TOWN & COUNTRY PLANNING ACT 1990

MORELANDS, ARUNDEL ROAD, FONTWELL, BN18 0SB

5 NO. RESIDENTIAL DWELLINGS, ASSOCIATED CAR PARKING AND ACCESS (RE-SUBMISSION OF WA/5/22/PL)



PLANNING, DESIGN & ACCESS STATEMENT v.1

25 April 2022

ARUN DISTRICT COUNCIL WA/42/22/PL

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Appendix **Pre-application Letter from WSCC Highway Authority, 29th October 2021**

ARUN DISTRICT COUNCIL WA/42/22/PL

1. BACKGROUND TO THE APPLICATION

1.1 The application is the re-submission of withdrawn application WA/5/22/PL, for the demolition of one dwelling and the erection of 5no. dwellings with associated car parking and access. The application was withdrawn after the Planning Officer advised this agent on 16th March 2002 that Officers could not support it because they felt that the design failed to reflect that in the local area, and that the first floor rear balconies would overlook nearby residential properties.

1.2 The application was withdrawn and the scheme re-designed, replacing the contemporary architectural approach with a more traditional one that utilises building materials commonly found in the village. These include orange brick with contrasting decorative brick quoins and lintels, flint, half timber detailing, and clay roof tiles.

1.3 We maintain that the balconies would not have caused overlooking due to their locations relative to the nearest residential dwellings, however we have removed them as they were a feature of the contemporary look on the previous scheme.

1.4 With the design approach revised in this manner, the application is now re-submitted for the Council's determination.

2. SITE AND SURROUNDS

2.1 Morelands comprises a 0.3 hectare, roughly rectangular plot of land situated to the rear of a two-storey residential dwelling on the south side of the Arundel Road in the village of Fontwell. The site accessed via a 70 metre long driveway parallel to the Ridings. The Ridings and other residential dwellings on the south side of Arundel Road border the site to the north and north-east.

2.2 The site contains bungalow, Morelands, surrounded by a garden containing five small outbuildings. The site has been recently cleared of trees and overgrown shrubs. Hedgerows and trees on the site boundaries have been retained.

2.3 The site is contiguous on its western, southern and eastern boundaries with the 400 dwelling development site granted outline planning permission in 2015 – see WA/22/15/OUT, 'Land east of Fontwell Racecourse', and subsequent permissions. Phased construction of the development is underway. The part of the site immediately abutting Morelands is identified as open space and recreation on the illustrative masterplans for the 400 dwelling development – Figure 1.

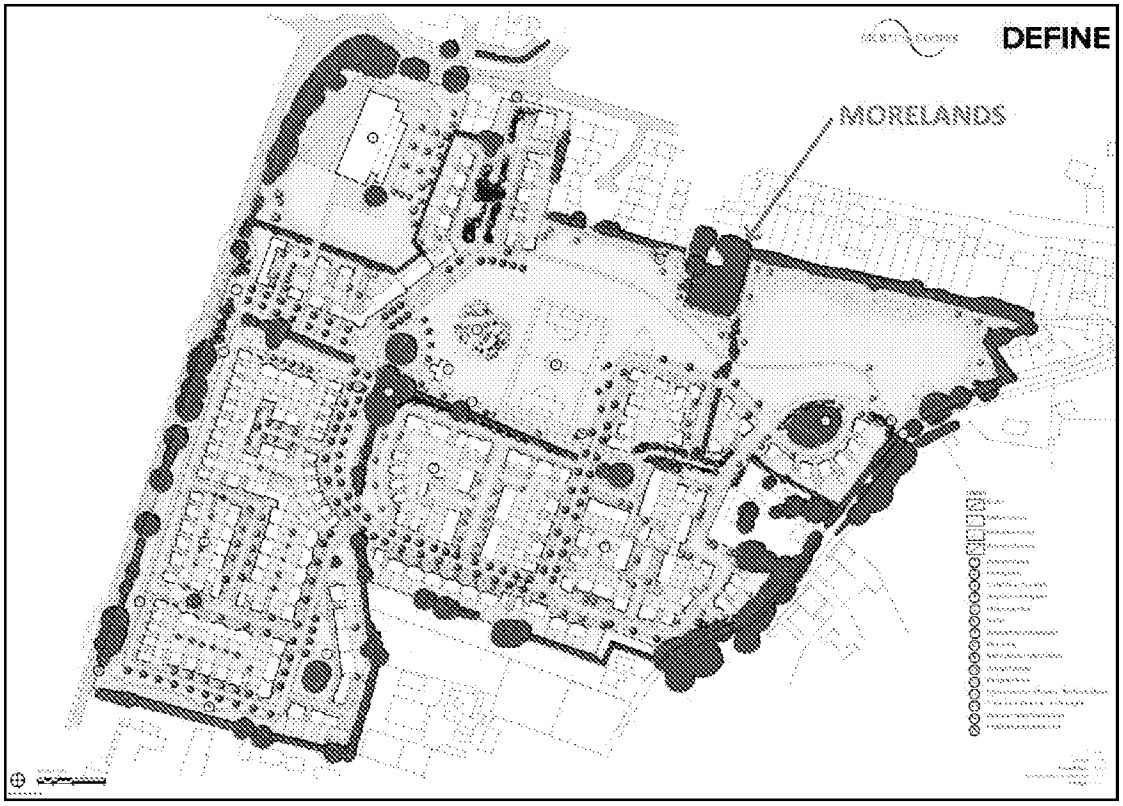


Figure 1: Illustrative Masterplan of the 400 dwelling development WA/22/15/OUT, with Morelands on its north side. Copyright McBains Cooper and Define



Figure 2: Access to Morelands, from Arundel Road, on right of photograph. The site is to the rear of the house in the photograph



Figure 3: The House at Morelands



Figure 4: Looking west to east across site



Figure 5: Looking west to east along southern half of site



Figure 6: Looking south-west to north-east across the site

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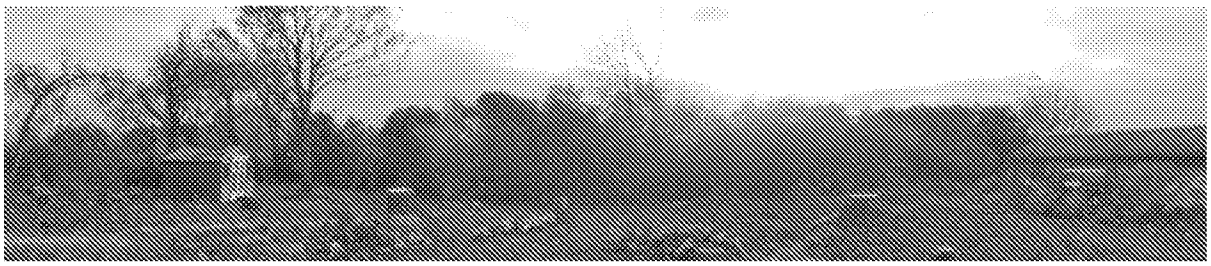


Figure 7: Panoramic view of site's southern boundary



Figure 8: Towards southern corner of site. Common Oak to be retained visible to right of shed

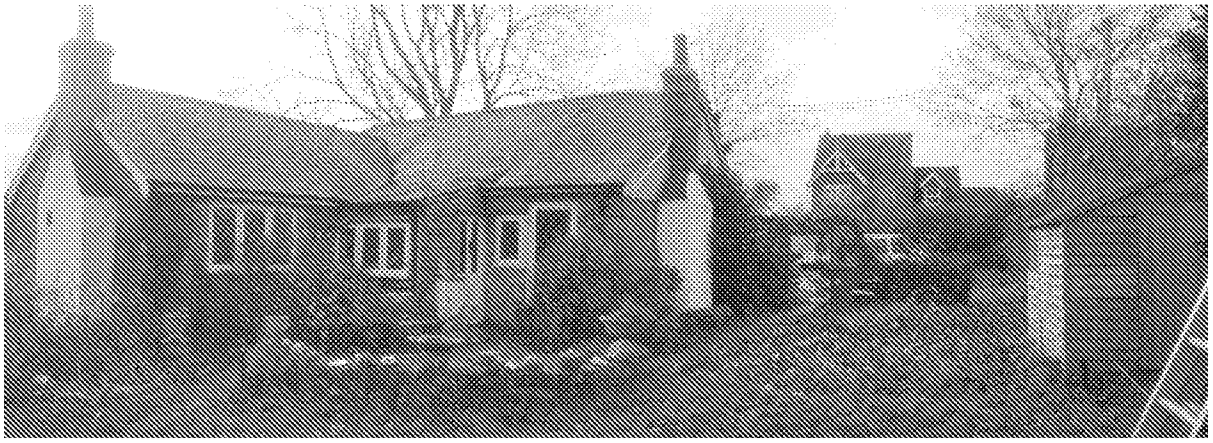


Figure 9: Morelands, with house on The Ridings in background



Figure 10: View across the site during tree clearance



Figure 11: Looking south to north



Figure 12: Driveway from Arundel Road to Morelands.

ARUN DISTRICT COUNCIL WA/42/22/PL



Figure 13: Application site from Arundel Road

3. PROPOSED DEVELOPMENT

3.1 The application proposes a development of 5no. detached, two-storey residential dwellings, with associated parking, access road and private gardens. The proposed site layout is shown on dwg. A.002 E by Krona Design and the dwellings referred to as Units A1, A2, A3, B and C on the plans. The dwelling mix comprises 4no. 4-bed and 1no. 3-bed dwellings and the dwelling designs are shown on the submitted floors plans and elevations.

3.2 A 45.78sqm area on the western edge of the site will be retained as scrub to provide suitable habitat for reptiles including slow worm. See Preliminary Ecological Appraisal and Reptile Survey by Epoch Ecology. A landscape plan by Hares Landscape Architecture is shown on dwgs. 387-01-01 and 387-01-02.

3.3 The houses would be arranged around a access road running north to south through the site. One visitor parking space and a turning head for large vehicles including refuse trucks will be provided on the west side of the access road. All hard surfaces within the site with the exception of patios and dwelling roofs would be constructed using permeable materials (see Drainage Strategy by Unda Consulting for further details).

3.4 The existing driveway off Arundel Road would be slightly widened to achieve a width of 3.5m along its length. The driveway is 2.6m – 3.0m wide currently. Driveway widening would be achieved using a no-dig method, building up the existing Tarmac roadway so that no excavation occurs in the root zone of the adjacent beech hedge and trees. Road widening construction details will be submitted at discharge of conditions stage.

3.5 The improved access and driveway will be wide enough to accommodate fire appliance and refuse vehicles. Tracking for a Phoenix 2 Duo refuse collection vehicle, standard size car with a second waiting at the entrance point off the public highway (see 11636/2200 P7 by GTA Civils). Access and swept path for a DB32 fire appliance is shown on 11636/2201 P4.

3.6 The external palette of materials has been chosen to reflect materials commonly used on old and new domestic architecture in the village. Walls would be brick with flint wall and half timber decorative detailing, and roofs would be covered in a clay tile.

3.7 Internally, each dwelling has an open plan ground floor, incorporating a combined living, dining and kitchen space, opening out through bi-fold doors onto the rear garden.

3.8 All five houses have two allocated parking spaces. House Type B has a double integral garage, House C a single integral garage plus one car space in front of the garage, whilst House Types

A each have a double car port. One unallocated visitor parking space is provided on site, giving a total of 11 car parking spaces in total.



Figure 14: House Type A, front elevation – see KD.1000_A.201 Rev A



Figure 15: House Type B, front elevation – see KD.1000_A.202 Rev A

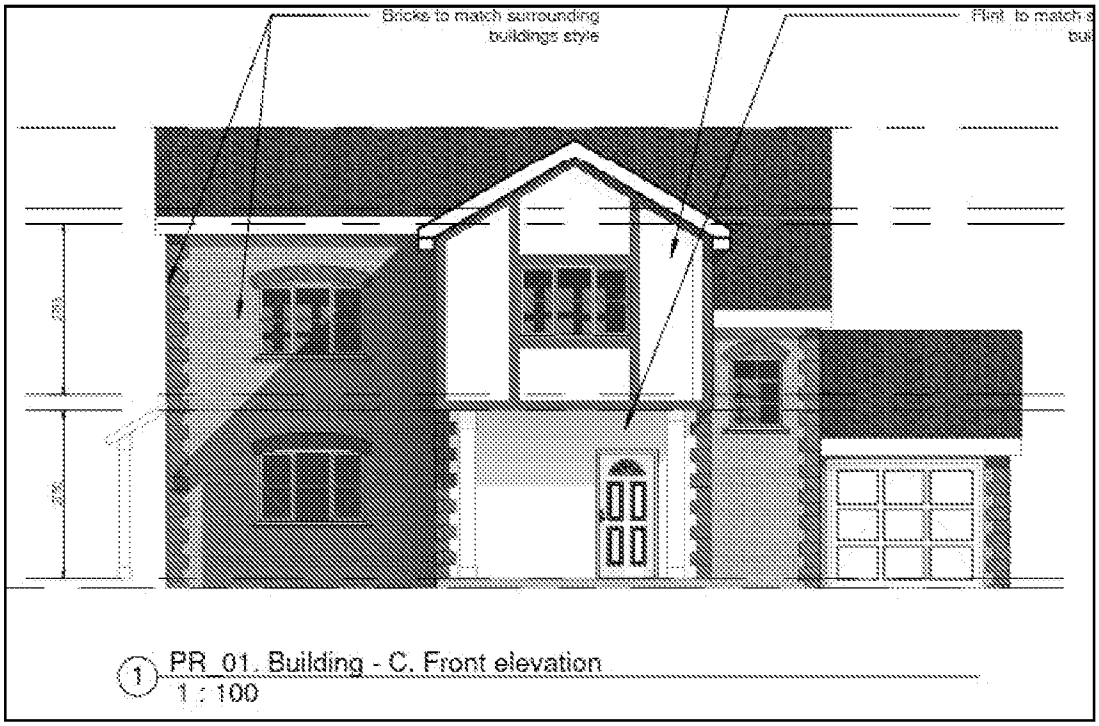


Figure 16: House Type C, front elevation – see KD.1000_A.203 Rev A

4. ADDRESSING PREVIOUS COMMENTS (PRE-APPLICATION AND WA/5/22/PL)

4.1 A pre-application enquiry was submitted to Arun District Council on 27th May 2020. The pre-application enquiry proposed 8no. semi-detached, 3-bed, two storey dwellings on the site. Significant changes have been made to the scheme following the receipt of advice from the Planning Officer at pre-application stage (ref: PAA/48/20). The following paragraphs describe the comments made at the time and explain how the scheme has been amended to address them.

4.2 The Officer considered that the eight dwelling scheme did not accord with the NPPF environmental objective of sustainable development in relation to its impact on the character and appearance of the area. She felt that the design of the houses needed "further consideration" and advised that the "standard design", materials palette and layout was poorly integrated with surrounding development.

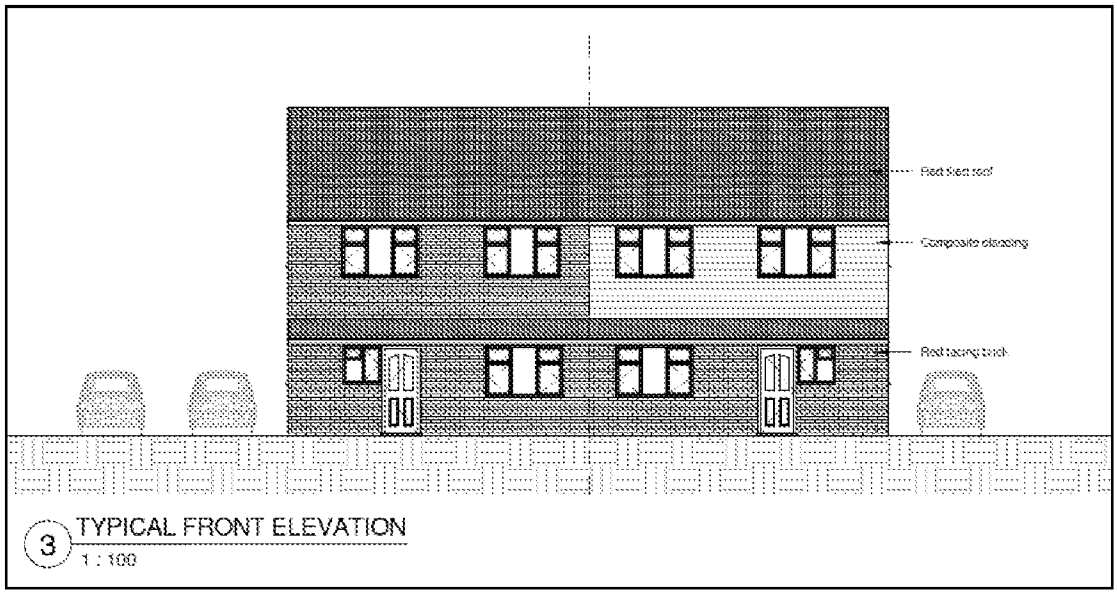


Figure 17: House Design submitted at Pre-application Stage

4.3 The first application proposed a contemporary aesthetic, which we hoped would address these criticisms. However, this approach was considered not appropriate for the village. So following the preparation of a village design brief by this consultant, the external appearance of the dwellings has been changed to reflect the materials that prevail in Fontwell. This comprises orange brick with contrasting deeper red brick for quoins and lintels, clay tiles for roofs and areas of flint wall and half timber with render.

4.4 Figures 18 to 21 below show examples of similar design and materials in the vicinity of the application site.



Figure 18: Houses on Arundel Road, by The Ridings and adjacent to the application site entrance. Note decorative timber barge boards, which are reproduced on our Unit B.



Figure 19: Houses on The Chase, north side of Arundel Road and close to the site



Figure 20: Use of painted render and flint on older property



Figure 21: Flint, clay tiles and white painted barge board

4.5 Private gardens should have a minimum garden depth of 10.5m. This is addressed by creating gardens ranging from 10.7m to 15.4m deep – see A.002 proposed site layout.

4.6 Bin storage / collection: a pre-application meeting was held on site on 20th October 2021 with Emma Avis of WSCC Highway Authority and Lawrence Stringer of GTA Civils, the applicant's Transport Consultant. Servicing by refuse vehicles and fire service vehicles was discussed and Ms Avis provided her written comments on 29th October (Appendix). Refuse collection will

take place within the site with each dwelling having its own refuse and recycled materials bin store. A 7.7m wide turning head and widened 3.5m driveway would be constructed to allow entry and turning for fire trucks and refuse collection vehicles. Vehicle tracking diagrams for fire appliance and refuse vehicles are provided see 11636/2200 P7 and 11636/2201 P4 by GTA Civils.

4.7 Planting and wildlife enhancement plans by Hares Landscape Architecture have been prepared, to demonstrate net biodiversity gain. These show new trees, shrubs, wildflower turf and hedge mix. Enhancements for wildlife include hedgehog dome, log piles and bat and bird boxes. An 45sqm area with low scrub will be retained on the western side of the site, and planted to create habitat suitable for local wildlife.

4.8 The Planning Officer summed up her pre-application response:

> "were an application for planning permission to be submitted it would be likely to be refused on the basis of elevational treatment and lack of sufficient car parking provision and insufficient garden length. The layout of the proposed units would need to be amended to better reflect the character and appearance of the local area.

4.9 The revised scheme addresses this earlier criticism. The development has been reduced from eight to five dwellings, a radical reduction in the density of the development that allows for the retention of boundary hedgerows and some trees within the site, including Common Oak T16 in the garden of Unit C. The retained trees and hedgerows would not crowd the dwellings, so can be retained without detriment to the amenity of future occupants.

4.10 Infiltration testing must be carried out in accordance with BRE365, to inform the drainage strategy. This has been done, and the accompanying FRA and Surface Water Drainage Strategy from Unda includes the results of the infiltration testing by YourEnvironment (FRA, Appendix D). During the determination of WA/5/22/PL the Council Drainage Officer advised that three month's worth of winter groundwater monitoring would be required by way of pre-commencement condition. The applicant's Flood Risk Consultants are at the time of writing addressing this issue, and discussing the feasibility of a conceptual model as an alternative strategy.

5. PLANNING POLICY CONTEXT

5.1 The local development plan for the area comprises the Arun Local Plan 2011 – 2031 (adopted July 2018) and the Walberton Neighbourhood Development Plan 2015 – 2035 (adopted March 2017). The application site is inside the built up area boundary for Fontwell on the September 2018 Update Local Plan Policy Map – see Figure 17.

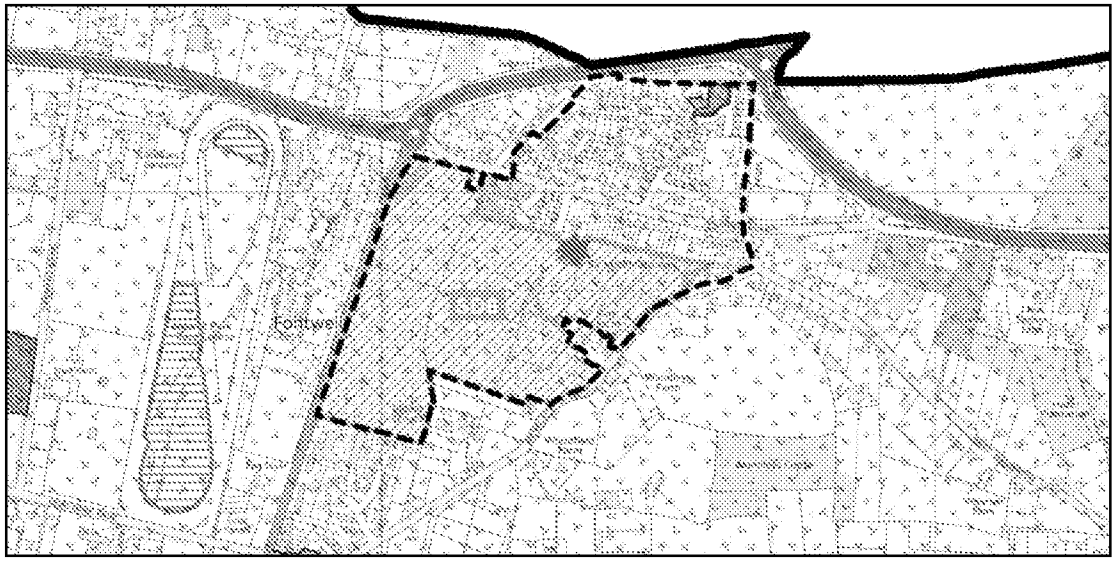


Figure 22: Extract from Arun Local Plan Policy Map 2. Black dashed line denotes the Built Up Area Boundary, purple star denotes application site.

5.2 The 2021 National Planning Policy Framework (NPPF) is a material consideration. Where local policies pre-date the NPPF, then weight is afforded to them according to their degree of consistency with the Framework.

5.3 Arun District Council Parking Standards SPD (Jan 2020) and Design Guide SPD (Jan 2021) are relevant to the application.

5.4 Relevant development plan policies:

Arun Local Plan 2018 (LP):

SD SP2	Built up Area Boundary
LAN DM1	Protection of Landscape Character
H SP1	Housing Requirement
H DM1	Housing Mix
D SP1	Design
D DM1	Aspects of Form and Design Quality
D DM2	Internal Space Standards

ECC SP2	Energy and Climate Change Mitigation
ENV DM4	Protection of Trees
ENV DM5	Development and Biodiversity
W DM3	Sustainable Urban Drainage Systems
QE SP1	Quality of the Environment

Walberton Neighbourhood Development Plan 2017 (WNDP):

VE 3	Protection of Trees and Hedgerows
VE 7	Surface Water Management
HP 1	Parish Spatial Plan
HP 11	Housing Density
HP 13	Design Guidance

NPPF 2021:

Paragraphs 126 and 130, Achieving Well Designed Places

Paragraph 131, Trees in New Developments

Chapter 5 Delivering a sufficient supply of homes

Chapter 12 Achieving well-designed places

5.5 Arun District Council cannot demonstrate a five year supply of housing land (5YHLS). Current supply of deliverable sites stands at 3.3 years. [1] As the Council cannot demonstrate a 5YHLS, NPPF paragraph 11(d) is triggered:

"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 proposed; 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."

[1] Arun District Council Authority Monitoring Report 1st April 2019 – 31st March 2020

6. CONSIDERATION OF PLANNING POLICIES

6.1 The Principle of the Development

6.1.1 The application site falls within the Built Up Area boundary for Fontwell where development is permitted provided it is in accordance with other Local Plan policies – see Figure 18 and LP policy SD SP2.

6.1.2 Small and medium sized sites can often make an important contribution to meeting housing requirements and can be built out relatively quickly. LPAs are encouraged by the NPPF to support the development of windfall sites through decision making, giving great weight to the benefits of using suitable sites within existing settlements for homes (NPPF, 69).

6.1.3 Furthermore, in light of the Council's 5YHLS currently standing at 3.3 years, greater weight must be given to housing supply policies when weighed against competing Local Plan policies.

6.1.4 NPPF paragraph 11, which is triggered by the lack of a 5YHLS, has two arms (4.5 above). The paragraph points to either one or other arm being applicable to any given situation. This proposal is assessed against the second arm, 11(d)(ii), which states that permission should granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

6.1.5 The provision of five units of housing in this sustainable village location must be given due weight. The principle of residential development in this location is acceptable, and the LPA would need to demonstrate adverse effects that *significantly and demonstrably* outweigh the benefits of providing additional housing to justify refusal.

6.2 Landscape Character and Trees

6.2.1 Policy LAN DM1 requires all development to respect the particular characteristics and natural features of the relevant landscape character areas and seek, wherever possible, to reinforce or repair the character of those areas. Linked to this policy is ENV DM4, which seeks to retain trees that contribute to local amenity, unless the benefits of the proposal development outweigh the loss of the trees. This Local Plan policy is reiterated at neighbourhood level in Walberton NP policy VE3. VE 3 adds that development proposals must be designed to retain *wherever possible* ancient trees, trees of good arboricultural and amenity value and hedgerows.

6.2.2 A new emphasis on trees in development was introduced into last year's update to the NPPF. Trees "make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change" and "existing trees should be retained *wherever possible"* (NPPF, 131, my emphasis).

6.2.1 Responding to site context was key to the development of the proposals for Morelands. This included reducing the number of dwellings proposed to ensure that, in accordance with these policies the layout and density of development retains as many of the trees on site as possible. Working with the developer's Arboriculturalist, a balance was struck between the number of dwellings provided and retention of trees and hedgerows, particularly those on the site boundaries that offer valuable screening. Reducing the scheme from eight to five dwellings allows ample space around the building for boundary hedging, trees, formal gardens and a wildlife area. Units A1 and C have been carefully positioned to allow hedges Portuguese laurel G17 and Cherry laurel G3 sufficient growing room.

6.2.2 The design and layout of the Morelands scheme also takes into consideration the strategic allocation to the south 'Land East of Fontwell Avenue WA/22/15/OUT', as well as grain and form of existing housing on The Ridings and along Arundel Road.

6.2.3 The approved 'Northern Masterplan DE-352-01-002 Rev M', discharged under WA/100/20/DOC (extract in Figure 18), provides for public open space in the forms of allotments, orchards and paddocks around Morelands. It was important to respond to the future context of the site, ensuring boundary hedgerows and trees were retained, so as to avoid a hard transition from the adjoining green spaces to the new housing on Morelands.

6.2.4 Trees and hedges have been retained on and around the application site. They include a Category B2 Common Oak (T16) in the southern corner of the site, retained as a feature in the garden of Unit C. A number of Hawthorn have been retained along the eastern boundary to provide important screening, along with Cherry laurel hedge G3 to the north, and groups G20 and G22, T21 Field maple, T23 Ash on the western boundary.

6.2.5 The landscape layout shown on 387-01-01 and 387-01-02 by Hares Landscape Architecture augments the retained trees and hedgerows. It proposes new native hedgerows to form the boundaries between the rear gardens of the houses, additional

tree planting on the west and northern boundaries, and wildflower mix for the rear gardens.

6.2.6 Ground protection areas during construction are shown on the Tree Protection Plan in Appendix 4 of the Arboricultural Implications Assessment by Broad Oak Tree Consultants (ref: J61.19, January 2022), which has been prepared in accordance with policies ENV DM4 and VE 3.

6.2.7 The site is in the Walberton Upper Coastal Plain (23) Landscape Character Area. Intact hedgerows are listed in the Arun Landscape Study as an inherent landscape quality of this LCA. NP policy VE 3 requires trees and hedgerows to be retained where possible. It is within this landscape and policy context that the boundary hedgerows around the site have been retained. Many of the species are ornamental (e.g. Portuguese laurel, Cherry laurel) but nevertheless they provide valuable screening and an important backdrop to the development, when viewed from the future public open space to the south, west and east. New trees on the west include common hornbeam, field maple and wild cherry.

6.2.8 The eastern boundary comprises mainly hawthorn, which is retained and thickened up with new hedging, as shown on 387-01-02. .

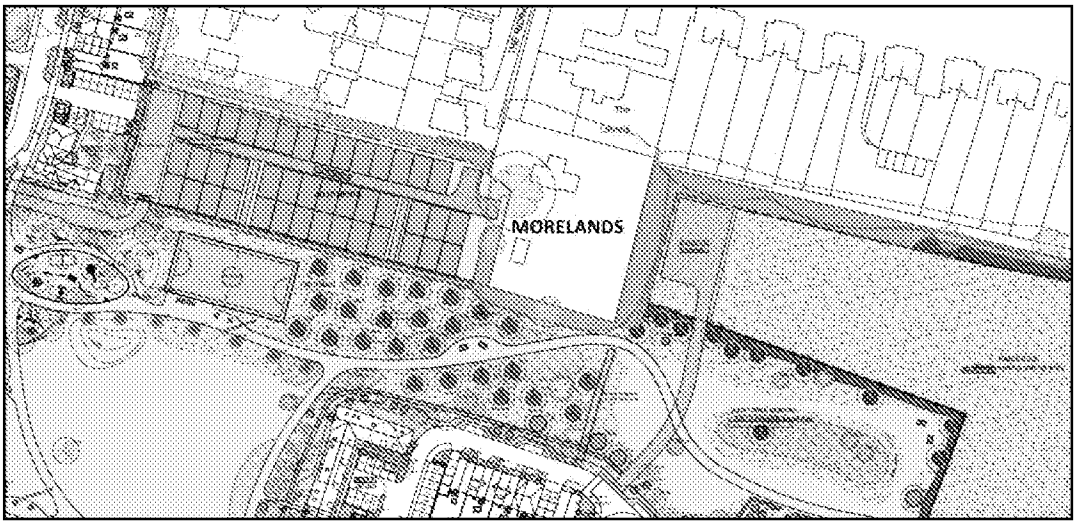


Figure 23: Extract from approved Northern Masterplan DE-352-01-002 Rev M, showing relationship between Morelands and surrounding green infrastructure. Copyright: Define

6.2.9 Good development works with the site constraints, but equally a pragmatic approach has to be taken to ensure the right balance between development and protection of the environment. Arun policy ENV DM4 recognises these competing priorities, where it states that development will be permitted where the benefits of the proposed development

outweigh the loss of trees or woodland. The Council's Design Guide SPD reiterates this point:

> "Infill developments, whether in rural contexts or urban environments, must aim to strike a balance between the benefits of more efficient and intense use of development land and preserving the character and local amenities of the site's context." (Arun Design Guide SPD, Jan 2021, Section P.01)

6.2.10 NPPF paragraph 11(d) also refers to the benefits of a proposed development, adding that any adverse effects must significantly and demonstrably outweigh those benefits to justify refusal.

6.2.11 In this instance, a relatively low density development of five houses, along with a detailed scheme for new soft planting and wildlife enhancements, strikes the right balance between the need to develop sustainably located sites for housing and protection of landscape character.

6.3 Design and Layout

6.3.1 Arun Council has produced a detailed Design Guide SPD to raise the quality of design in the district. It states that development should "respect the existing landscape and townscape by creating buildings with a form and character that reflects and enhances the distinctive architectural qualities of the surrounding area" (SPD, section J.01).

6.3.1 Form and character, it says, should be "informed by the initial site appraisal" and "respond to the specifics of their site and good design". LP D SP1 also states that proposals should be derived from a thorough site analysis and context appraisal. The architectural approach has been completely revised following earlier criticism of the contemporary design on the first application.

6.3.2 The proposed layout comprises a low density development with a density comparable to adjoining residential development at The Ridings and the new Dandara development to the south and west.

6.3.3 Although the Planning Officer wrote to the agent advising that the proposal failed to reflect the scale, mass and bulk of development in the local area, we feel that this is not the case. These two storey dwellings are comparable in height, scale and layout to surrounding residential development. All the surrounding dwellings are either detached or semi-detached two-storey (or two-storey with rooms in the roof) houses. Plot sizes

vary with the older properties facing Arundel Road having deeper rear gardens that newer houses on cul-de-sacs The Ridings and The Chase, but the prevailing character of the local area is of family sized houses with front and rear gardens. The Dandara development to the south is similarly composed of two storey dwellings with small gardens.

6.3.4 We concur with the Officer in that the elevational treatment did not previously reflect the local area, and this has been changed accordingly, with existing development informing the external palette and architectural detailing. See 4.3 and Figures 18 to 21 above. This was informed by an analysis of the various materials present in the village street scenes, as encouraged by the Design Guide SPD.

6.3.5 Section L.01 of the Design Guide refers to the use of traditional materials in novel ways to add visual interest to developments. The principle elevations of all three house style utilise traditional materials to add interest, as shown on A.201A, A202.A and A203.A 'Proposed Elevations'.

6.4 Ecology

6.4.1 ENV DM5 requires all development to achieve net biodiversity gain and protect existing habitats on site. The NPPF adds that planning decisions should minimise impact on, and provide net gains for, biodiversity (NPPF 174).

6.4.2 An Preliminary Ecological Appraisal by Epoch Ecology found that the site had negligible ecological value from a botanical perspective, as all the habitats identified are common and widespread. However two structures – the house and large Ash - were considered to have high bat roost potential, and small areas of potential reptile habitat were found necessitating a reptile survey.

6.4.3 The bat and reptile surveys were carried out and the reports accompany this application. Very low numbers of slow worm only were found, and no evidence of active bat roosts.

6.4.4 The retention of boundary hedgerows and trees around the developed part of the site retains the existing links between habitats that contribute to the wider ecological networks in the area (NPPF, 174 and ENV DM5).

6.4.5 Regarding net biodiversity gain, the proposed development includes a 45sqm area set aside as wildlife habitat. The landscape and wildlife enhancement plans by Hares

Landscape Architecture show measures to ensure net biodiversity gain once the development is complete.

6.5 Amenity

6.5.1 The site will border allotments, orchards and paddocks forming part of the new housing development to the west, east and south.

6.5.2 The nearest residential dwelling to the site is the southernmost property on The Ridings. This property is set at an oblique angle to Unit B so there is no direct overlooking of this property. The front elevation is 19 metres from the rear elevation of Unit B, which is sufficient distance to prevent an unneighbourly relationship. Boundary hedging will be augmented with 7 metres of with new hedgerow and 1no. *Betula pendula* (see 387-01-02 by Hares Landscape Architecture). new planting – see Figure 19. The distance combined with enhanced boundary planting will ensure that no unacceptable overlooking will result.

6.5.3 There are no first floor side windows in Units A and B closest to the northern boundary, so there would be no overlooking of the house to the north.

6.5.4 To the east, south and west the site backs onto allotments, orchards and open green space (see Figure 23). Therefore there are no houses that could be affected by overlooking.

6.5.5 LP policy QE SP1 requires development to not have a significantly negative impact on residential amenity. It is considered that the proposal would not have an adverse impact on the amenity enjoyed by residents of nearby properties by way of overlooking or loss of privacy or natural light, and QE SP1 is complied with.

6.6 Highways and Parking

6.6.1 Access to the site for vehicles including refuse collection lorries and emergency services was investigated at pre-application stage. Following a pre-application meeting with Emma Avis of WSCC Highway Authority and the applicant's Transport Consultants GTA Civils, a Transport Statement has been produced.

6.6.2 The layout has been designed with a 7.7m wide turning head, large enough for refuse vehicle (10.2m long Phoenix 2 Duo) and access wide enough for a fire appliance (DB32 Fire Appliance). Tracking diagrams for these and smaller delivery vehicles and private cars, including entrance and exit at the top of the drive onto Arundel Road, are provided – see 11636_2200_P7 and 11636_2201_P4 by GTA Civils.

6.6.3 Ten allocated and one unallocated parking spaces are provided on site. This is in accordance with the Arun Parking Standards SPD 2020, which recommends the provision of two parking spaces per dwelling for dwellings with 5 to 6 habitable rooms, plus 0.2 visitor spaces per dwelling. The proposed houses have 4 (Unit C) and 5 (Units A and B) habitable rooms respectively. The provision of 11 onsite parking spaces therefore meets the requirements in the Arun Parking Standards SPD.

6.7 Drainage

6.7.1 Unda Consulting has prepared an FRA and surface water drainage strategy for the site. The majority of the hard surfaces across the site would be permeable, with only the roofs and patio areas formed of impermeable materials. A SUDS for the site based on infiltration testing carried out in November 2021 has been designed, comprising cellular storage soakaways for each house, with roof runoff discharging into the ground via these soakaways.

6.7.2 By incorporating SUDS into the private areas of the development including permeable driveways and soakaways, the drainage strategy complies with policy W DM3 of the Arun Local Plan.

7. CONCLUSIONS

7.1 The application is the re-submission WA/5/22/PL for the demolition of the existing dwellinghouse erection of five detached dwellinghouses. The site has recently been cleared of trees within the development area, with boundary trees and hedgerows retained.

7.2 Following Officer advice, the previous application was withdrawn to allow for the scheme to be re-designed to incorporate a palette of external materials that reflected development in the local area. This has been done, with a village design brief informing the materials and architectural details.

7.3 The site is within the settlement boundary for Fontwell, where there is a presumption in favour of new development.

7.4 The development would bordered to the south, east and west by allotments, paddocks and orchards proposed as green space in connection with the 400 home Dandara development 'Land East of Fontwell'.

7.5 Following pre-application discussions, the scheme was reduced from eight to five dwellings. This density reduction enabled more trees and hedgerow planting to be retained on site to screen the development, maintain landscape character and form green corridors for wildlife.

7.6 Parking to Arun District Council parking standards and access for cars, delivery vehicles, refuse trucks and fire engines would be provided.

7.7 Arun District Council cannot demonstrate a five year supply of housing land. Current supply stands at 3.3 years. This acute shortage of housing triggers NPPF paragraph 11(d). The provision of a net four, family sized dwellings built to modern environmental standards must be given significant weight in the planning balance. No adverse impacts that would outweigh the provision of housing that contribute to supply have been identified.

7.8 The application of paragraph 11(d) proves conclusively that the adverse impacts of approving the development do not 'significantly and demonstrably' outweigh the benefits of approval. That the Council's 5YHLS stands at only 3.3 years must be given significant weight in the tilted balance.

7.9 The proposal would provide meeting all three arms of sustainable development: social, economic and environmental. The development would provide five houses suitable for families in a sustainable location, which would contribute to supply at a time of acute housing need. In light of this, it is respectfully requested that planning permission is granted.

Appendix

Pre-application Letter from WSCC Highway Authority, 29th October 2021

WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION

TO:	Organisation: GTA Civils and Transport FAO: Shellbee Hadley-Smith
FROM:	WSCC - Highways Authority
DATE:	29 October 2021
LOCATION:	Morelands, The Ridings, Arundel Road, Fontwell, Arundel, BN18 0SB
SUBJECT:	Internal Reference: PRE-121-21 Proposal for 6-8 dwellings to be served by The Ridings via Arundel Road.
DATE OF SITE VISIT:	Site meeting 20th October 2021
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	

The Local Highway Authority (LHA) has been consulted for pre-application advice regarding the above site. Drawing no:A.002 shows the site being developed to accommodate 6 dwellings, with the current dwelling being demolished. The dwelling mix is unknown.

Access will be via the existing access from Arundel Road. At the site meeting it was discussed that the access will be widened to allow two vehicles to pass off the highway and wait for a vehicle to exit/enter. There is a long private access road to the site that runs adjacent to The Ridings. This is around 3.5m wide. There is very little potential to widen this given site constraints.

In terms of emergency access, I have requested some comments from the Fire Service, these will follow shortly. 3.7m width (kerb to kerb) is required to allow for access & operating space, although 2.75m is ok to facilitate access for a fire appliance over a short distance (Manual for Streets section 6.7).

Visibility from the access seems adequate but needs to be demonstrated. The speed limit is 30mph which would require 43m visibility from a 2.4m set back, although speeds were observed as much lower due to the presence of large speed humps along Arundel Road, with one being near the site access.

Intervisibility between The Ridings and the proposal will need to be thought about, with attention to access design given to vehicles meeting Arundel Road at both access points. Conflicting turning movements could be an issue as currently two

vehicles wouldn't be able to see each other approaching the access to leave onto Arundel Road before they start to turn to leave in either direction.

Refuse collection is currently proposed to take place from within the site. In this instance tracking drawings will be required to demonstrate that suitable access is archivable and turning of a refuse vehicle can take place on the site, to exit onto the highway in forward gear. A bin storage area was discussed, but the drag and carry distances for residents and refuge operatives would not be in-line with MfS standards and it's unclear where a bin storage area could be provided. The LHA wouldn't wish for this to be located at the front of the site on highway land. Refuse collection details will need to be discussed with Arun DC collection team.

In terms of parking Arun DC have their own Parking SPD that is linked to below, please refer to this for parking spaces required. The site would also be expected to provide electrical vehicle charging in-line with the WSCC Parking Guidance, also linked below.

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

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

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

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

Manual for Streets:

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

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

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

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

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

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

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

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

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

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

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

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

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

Parking
For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle

parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun
https://www.arun.gov.uk/supplementary-planning-documents-spds/

Crawley
https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd

South Downs National Park
https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

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

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

Emma Avis (MCIHT) – Transport Planner
Planning Services