years ago and the LPA cannot demonstrate 3 years housing land supply.
- 7.4 In line with national policy, the above analysis also demonstrates that there are no adverse impacts of the proposal, or other material or technical considerations that indicate that the proposal should not be approved.
- 7.5 The proposal is of a high-quality design and (following re-design of the previous layout), the development would not give rise to any harmful impacts on ecology or on occupiers of the surrounding dwellings.
- 7.6 Additional highway information has been submitted to demonstrate that the scheme would not result in any significant impacts to highway safety.
- 7.7 Further noise, dust, odour and lighting assessments have been undertaken to confirm that the proposed development would not impact upon the operations of Norwood Farm (TJ Waste & Recycling).
- 7.8 The site is therefore considered to meet the requirement of paragraph 14 of the NPPF and planning permission for the proposal should be granted accordingly.

Appendix 1: Location Plan



Appendix 2: List of submitted Plans and Documents

Document / Plan	Reference
Application Form and Ownership Certificates	As completed
Covering Letter	Prepared by Turley
CIL Form	As completed
Location Plan	20-009-BUR-MHA-00-XX-DR-A-001 Rev P04
Block Plan	20-009-BUR-MHA-00-XX-DR-A-0003 Rev P06
Type E Plans and Elevations	20-009-0009 P04
Type F Proposed Plans and Elevations	20-009- 0010 P02
Type A Plans and Elevations	20-009-0005-P02
Type B Plans and Elevations	20-009-0006-P02
Type C Plans and Elevations	20-009-0007-P03
Type D Plans and Elevations	20-009-0008-P02
Proposed Streetscenes	20-009-0012 P04 and P05
Proposed Site Plan	20-009_0002_P09
Substation Enclosure Details	20-009_0015_P01
Triple Garage (Elevations and Floorplans)	20-009-0016-P02
Location Overlay Plan	D1906 SK01
Design and Access Statement	Prepared by MH Architects Ltd
Arboricultural Assessment and Appendices (Tree Protection Plan)	Prepared by Johnston Tree Consultancy
Noise Assessment	Prepared by Clarke Saunders Acoustics
Lighting Assessment	Prepared by Omnia
Odour Assessment	Prepared by Omnia
Dust Assessment	Prepared by Omnia
Transport Assessment	Prepared by Bright Plan
Transport Assessment Drawings	Prepared by Bright Plan
Highway Technical Note	Prepared by Bright Plan
Road Safety Audit - Stage 1	Prepared by Road Safety Answers Ltd

Proposed Access Road Overview and Dimensions	2020-6145-002 Rev I
Surface Water Drainage Summary	Prepared by Bright Plan Civils
Greenfield Runoff Estimation tool	As completed
Preliminary Ecological Appraisal	Prepared by EcoSupport
Reptile Report	Prepared by EcoSupport
Phase II Bat Survey	Prepared by EcoSupport
Landscape and Visual Appraisal (Part 1 and 2)	Prepared by Briarwood Landscape Architecture
Landscape Strategy	Prepared by Briarwood Landscape Architecture