

Ref: GA/JS/01917/L0001

15th March 2017

Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Dear Sir/Madam

Land at St. Marys Close, Hurst Road, East Preston BN16 3AP

Full Planning Application for the demolition of the existing dwellings and erection of 4 residential dwellings

Applicant: MJH Homes

On behalf of our clients MJH Homes we are pleased to enclose an application for:

"Full planning application for the demolition of the existing dwelling and erection of 4 new residential dwellings"

The requisite fee of £1,540 payable to Arun District Council has been sent separately in the post. A hard copy and CD of all supporting documentation has also been sent.

This application has been submitted via the Planning Portal (Ref. PP-05911701) and should be considered in association with the following supporting documents and plans submitted with the application forms:

- | | |
|--------------------------------------|------------------------------------|
| • Site Location Plan | Drawing No. 15117 LP-01 |
| • Design and Access Statement | February 2017 |
| • Sketch Proposal and Site Layout | Drawing No. 151117 CSL-01 K) |
| • House type Birch (4B7P) Elevations | Drawing No. 151117/HT/birch4b/EL B |

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• House type Copse (4B8P) Elevations	Drawing No. 151117/HT/cop4b/EL C
• House type Thicket Elevations	Drawing No. 151117/HT/thk4b/EL B
• House type Copse/Thicket Floorplans	Drawing No. 151117/HT/cop4b/FP D
• House type Sandbank Floorplans	Drawing No. 151117/HTSAN4B/FP E
• House type Sandbank Elevations	Drawing No. 151117/HT/SAND4B/EL B
• Street Scenes	Drawing No. 151117_SS_01 C
• Existing Elevations	Drawing No. 151117/EHT_EL
• Drainage Strategy	Ref. ES1702
• Borehole Reports	February 2017
• Engineering Drawing Drainage Strategy	Drawing No. ES1702/502001A
• Arboricultural Survey	Ref. 4274/17-01
• Transport and Traffic Statement	Ref. ES1702

SITE DESCRIPTION AND BACKGROUND

The site is located within the settlement boundary and Parish boundary for Rustington and consists of approximately 0.2ha of residential land within East Preston Ward. St. Marys Close is a detached two-storey property which exists on site which occupies a substantial frontage with two entrances off Hurst Road to the north. The property extends back to St Marys Thatch cottage and its own access from Station Road to the south which can also access adjacent properties known as L'Abri to the east and at the corner of Station Road and Hurst Street and Knowles property which is located directly west of the site. The site is in a wholly residential area which spreads eastwards from Littlehampton over several other villages including West Preston. Hurst Road is a cul-de-sac with a variety of house types but mostly detached 2-storey dwellings with a relatively new private sheltered housing development known as Oakhurst Gardens located at the end. Langmead Recreation Grounds are located approximately 100m east and Georgian Gardens Community Primary School is located some 300m west.

The site is located just north-west of the Station Road, East Preston Conservation Area boundary. The site is also identified within Character Area 7 of the Rustington Village Design Statement. The Assessment indicates that this area is clearly characterised by a mix of development.

The site has no relevant planning history associated with it on the Councils website. Of more relevance is a recent approval on the neighbouring Knowles property for a single and two storey extension and alterations (R/270/16/HH). Developments permitted in the surrounding area have been of higher density to comply with Local Plan (2003) policies and make most efficient use of the land, including the development at Oakhurst Gardens on Hurst Road and Kerria and Malvern off Station Road.

Figure 1: Site Location



APPLICATION PROPOSALS

The proposed development will involve the demolition of the existing property, St. Marys Close and the development of four 4-bedroom dwellings each of individual and unique design.

The site is some 0.21ha of land which will result in a density of 17 dwellings per hectare. The schedule of units below indicates that the proposal accommodates 4 private, 4 bedroom units, two 7 persons and two 8 person units.

Figure 2: Schedule of Accommodation

Type Private: Ref.	Name of Dwelling	No. of Bedrooms	No. of People	Total Sq.Ft	Total. Sq.m
TP-A	Sandbank	4 Bed	7	1614	150
TP-B	Copse	4 Bed	8	1640	152
TP-C	Thicket	4 Bed	8	1640	152
TP-A	Sandbank	4 Bed	7	1614	150

Unlike the existing property, the new dwellings will face onto Hurst Road and the building lines have been set back to respect the general line of the road. Retaining the building lines have resulted in a generous frontage and the opportunity to retain most of the existing planting and landscaping onsite. Additional hard and soft landscaping proposals will be incorporated throughout the site.

Single access will be maintained off Hurst Road for Plots 1-3 and the second vehicular access will be separated to access the garage for Plot 4 (Sandbank). The plots have been designed and spaced with setbacks, projections and a variety of materials to avoid an overly cluttered appearance and to make the most efficient use of the land.

Refuse storage is provided to the rear of the properties and it is expected that residents will move their bins to the front of the property on collection day.

Parking and Access

Parking has been calculated using the West Sussex Parking Demand Calculator and exceeds that sought in the emerging local plan which seeks new development to be in accordance with the National Space Standards (NSS) as well as statutory regulations contained within the Building Regulations.

15 car parking spaces have been provided, all off road and in a combination of garages and surface parking. The proposed garages are sufficient to accommodate both vehicular and bicycle parking. Each dwelling has a garage with surface parking out front. Garages to plots 1 and 4 include a car port to one side all under a double garage roof.

The proposals sought to retain the existing access points from Hurst Road which currently consists of two access points at each end of a semi-circular driveway. These have been retained through the separating the internal driveway to serve plots 1, 2 and 3 while the second access will serve plot 4 only. Pedestrian access is created via the private drives.

COMMUNITY CONSULTATION

The applicant held two meetings with the residents from Hurst Road, the first one was held on February 15th in the local Bookers Hall and had an attendance of approximately 20 residents. MJH Homes presented a scheme for four dwellings and went through in detail the design of the new homes, in so far as the homes would be individual with different elevational changes using flint, brickwork, render etc. in order to keep in with the existing character of the area. Issues were raised regarding the size of the units and the positioning of them. It was agreed that the scheme would be redesigned to reflect the comment received.

A second meeting took place on February 22nd at the same venue with approximately 20 residents attending. The units were smaller, with lower eaves lines and the units were moved back to retain the existing building line and reduce impacts on the adjacent dwellings. Issues regarding parking were the main issue.

Since this, it has been demonstrated on the proposed scheme that 15 on-site parking spaces can be provided within garages and surface parking.

PLANNING POLICY

Consideration has been given in the preparation of this application to the relevant national, regional and local planning policy. It is clear from the analysis of such policies that general support can be drawn for the proposed redevelopment of the site for housing.

Arun District Councils Development Framework consists of the Saved Policies from the adopted Local Plan (2003), relevant Neighbourhood Plans and in this case the Rustington Neighbourhood Plan (2015).

The proposals have also been assessed against relevant policies in the emerging Local Plan 2011-2031. The plan is currently at main modifications stage with a 6-week consultation expected in due course. A number of additional studies and evidence base documents are currently being produced which has delayed the process. This scheme has been assessed against the policies in the publication version of the plan (October 2014).

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The key purpose of the NPPF is to contribute to the achievement of sustainable development through three dimensions, these being an economic role, social role and environmental role.

The NPPF states at Paragraph 14 that at the heart of the document is a presumption in favour of sustainable development. For decision taking this means approving development proposals which accord with the development plan without delay and local planning authorities should positively seek opportunities to meet the development needs of the area. The presumption in favour of sustainable residential development is reiterated at Paragraph 49.

Paragraph 56 states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. The importance of planning policy for the achievement of high quality and inclusive design for all developments is outlined in Paragraph 57.

The Council have a considerable shortfall in deliverable housing sites. Paragraph 48 states that Local Planning Authorities may make an allowance for windfall sites in the five-year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.

Paragraph 60 states that new developments should seek to promote or reinforce local distinctiveness and decisions should not attempt to impose architectural styles or particular tastes should not stifle innovation, originality or initiative. Despite the importance of the visual appearance and architecture of individual buildings, securing high quality and inclusive design should go beyond aesthetic considerations. In addition, Paragraph 131 states that in determining planning applications, local planning authorities should take into account the desirability of new development making a positive contribution to local character and distinctiveness.

The NPPG Paragraph: 031 (Reference ID: 23b-031-20161116) states that there are specific circumstances where contributions for affordable housing and tariff style planning obligations (Section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court Appeal dated 13th May 2016, which give legal effect to the policy set out in the written ministerial statement of 28th November 2014 and should be taken into account. These circumstances are that contributions should not be sought from developments of 10 units or less, and which have a maximum combined floorspace of no more than 1,000 square metres (gross internal area).

Saved Local Plan (2003) Policies

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

The following saved policies are relevant to the proposed development:

Policy GEN2 Built up Area Boundary states that development or redevelopment will be permitted within the built-up area boundaries, subject to the other policies within this plan.

Policy GEN7 The Form of New Development states that planning permission will only be granted for schemes displaying high quality design and layout. Development will be permitted provided it makes efficient use of land or buildings, and in the case of new residential development achieves a net density of at least 30 dwellings per hectare. It must demonstrate that it responds positively to the identified characteristics and resources of the site and are to create attractive places and respects and enhances local distinctiveness. Development needs to promote sustainable development and not have an adverse impact on adjoining occupiers. The Policy concludes that in all cases the District Council will expect a high standard of design and layout and all applicants will be encouraged to improve visual amenities of the particular locality in scale, external appearance, hard and soft landscaping and materials.

Policy GEN9 Foul and Surface Water Drainage states that planning permission which will materially increase foul and/or surface water discharges will be refused unless the LPA is satisfied that adequate drainage capacity exists or appropriate drainage capacity can be provided. Consideration should also be given to the use of Sustainable Urban Drainage Systems (SUDS).

Policy GEN12 Parking in New Development indicates that the Local Planning Authority will base its consideration for the need for on-site parking provision on its parking standards within this plan. The Local Plan authority may seek to lower provision that required by the standards for developments accessible by other means of transport.

Policy GEN15 Cycling and Walking states that the Council will continue to work with West Sussex County Council and others to encourage and support the development of safe cycle and footpath networks.

Policy DEV17 Affordable Housing states that within allocated or unidentified developments of 25 units or more dwellings for residential sites of 0.8ha or more, irrespective of the number of dwellings, the local planning authority will seek to secure provision of affordable housing.

Draft Local Plan 2011-2029 (Publication Version October 2014)

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication. The Council resolved that the policies and maps in the Publication Version of the Local Plan be used in the determination of this planning application. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place.

The proposals have been assessed against the following policies of the emerging plan:

Policy SD SP1 Sustainable Development states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and will work proactively with applicants to find solutions which means that proposals can be approved wherever possible.

Policy SD SP2 Settlement Boundary states the development will be permitted within the area defined as the Built-Up Area Boundary on the Policies Map, subject to other policies in this Local Plan.

Policy H DM1 Housing Mix states that the Council will seek a mix of dwelling types and sizes, to include affordable housing units, that adhere to the latest guidance. For developments of 10 units or more that Council shall require a balanced mix of market and affordable dwellings sizes including family sized accommodation (of three bedrooms or more), based on the most up to date SHMA recommendations.

Policy D SP1 Design requires all development proposals to be of good quality and demonstrate a high standard of design. Development proposals should have been derived from a thorough site analysis and context appraisal, adherence to objectives informing sustainable design and the influence these objectives have on the form of development. All development proposals must consider the efficient use of land, layout, landscaping and its setting, density, mix, scale, massing, materials, finish, architectural details and nearby habitats.

Policy D DM1 Aspects of Form and Density Quality indicates that when considering any application for development the Council will have regard to the relevant aspects including the character, appearance and attractiveness of the scheme, the impact, trees and woodland etc.

Policy D DM2 Internal Space Standards sets out the required space standards which will require internal spaces to be of an appropriate size to meet the requirements of all occupants of their changing needs. The requirements illustrated on Table 13.1 indicates that for 2-storey 4 bedroom properties for 6 people a internal floorspace of 107sqm is required. Requirements for larger 4bed properties is not provided.

Policy D DM3 External Space Standards states that the Planning Authority will require the provision of useable private amenity space (excluding parking and turning areas) in new residential development unless the urban density form in town centres require greater flexibility. In considering the amount of amenity space, the planning authority will take into account back gardens.

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 green infrastructure network and access to public transport.

Rustington Neighbourhood Plan (2015)

The Rustington Neighbourhood Plan was made in March 2015 following a referendum which favoured the plan becoming part of the local development framework and a material consideration. The following policy is relevant to the proposed scheme:

Policy 2: Housing Design states that development proposals will be supported, provided that their scale, density, massing height, landscape design, layout and materials which reflect the architectural and historic character and scale of the surrounding buildings and landscape. Proposals must also comply with the parking standards adopted by the planning authority.

PLANNING ASSESSMENT

The following section provides a detailed assessment of the merits provided by this application proposal against the relevant planning policy guidance at national, strategic and local levels. It demonstrates that the proposals are of quality design and result in a highly sustainable residential development, contributing positively to policy objectives.

In the context of the above, the assessment proceeds on the following basis:

- Principle of Development
- Suitability of the Site for Residential Development
- Design and Layout
- Impact on Character, Appearance and Residential Amenity
- Housing Mix and Tenure
- Landscaping and Trees

Principle of Development

The proposed development is located within the built-up area boundary of Rustington and within an extremely sustainable location close to nearby key services and public transport facilities. The site benefits from its sustainable and favoured location for new residential development in the District in line with Policy GEN2 and draft Policy SD SP2 which state that development will be permitted within the area defined within the Built-Up Area Boundary.

The site is currently in residential use in a predominantly residential location and therefore the principle of residential development has already been established onsite.

Suitability of the Site for Further Residential Redevelopment

As indicated above draft Policy SD SP1 aims to take a positive approach when considering development proposals which reflect the presumption in favour of sustainable development contained within the NPPF. The site benefits from an extremely sustainable location and within an already established residential location. The Council do not have a 5-year supply of deliverable housing sites (3.32 years as of December 2015) and the proposed development would make a small but valuable contribution towards the housing supply. The site at St Marys Close, Hurst Road is available, the proposed scheme is suitable, achievable and therefore viable for delivery now.

Availability

The site is currently under option to the applicant and is available for development now. The site provides an opportunity to provide 4 new dwellings of exemplar design and an attractive and sustainable development.

Suitability

The principle of residential development has already been accepted on site. The site is well located within the settlement and well served by public transport and key services, including the designated Rustington Village Centre which is only located 0.9 mile and less than a 5-minute walk away. An adopted cycle route also runs directly from the site to the village centre and beyond. Due to the sustainability of this location it is thought that housing provision will continue to be enhanced in these locations.

The site has no other constraints which would preclude the residential development coming forward. The site is located within Flood Zone 1 which is considered to be at the lowest risk of flooding and no other environmental constraints exist.

The site has no contamination issues and the Transport and Access Statement demonstrates how the scheme will have an insignificant impact on the surrounding highway network.

Achievability

A comprehensive package of technical assessments has been undertaken which confirm that there is nothing that would physically, environmentally or socially constrain the development of the application site.

Viability

While there are certain costs associated with the demolition of the existing property this would not preclude the ability to redevelop the site for additional residential purposes. The proposed scheme is considered to be viable and therefore deliverable.

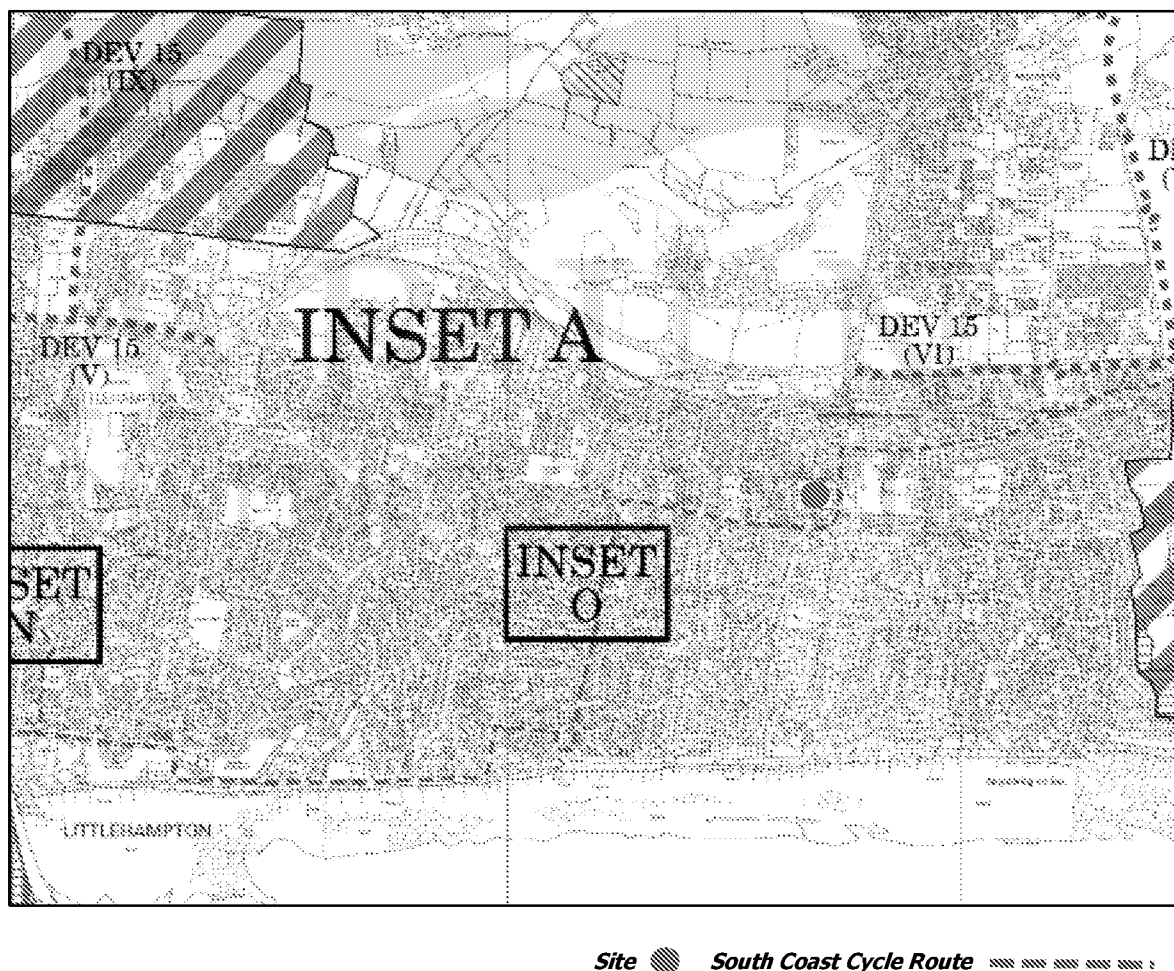
Sustainability

The proposed development is sustainable and will result in a number of material planning benefits for residents who reside here. As indicated on the accompanying documents the site benefits from a sustainable location close to pedestrian, cycle and public transport links. Pedestrian access will be provided via the proposed vehicular access points and adequate cycle storage will be provided for each dwelling in the garage areas. The site benefits from its location directly adjacent to the South Coast Cycle Route which is identified from the extract of the Councils Proposals Map (2003) below (Figure 3).

Rustington village centre and associated services is located approximately 0.9 mile from the site and less than a 5-minute walk and the South Coast Cycle Route runs directly from the site to the centre and beyond. Rustington Village Centre offers a range of retail and leisure facilities and office based businesses. In addition, Georgian Gardens Community School is located just west of the site and a number of recreational facilities are located directly east of the site.

A considerable number of bus routes are located along Station Road which provide access to the surrounding settlements. In addition, Angmering Train Station is located some 0.2 mile north-east of the site and less than a 5-minute walk.

Figure 3: Extract from Policies Map showing site and South Coast Cycle Route



Social, Economic and Environmental Benefits

As defined in Paragraph 7 of the NPPF, there are three dimensions of Sustainable Development which include the social, economic and environmental roles. As set out below the development will result in a range of clear and material benefits which would contribute directly to furthering these dimensions.

With regards to the schemes **Social Role**, the proposals will result in a choice of high quality homes which will promote inclusive and mixed communities to meet the current demographic trends, market trends and the needs of different groups of the community. These include larger family housing which is an identified need in the Draft Local Plan.

With regards to an **Economic Role**, the provision of new homes will bring benefits to the area both during and after construction. The new dwellings will support the growth and innovation by providing residential accommodation for people of a working age contributing to the availability of the local labour force and creation of jobs in the local area.

The **Environmental Role** of the site will also be improved from the retention of much of the existing mature vegetation and the introduction of new hard and soft landscaping and planting.

Design and Layout

The proposed scheme has been worked up through community consultation events and comments which have had a considerable impact on the outcome of the application proposals. The design has been progressed and improved through the involvement of the community.

The scheme demonstrates a good quality and a high standard of design and therefore complies with Policy GEN7, Draft Policy D SP1 as well as Policy 2 of the Rustington Neighbourhood Plan as demonstrated on the accompanying Design and Access Statement prepared by Carlton Design Group.

Impact on Character, Appearance and Residential Amenity

Policy GEN7 states that development will be permitted provided it makes efficient use of land or buildings and, in the case of new residential development achieves net densities of 30 dwellings per hectare. The scheme proposes a density of just over 17 dwellings per hectare which reflects the existing character and appearance of the area. While we could achieve a higher density in line with adopted policy, we are not because we are mindful of the comments received from the residents at the public consultation. The adopted policy is from 2003 and clearly outdated and the draft local plan changes its approach to density stating under Policy D DM1 to make the most efficient use of land while maintaining character and local distinctiveness and taking into account the density of surroundings. The site is located within Character Area 7 of the Rustington Village Design Statement which clearly describes the character of the area as being in a mix of uses.

Regarding the impact on neighbouring residential amenity to the east and west of the site, it is thought that there will be a negligible impact on Knowles to the east as the separation distance will remain the same. The separation distance to L'abri to the west will be reduced, however proposed hard and soft landscaping will reduce any potential impact on amenity. The proposed scheme therefore complies with the relevant criteria (V) contained within Policy GEN7.

Draft Policy DM D 2 (Internal Space Standards) requires a minimum of 107sqm for 2-storey 4 bed dwellings accommodating 6 people. No requirements are provided for larger 4 bedroom dwellings. As indicated in Figure 2 Schedule of Accommodation above each dwelling will be in excess of 150sqm. In addition, Draft Policy D DM3 (External Space Standards) and states the Planning Authority will require the provision of useable private amenity space (excluding parking and turning area) in new residential development. In considering the amount of amenity space, the planning authority will take into account back gardens. As indicated previously, as a result of the public consultation, the position of the new dwellings has been designed to maximise the rear gardens distances and limit overlooking to and from St. Marys Thatch so that the new two storey elements are no closer than the existing property. The Policy states that a minimum of 100sqm garden area should be provided for large residential detached and semi-detached dwellings. Each rear garden for each plot along is well in excess of 100sqm. In addition, retention of the existing building line has also resulted in generous frontages and suitable turning space for vehicles. The proposed scheme complies with the requirements set out in Draft Policy D DM3.

The proposed scheme meets all the amenity standards and will have an insignificant impact on the residential amenity of neighbouring developments.

Housing Mix and Tenure

The scheme complies with Draft Policy H DM1 which states that with schemes of developments of 10 or more units the council shall require a balanced mix of market and affordable dwelling sizes, including family sized accommodation (of three bedrooms or more) based on the most up to date SHMA recommendations. The Councils Latest SHMA (2013) does not assess the need for housing mix, however the Draft Local Plan does indicate that there is a considerable need for larger family homes. The proposed scheme therefore goes some way to meeting an identified housing deficiency.

Landscaping and Trees

The boundaries of the site and the location of the existing access is to remain relatively unchanged in order to preserve the existing mature trees located in both the verge outside the site in Hurst Road and those just inside the boundary, which all contribute to the visually sensitive character of the street scene as well as providing screening between the houses opposite.

Additional planting will be provided along boundary fences in rear gardens in the form of ever green laurel hedgerows to improve privacy and add biodiversity. All existing trees in the rear gardens of the properties will be retained ensuring minimum disruption to neighbouring gardens.

A Tree Survey has also been carried out and a Tree Schedule provided at Appendix 1 of the accompanying Arboricultural Survey.

Infrastructure Contributions

Adopted Policy DEV17 indicates that the proposed scheme falls under the criteria and affordable housing would not normally need to be provided. However, this policy is 14 years old and Draft Policy H SP2 indicates that a financial contribution for affordable housing of schemes under 14 dwellings would need to be provided. Both these policies pre-date the National Planning Policy Guidance (NPPG) and Ministerial Statement (November 2014) which states that there are specific circumstances where contributions for affordable housing and tariff style planning obligations should not be sought from small scale development. These circumstances are that for developments of 10 units or less, and have a maximum combined floorspace of no more than 1,000 square metres (GIA).

CONCLUSION

This cover letter has been prepared and submitted in conjunction with a number of plans, assessments and reports which demonstrate the following:

- The development of four 4-bedroom dwellings will provide a small but valuable contribution towards the Councils considerable shortfall of housing sites
- The site benefits from a sustainable location within the Built-Up Area and less than a 5-minute walk (0.9m) to Rustington Village Centre and associated key services
- Safe, suitable and convenient pedestrian and bicycle access and storage is provided and a range of alternative public transport options available along Station Road. Angmering Train Station within a 5-minute walk (0.2m)
- There are no local, national or strategic policy confliction with the redevelopment of this site and the Council should take full advantage of opportunities to deliver new housing and should approve development in this location
- The scheme provides a housing mix which complies with both adopted and emerging planning policy and meets an identified housing need for larger family homes as stated in the Draft Local Plan (2014)
- While the site could accommodate a higher density of housing under adopted Policy, the proposed scheme does not in response to the comments received from the public consultation
- The proposed scheme provides internal space well in excess of that required under Draft Policy D DM2
- The proposed scheme provides private amenity space well in excess of that required by Draft Policy D DM3
- The proposed development make the most efficient use of the land through the proposed higher density scheme and will result in positive impacts on the character and appearance of the area
- The existing points of access off Hurst Road will be maintained and any increase in traffic as a result of the development will be insignificant
- Both vehicle and bicycle parking standards comply with the relevant policies
- The development will have a very little impact on the amenity of surrounding residents and additional planting and landscaping will mitigate against any potential impacts along the eastern boundary
- The site represents an entirely suitable, achievable, viable and therefore deliverable source of housing within the area which will be delivered in a manner which has regard to and responds positively to the surrounding area

- The proposal is a sustainable form of development that would further the key dimensions of planning providing economic, social and environmental benefits for the wider community in which the Council are expected to proactively support.

Yours faithfully

[Redacted signature]

Geoff Armstrong

[Redacted text]

Director

Armstrong Rigg Planning

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