

PLANNING APPLICATION REPORT

REF NO:	P/49/21/RES
LOCATION:	Land North of Sefter Road & 80 Rose Green Road Pagham
PROPOSAL:	Application for the approval of Reserved Matters pursuant to condition 1 (Reserved Matters details), condition 6 (Design Code Masterplan) & condition 7 (landscaping & layout details) following the grant of P/134/16/OUT for the erection of 250 No. dwellings, (including affordable homes), replacement scout hut, land for an Ambulance Community Response Post Facility, demolition of No. 80 Rose Green Road & provision of Public Open Spaces including associated children's play areas, landscaping, drainage & earthworks (resubmission following P/24/20/RES). This site also lies within the parish of Aldwick.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This application seeks approval of reserved matters following the grant of outline planning permission P/134/16/OUT) on 15th October 2019 for "the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks" on land north of Sefter Road & 80 Rose Green Road, Pagham.
	Approval is sought for the appearance, landscaping, layout and scale of the development.
SITE AREA	13.84 hectares.
RESIDENTIAL DEVELOPMENT DENSITY	34.68 dwellings per hectare.
TOPOGRAPHY	Predominantly flat.
TREES	There is a Tree Preservation Order (TPO/P/4/19) protecting 12 oak trees on the site. There is a further Tree Preservation Order (TPO/AW/2/17) protecting two oak trees at 82 & 86 Rose Green Road, adjacent to the site.
CHARACTER OF LOCALITY	The character of the immediate locality is rural with open countryside situated to the north and west. Residential development is situated immediately to the east and south of the application site. To the east is Lincoln Avenue which features single storey bungalows and chalet bungalows set

within small plots, whilst to the south is Osborne Way a new residential development featuring 2 and 2.5 storey dwellings. Also to the south is Osborne Refrigerators who occupy a large industrial building which is situated to the north of Sefter Road and the existing residential development.

RELEVANT SITE HISTORY

P/134/16/OUT	Outline application for the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks. This application also falls within the parish of Aldwick	App Cond with S106 10-10-19
P/24/20/RES	Approval of Reserved Matters pursuant to condition 1 (Reserved Matters details), condition 6 (Design Code Masterplan) and condition 7 (landscaping and layout details) following the approval of Outline planning permission P/134/16/OUT for the erection of 280 dwellings, (including affordable homes), replacement scout hut & Ambulance Community Response Post Facility; provision of a primary vehicular access from Sefter Road; demolition of No. 80 Rose Green Road & creation of a pedestrian & emergency only access; provision of Public Open Spaces including associated children's play areas, landscaping, drainage & earthworks. This application also lies within the parish of Aldwick. This site falls within the Pagham North SD2, CIL Zone 1 (Zero Rated).	Refused 26-06-20
P/96/21/DOC	Approval of details reserved by condition imposed under ref P/134/16/OUT relating to Condition No 34 - statement of how WW2 Infantry Section Post will be retained & integrated.	

The previous reserved matters application P/24/20/RES was refused for the following reasons:

1. The proposed layout fails to provide land for either a 1FE primary school or care home and consequently falls outside the terms of the outline planning permission P/134/16/OUT.

2. The proposed development does not provide a mix of dwelling types and sizes in accordance with Policy H DM1 of the Arun Local Plan 2011-2031 or a mix of affordable housing that accords with Policy AH SP2 of the Arun Local Plan 2011-2031.
3. The proposed development does not make adequate provision for the parking of cars and the parking and storage of cycles contrary to Policies T SP1 and T DM1 of the Arun Local Plan 2011-2031 and the Arun Parking Standards Supplementary Planning Document January 2020.
4. Insufficient information has been submitted to demonstrate that the proposed development would be able to accommodate the movement of a 12m long refuse vehicle to collect household waste and items for recycling, contrary to Policies D DM1 (10), T SP1 and WM DM1 of the Arun Local Plan 2011-2031.
5. The proposed development does not constitute a high standard of design in the layout, the scale, the appearance of the buildings, outdoor amenity space for the dwellings and the hard and soft landscaping of the site, contrary to Policies D SP1, D DM1, H SP2a, T SP1, OSR DM1 and HWB SP1 of the Arun Local Plan 2011-2031, the National Planning Policy Framework and the National Design Guide.
6. No arboricultural information has been submitted with the application contrary to condition 7 of the outline planning permission P/134/16/OUT and contrary to Policy ENV DM4 of the Arun Local Plan 2011-2031.

REPRESENTATIONS

PAGHAM PARISH COUNCIL

- No comprehensive master plan;
- No reserved matters application for the site at Pagham South where vast majority of the community facilities are;
- Layout is cramped and more suited to an urban area;
- Housing is cramped into the centre and majority of green space placed around perimeter of the site;
- The roads appear to be narrow;
- Insufficient visitor spaces;
- Garages are not immediately adjacent to the dwellings, this will lead to residents parking on the roads rather than using their garages;
- Given the narrowness of the roads, this will lead to safety concerns for those trying to cross the roads being unable to see around parked vehicles;
- Emergency vehicle access can be an issue with narrow roads;
- The layout needs to allow for a drainage solution which will ensure flooding does not occur to the gardens of properties in Lincoln Avenue, Osborne Way and Rose Green Road;
- Concerns about the play value and safety of play equipment;
- 3 storey blocks of flats are not in keeping with the village of Pagham;
- 2 of the 3 storey blocks of flats are close to the bungalows of established housing and do not blend with them and they are overbearing;
- Litter and dog bins need to be introduced;
- The response of West Sussex Fire and Rescue is noted and the Parish Council would like to see the Fire Service Vehicle Access evidence signed off before this layout is approved;
- The 12 parking space provided for the Scout Hut are less than half current provision which will lead to parking on the road which could block access for emergency vehicles stationed at the Community Response Post; and
- The Ambulance Community Response Post facility is close to the Scout Hut and play area which could be dangerous were ambulance to leave at speed for an emergency.

ALDWICK PARISH COUNCIL

- This development will lead to traffic diverting onto the Pagham Road and that issues on the Pagham Road have been dealt with adequately. (Arun Local Plan 15c Transport);
- Flooding which may occur on the site has not been adequately dealt with; and
- Lack of climate change mitigation (ECC SP1 a, b,c and f and ECC SP2 a,b and c).

One objection was received raising the following concerns:

- A) If to be connected to either Pagham or Sidlesham Wastewater Treatment Works and respective foul sewerage networks, then such treatment works and its network infrastructure is enhanced to provide the capacity necessary for this and all other developments and existing properties within its catchment area;
- B) Highways England and WSCC Highways complete all works proposals it has undertaken to do in relation to 'severe impact' classification under the detailed highways studies carried out before 400 dwellings are occupied; and
- C) Medical services provision appropriate for the expected community population increase from all developments is in place and fully operational before the 400th new dwelling is occupied.

COMMENTS ON REPRESENTATIONS RECEIVED:

All planning related comments are noted and matters relating to the appearance, scale and landscaping are covered in the Conclusions section of this report. The impact of traffic on the local and strategic highway network, infrastructure provision, foul water capacity, flooding and the principle of development have already been assessed at the outline permission stage and appropriate conditions and S106 Agreement obligations used to control the development.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

ADC ARBORICULTURIST: No objection.

- The principle of development as described is achievable without undue detriment to retained on-site trees, provided there is strict adherence to the Arboricultural Method Statement (AMS) and Tree Protection Plan, supported by adequate site supervision at key stages by the project arboriculturist (AMS sect.12).
- Assurances are required around the extent of any future surface water drainage operations and associated working methods, in proximity to retained trees.
- Two conditions are recommended,

SOUTHERN WATER: No objection.

- No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements.

ADC DRAINAGE ENGINEER: No objection

Initial comments raised the following:

- Drainage and layout must be considered concurrently. To overcome our holding objection the following information is required:
- Further information on the exact position of culverted watercourses on site. We understand there to be a further branch into the anti-tank ditch culvert which could clash with the proposed locations of some

dwelling.

- A buffer plan showing a 3m buffer around the top of bank of all basins and watercourses. There must be a minimum unobstructed width of 3m from the top of bank of basins and watercourses to ensure that future maintenance can be completed.
- A revised drainage strategy, updated to include the details requested in full comments (see full comments by Drainage Engineers)
- A plan which clearly shows proposed changes in ground level.

Following the submission of additional information, the holding objection has been withdrawn.

ADC GREENSPACE: No objection.

- The circular walk, pedestrian and cycle routes need to be confirmed re links and connectivity within and beyond the site.
- Maintenance and responsibility should be confirmed in conjunction with the maintenance specification detail.

HIGHWAYS ENGLAND: No objection.

- We are satisfied that the proposals in this reserved matters application will not materially affect the safety, reliability and / or operation of the strategic road network.

WSCC HIGHWAYS AUTHORITY:

Cycling routes

- a 3.0m wide off-road shared footway/cycleway is shown starting at the junction with Sefter Road. However, the corresponding S278 drawing for the junction works onto Sefter Road does not show a cycle route. This should be re-visited and show how both the highways works plan (S278) and the internal layout would work together and how cycle routes enter and leave the internal carriageways.
- Latest comment by Case Officer: At a meeting with the Highway Officer it was confirmed that the S278 drawings would be updated to reflect the requested amendments.

Emergency access

- Further details required for the entire emergency link (particularly the method of access at both ends to cater for emergency vehicles). Autotrack (or similar) diagrams showing vehicle tracking for refuse and fire appliances are required. When considering this, the applicant should also be mindful of the recommendations for cycle access contained in LTN 1/20.
- Latest comment by Case Officer: The Applicant has carried out and submitted an LTN 1/20 assessment

Road adoption

- Specifications for the materials used for the internal roadways and private drives do not appear to be submitted. For any roads offered for adoption under S38, specifications must meet WSCC requirements.
- Latest comment by Case Officer: This has been shown on the "Hard Landscaping Proposals" drawings (CSA/2038/134 Rev D, CSA/2038/135 Rev D, CSA/2038/136 Rev D, CSA/2038/137 Rev D, CSA/2038/138 Rev D).

Street lighting

- If roads are to be left private, the LPA should ensure that any lighting specification is referred to SSE for comment. It is recommended that lighting is provided for all roads and foot/cycle routes (including circulatory route and emergency access to Rose Green Road).
- Latest comment by Case Officer: The roads are being offered for adoption and as the following drawings entitled "Street Lighting Strategy Layout" have been submitted: WSC/E4775/016 Rev E; WSC/E4775/017 Rev E; and WSC/E4775/018 Rev E.

Other matters (fencing/barriers alongside drainage swales/basins/ditches etc.)

- The LPA should ensure that appropriate fencing/safety barriers be placed alongside drainage swales,

ponds and ditches to safeguard people walking alongside them.

- Latest comments by Case Officer: The Applicant has stated that a Local Roads assessment will be carried out as part of the detailed design stage (S278 Highways stage) and in support of the Highway Adoption application to assess the need for any additional vehicle restraints adjacent to these basins.

WSCC LEAD LOCAL FLOOD AUTHORITY: No comment.

NATURAL ENGLAND: No comment.

WEST SUSSEX FIRE AND RESCUE: No objection.

- Two conditions relating to the location of fire hydrants.

HOUSING STRATEGY AND ENABLING: No Objection.

- In accordance with the Local Plan 2018, the Council aims to ensure that 30% affordable housing is achieved on all new residential developments in the district where 11 units or more are proposed such as on this site.

S106 considerations and Affordable Housing Plan

- To meet the requirements of the Council's Affordable Housing policy the applicants will need to provide 75 affordable dwellings, which equates to 56 x rented and 19 x intermediate.

- Due to the affordability of rented accommodation the rent should not be set higher than Local Housing Allowance (LHA) levels, including service charge. In addition, to ensure sufficient dwellings are accessible for those on the Council's Housing Register we would anticipate that 50% of the rented units are set at rent levels of no higher than 65% of open market value.

- All of the necessary affordable housing requirements would need to be included in S106 planning obligation not secured by planning condition.

We have no objection to the location of the affordable housing,

ENVIRONMENTAL HEALTH: No objection:

- The proposed pumping station should be at least 15m from block 8 and plots 245 and 246 to mitigate noise disturbance.

- I realise that the EV charging points condition is not part of this reserved matters application, however I would advise the applicant that it would appear from the information submitted that the current proposed number of EV charging points would not comply with the current standards required by Arun in the Arun Parking Standards document.

DESIGNING OUT CRIME OFFICER: Advice

- I direct the applicant or their agent to our website at www.securedbydesign.com where the SBD Homes 2019 Version 2 document can be found.

- The Designing Out Crime Officer has provided advice relating to door security systems, secure postal boxes for flats, safety and security for play areas and footpaths, the design and layout of the scout hut and ambulance outpost station, the potential school and care home, how landscaping should not impede natural surveillance and how lighting can help with safety and security.

SPORT ENGLAND: Advice

- If the proposal involves the provision of additional housing (then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

- In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities.

COMMENTS ON CONSULTATION RESPONSES:**ADC DRAINAGE ENGINEER**

The Drainage Engineer has removed their holding objection as the Applicant has now overcome their objection by submitting revised drainage strategy plans and landscaping plans, that demonstrate how the layout and landscaping takes into account the drainage strategy.

ENVIRONMENTAL HEALTH

The required number of EV charging points is to be specified as a requirement of condition 33 of the outline planning permission and will be approved via the discharge of this condition rather than being approved as part of this reserved matters application.

WSCC HIGHWAYS AUTHORITY

The Applicant has addressed the matters raised by the Highways Authority. In particular, most matters will be resolved because the internal roads are proposed to be offered for adoption to West Sussex County Council. Also additional details and information have been provided to address other concerns. The Highway Authority are satisfied that their concerns have been adequately addressed and remove their holding objection.

SPORT ENGLAND

Included in the S106 Agreement for the outline application P/134/16/OUT are contributions towards sports facilities.

POLICY CONTEXT

Designation applicable to site:

DEVELOPMENT PLAN POLICIES

[Arun Local Plan 2011 - 2031:](#)

HSP2	H SP2 Strategic Site Allocations
HSP2A	HSP2a Greater Bognor Regis Urban Area
HDM1	H DM1 Housing mix
AHSP2	AH SP2 Affordable Housing
DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DSP1	D SP1 Design
ECCSP1	ECC SP1 Adapting to Climate Change
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM4	ENV DM4 Protection of trees
GISP1	GI SP1 Green Infrastructure and Development
HWBSP1	HWB SP1 Health and Wellbeing
INFSP1	INF SP1 Infrastructure provision and implementation
LANDM1	LAN DM1 Protection of landscape character
QESP1	QE SP1 Quality of the Environment
TSP1	T SP1 Transport and Development
TDM1	T DM1 Sustainable Travel and Public Rights of Way

WDM3 W DM3 Sustainable Urban Drainage Systems

PLANNING POLICY GUIDANCE:

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

SUPPLEMENTARY POLICY GUIDANCE:

SPD13 Arun District Design Guide (SPD) January 2021
SPD11 Arun Parking Standards 2020

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012

On 25th February 2021 Arun District Council received an instruction from Pagham Parish Council to withdraw the Pagham Neighbourhood Plan. The Parish Council has decided not to progress further with the Neighbourhood Plan.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that

(2) in dealing with an application for planning permission the authority shall have regard to -
(a) the provisions of the development plan, so far as material to the application,
(aza) a post examination draft neighbourhood development plan, so far as material to the application,
(b) any local finance considerations, so far as material to the application, and
(c) any other material considerations.

The proposal is located within a strategic housing allocation inside the built-up area boundary in compliance with the Development Plan. The proposal is considered to comply with relevant Development Plan policies.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

BACKGROUND

The site is subject to an approved outline planning permission (P/134/16/OUT) for residential-led development comprising:

Outline application for the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks.

Approval of the scheme was granted subject to conditions and a S106 Agreement on 15 October 2019.

A reserved matters application (P/24/20/RES) for the site was refused on 26 June 2020. The reasons for refusal related to layout, dwelling types and sizes, parking provision, refuse vehicle length and tracking, scale, appearance of dwellings, amenity space provision and trees. How these reasons for refusal have been addressed by the applicant is commented on throughout the following sections of this report.

PRINCIPLE

The site forms part of the strategic allocation SD2 Pagham North which allows for the development of 800 dwellings within the Pagham North allocation area. Outline planning permission P/134/16/OUT for residential development at the site has established the principle of development for up to 280 dwellings and the access and emergency access into the site.

The outline planning permission had flexibility for 3 development options to be developed through reserved matters application(s) which included a option 1 - a development of 280 dwellings, option 2 - 250 dwellings and land for a 1FE primary school or option 3 - 250 dwellings and a care home. This reserved matters application excludes an area shown on the Planning Layout for 'potential school site / care home / residential development' from the development proposals. This is in contrast to the previous reserved matters application which did not reserve sufficient land for the school to come forward if required (the S106 Agreement requires that the primary school land shall be set aside for 5 years from commencement of development and also allows the land to be released when the Summer Lane school site is transferred to West Sussex County Council). The terms of the outline permission envisaged a school or a care home and sufficient land is set aside as part of the application to allow either use to come forward in the future (as a separate phase under a further reserved matters application).

SITE LAYOUT

The outline permission required the submission of a Design Code document as part of the reserved matters application. The Design Code sets out a vision for the site, an overview of the constraints and opportunities that have informed the scheme, the design principles, development character and resources and lifespan. The Design Code has informed the development of the scheme and is considered as part of the main assessment below.

Street Hierarchy

The proposed layout includes four types of residential street defined by their carriageway width, pavement width, parking arrangement, building set-backs, plot boundaries, materials and tree planting. The streets are described as a "Principal Route" (5.5m wide), "Secondary Route" (4.8m wide), "Tertiary Route" (4.8m wide) and "Shared Surfaces (4.8 - 6.8m wide) and "Private Drives" (3.7 - 4.8m). The Design Code states that the road pattern stems from a central principal route that connects a sequence

of secondary streets, tertiary streets and private drives. The arrangement of the internal road layout is legible and permeable and connects the housing to the surrounding landscape area. The Principal Route has a 3m cycle path on one side separated by a 2m landscaped verge and a 2m footpath on the other side, which provides a clear and safe route for pedestrians and cyclists through the site.

Land Uses

The proposed layout features a replacement scout hut and a land for a serviced ambulance community response post in the south-western part of the site adjacent to the access from Sefter Road. A small cluster of semi-detached houses is proposed opposite these facilities, on the other side of the main spine road. Most of the housing is proposed in the northern and southern parts of the site, either side of the spine road. Some attenuation ponds are shown in the western and south-eastern parts of the site. Most of the public open space is shown around the perimeter of the site (4.59 ha). This is a circular walking route (Suitable Alternative Natural Green space - SANG). There is also a small square at the centre which also contains a ELEAP (Enhanced Locally Equipped Area of Play), this is an inclusive space which will provide a 'heart' for the scheme. There are LAPs (Local Area for Play) in the northwest part and east parts of the site. The play areas comprise 0.079ha. This level of open space and specifically the SANG has been provided to encourage the new and existing community to use this space for recreational purposes (including dog walking), thereby reducing visitor pressure on the Pagham Harbour SPA (Special Protection Area).

Connectivity

Policy T SP1 of the Arun Local Plan 2011-2031 requires development not only to provide safe access on to the highway but to create safe and secure layouts for traffic, cyclists and pedestrians and to incorporate appropriate levels of parking in line with published guidance on parking provision and the Arun Design Guide.

The main principal access into the site has been designed in detail and approved under the outline planning permission, as well as the emergency link to the south-eastern corner of the site. Additional cycle connections to the northern boundary to link in with the West of Bersted allocation, have been incorporated in the design. Cycle connections also enable links to existing facilities within the village and neighbouring areas, as well as allowing for future connections. Consideration has been given to future connections to the Osbourne Refrigeration Site (also part of the Pagham North allocation) should this be desirable. In terms of connectivity to the Hook Lane site, the Outline permission included proposals for a 2m wide footway along Sefter Road, connecting to Hook Lane and crossing points. Therefore the development proposals are considered to be in accordance with policies H SP2a and T SP1 of the Arun Local Plan.

Updated visibility splay plans and swept path analysis have been provided, internal roads are proposed to be offered for adoption to West Sussex County Council which overcomes many of the concerns the Highway Authority had. Details of cycle lane crossings at the junctions and bell-mouth, including road markings and signage have been provided as part of the detailed design stage and to support the Section 38 highway adoption application. Minor amendments are being made to the footway/cycleway along the spine road near the access and to finalise the safety review of the visibility splays for the cycle crossings. An update Report will be provided following receipt and review of the plans and safety review findings.

Access and Parking

Approved at the outline stage, the primary vehicle access across the site is achieved from Sefter Road and emergency, pedestrian and cycle access is gained from the south east of the site via Rose Green Road. These accesses and internal roads have been designed to meet the standard for being adopted. The Local Highway Authority have raised a discrepancy between the S278 plans for the access onto Sefter Road which do not show the 3m shared footway/cycleway. The S278 plans are being amended to

reflect the layout shown in the reserved matters application which will ensure that the cycle/ footway is provided from the access into the site. An update will be provided to confirm this.

The report for the previous reserved matters application expressed concern that the refuse tracking plan for a 10.22m long vehicle was inadequate and that the tracking plan should show a 12m long vehicle. This has been undertaken in respect of the revised reserved matters layout and the refuse vehicle tracking plan shows that a 12m long refuse vehicle can successfully manoeuvre around the revised layout without conflicts. Therefore, the proposed development is considered to accord with policies WM DM1 and T SP1 of the Arun Local Plan.

The site is located within Parking Behaviour Zone 2 which provides an expected level of provision of 2 parking spaces for 1, 2 and 3 bed units and 3 parking spaces for 4+ bed units. Visitor parking shall be provided at a ratio of 20% of the total number of residential units. A total of 656 car parking spaces are proposed which includes 12 spaces associated with the scout hut and 644 spaces across the residential element of the development, including 65 visitor spaces. This meets the requirements of the Arun Parking Standards SPD. 195 electric vehicle charging points are proposed however, this is not being approved as part of this application but is being dealt with via a condition of the outline permission.

The Parish Council has concerns that the level of parking provision for the scout hut is insufficient given it is less than half than half the current provision. It is important to note that the provision for the scout hut has been designed in accordance with ADC parking standards. Whilst scout groups comprise 15 children, it is unlikely that parents would all arrive at the same time to drop off children therefore all 25 spaces are not likely to be used at the same time. Furthermore, cubs and scouts are actively encouraged to walk and cycle to their activities. That is one of the key reasons why the location of the scout hut is adjacent to the main cycle link from the north and the south. Provision has been made for a minibus to drop off and turn within the scout hut car park. There are 10 visitor parking bays along the main access road into the site which could also be used for drop off and pick up.

In terms of cycle parking provision, 6 spaces will be provided for the scout hut; secure cycle storage will be provided for each house with garages within their garages; for houses without garages cycle storage will be provided within rear gardens; and for flats cycle storage will be provided within the blocks of flats opposite the bin storage.

The access and parking arrangement for the site is considered to comply with Local Plan policies T SP1 and D DM1 of the Arun Local Plan and the Arun Parking Standards.

Amenity Space Provision

The Government's National Design Guide recognises that well-designed homes and buildings provide good quality internal and external environments for their users, promoting health and well-being (para. 123). Amenity space is defined as: "The outside space associated with a home or homes. It may be private or shared, depending on the building it serves".

In accordance with paragraph 13.3.5 of the Arun Local Plan 2011-2031, the Council has published the Arun District Design Guide SPD. Section H.04 of the Design Guide deals with Residential Outdoor Amenity & External Space Standards. It recommends minimum separation distances between habitable rooms in back to back, back to side and front to front arrangements, the minimum depth for private rear gardens and the minimum area for communal shared spaces.

Each new house will have private garden space and flats will have access to the open space provision provided across the site and balconies. Rear garden depths for houses is no less than the minimum 10.5m and balconies are 3sqm, both of which is compliant with the Arun Design Guide SPD. Back to back distances between the properties are at 21 metres or more throughout the development with an

additional 10m distance used where development is side on. The coach houses are currently lacking any private amenity space and this is being addressed by the applicant with a minor revision to the plans. An update will be provided.

Bin Storage

Policy WM DM1 of the Local Plan supports new residential development provided that: "a. It is designed to ensure that kerbside collection is possible for municipal waste vehicles b. Where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats".

An area of hardstanding is identified in the rear gardens of houses for the storage of refuse and recycling bins, while communal bin stores are provided for the blocks of flats. The open space plans have been reviewed and litter and dog waste bins have been incorporated into the layout at key strategic locations. As shown on drawing no. CB_84_139_007 Rev a - Bin & Cycle Storage plan, the location of refuse and recycling bin storage is concealed from the street scene and located within rear gardens.

SCALE

The proposed development would be located on the edge of the existing settlement of Rose Green. The building heights of the adjacent residential development within the area include 2.5 to 3 storeys along Osborne Way to the south and 1 to 1.5 storeys along Lincoln Avenue to the east. The Design Code has considered the architecture of the surrounding areas (the 'Coastal Towns and Neighbourhood Settlements Character Area' in the Arun Design Guide), which demonstrates that there are occasional 3 storey dwellings in more recent developments.

The dwellings would generally be 2 to 2.5 storeys in height to respect the adjacent existing properties with the exception of the marker apartment buildings and town houses located on key / corner vistas along the spine road which will be 3 storey in height.

For the previous reserved matters application the Officer report raised concern that the proposed blocks of flats were disproportionate to the existing single storey and 1.5 storey dwellings surrounding the site. This has been addressed in this reserved matters application by reducing the ridgeline of the blocks of flats so that they are more proportionate in scale to surrounding development.

The Parish Council has also raised concern over the 3 storey blocks of flats for being overbearing. The distance from some of the proposed dwellings to existing dwellings along the eastern boundary of the site at Lincoln Avenue has been measured. The building at plot no.117 which is 2 storey is located 39.2m from the adjacent existing property, 119 which is also 2 storey is located 47.4m away and 127-135 which is 3 storey is located 60.9m to the closest building. These measurements indicate there is no overbearing impact. Furthermore, these 3 storey buildings are required to provide the quantum and mix of residential development required the Arun Local Plan. Also, the sense of enclosure also provided by these 3 storey blocks also contributes to the legibility of the development by guiding the road users through the principal route.

It is considered that the proposed scale of the buildings, therefore, accords with Local Plan policies D SP1, D DM1, Arun Design Guide.

CHARACTER AND APPEARANCE

There is a variety of house forms within the local area. Dwellings are mostly semi-detached and detached. There is a mix of roof forms including pitched, gable fronted and hipped and vary in size. Brick colours range from plain red and yellow to multi tonal buff colours. Gable and pitched porches can be found on a few buildings within the area, along with bay windows. Window types are mostly white

casements, but window dormers are also common throughout the areas. Hedge and grass verges provide more natural boundary definition and are the most common feature across the area. Occasional dwarf brick walls feature with some of the bungalows.

Three character areas are proposed across the site, which also include a core focal space: northern edge; southern quarter; and principal route. The characteristics of each character area are described as follows:

Principal Route - The frontage types will follow the characteristics of the core village of Pagham punctuated by open space; varied building forms, predominately semi-detached units, with apartment buildings and the detached units to focal spaces and corners and short terraced forms; heights will vary between 2 to 3 storey to accentuate its status as the principal street; predominantly low hedgerows, with black estate railings to focal squares; courtyard parking and on-plot parking set back from the overall street scene in accordance with the building line; white uPVC windows with splayed headers and stone footers.

Northern Edge - Varied development frontage to respond to the landscape setting; predominantly semi-detached with detached along the green edge, occasional terraced forms within the mew / tertiary streets; all buildings are to be 2 storey with use of chimneys on focal building; boundaries in this area should utilise soft landscaping with open grassed areas and hedge planting; on plot parking set back from the overall street scene, in accordance with this building line and parking perpendicular to the street scene in lower order roads; red roof tiles, with mottled effect and hipped roofs will be used to soften the development's appearance within the landscape setting; red brick is to be utilised with darker feature brick, tile hanging is the predominant feature material in this area, white uPVC windows, with arched headers and brick footers, canopy and flat porch forms and variation in window detailing.

Southern Quarter - Relatively informal building frontage to respond to the edge of settlement character; varied building forms, predominantly semi-detached units with detached units to the green edges; all buildings are to be 2 storey; boundaries in this area should utilise soft landscaping with open grassed areas and hedge planting; on plot parking set back from the overall street scene; in accordance with this building, parking perpendicular to the street scene is also possible within lower order roads; brown roof tiles with mottled effect grey to be used where flint dressing is applied; red brick is to be utilised with a darker feature brick flint will be used as a feature material; white uPVC windows, with arched headers and brick footers with a variety of porch forms.

It is considered that the character areas provide variety, interest and respond to the local setting.

The Officer report for the previous reserved matters application considered that the design of some the proposed house types did not support the design guidance included within the Arun Design Guide SPD, namely that two of the proposed house types featured windows and doors that were not vertically aligned and the coach houses featured windows that were not horizontally aligned at first floor level. Furthermore, ADC considered that the proposed materials for each of the character areas did not provide enough of a distinctive character. The elevations have been revised to ensure alignment of windows and doors within all of the house types. The variation in materials shown in the Design Code address Officers previous concerns about the lack of variety.

The development proposals are considered to be in accordance with policy D DM1 of the Arun Local Plan, the National Design Guide and the Arun Design Guide.

LANDSCAPE AND OPEN SPACE

The amount of open green space provided amounts to 4.59ha when the minimum requirement is 1.76ha.

The majority of the open space is provided around the perimeter of the development. Both the Parish Council and Design Review Panel have questioned why the majority of the open green space is located around the perimeter of the residential built form. The location of the open green space (the SANG - Suitable Alternative Natural Greenspace) around the perimeter of the site forming an circular walking route, allows for a walking route that is of a distance of 2km which is a requirement of Natural England and has been provided to encourage the new and existing community to use this space for recreational purposes (including dog walking), thereby reducing visitor pressure on the Pagham Harbour SPA (Special Protection Area).

Along the principal route from Sefter Road, large native tree species such as Oak and Beech are proposed to be planted. This less formal development area provides space for larger trees to create an attractive first impression of the development. SuDS ponds located within the western part of the site and within the south eastern corner of the site will provide opportunity for attractive and biologically diverse planting species. Feature trees will be planted at termination of the vistas of some of the avenues.

The lack of arboricultural information that was not submitted with the previous reserved matters application has been addressed within this reserved matters application and it is considered that the Tree Protection Plan provides sufficient detail to the satisfaction of the Council's Tree Officer, protecting the trees and hedgerows to be retained on the site, which will be enhanced with additional planting. The Tree Protection Plan and Arboricultural Method Statement are required under Condition 9 of the outline permission and will be considered through the discharge of condition process.

The total level of play space provision is 0.079ha, comprising of 1 Enhanced Locally Equipped Area of Play (ELEAP) and 3 Local Areas of Play (LAPs). This level of provision has been developed in discussion with ADC's Leisure and Landscape Officer who has confirmed that the provision is considered acceptable for the site and conforms with the S106 Agreement for the outline approval.

It should be noted that the ELEAP which is located at the centre of the development was intended to be a community heart to the development. However, the Design Review Panel pointed out that as it only served young children and parents it would not be inclusive. It has been redesigned to be attractive to and draw in other age groups within this residential community so it is a more inclusive heart of the community.

The Parish Council has raised concerns over the quality of the play space equipment on offer, however, the equipment is to be agreed through the Public Open Space Scheme required by the S106 Agreement and is being removed from the plans. An update will be provided to confirm that the amended plans have excluded the play equipment.

The development proposals therefore accord with the NPPF and ADC Local Plan policies SD SP1, GI SP1, LAN DM1, ENV DM4 and QE SP1.

HOUSING MIX AND AFFORDABILITY

Policy H DM1 of the Local Plan requires that the proposed scheme includes a mix of dwelling types and sizes. The proposed housing mix includes:

- 36 x 1 bedroom flats
- 3 x 1 bedroom houses
- 12 x 2 bedroom flats
- 88 x 2 bedroom houses
- 81 x 3 bedroom houses
- 30 x 4 bedroom houses

The level of affordable housing proposed accords with requirements set out within the S106 Agreement for the outline planning permission which requires a provision of 30% affordable housing. This equates to 75 dwellings out of the 250 dwellings proposed being delivered as affordable housing. The affordable housing will be split 75% affordable rent and 25% shared ownership which accords with the aims of the Local Plan Policy AH SP2 and the requirement of the Section 106.

The following mix of affordable rent and intermediate housing has been provided.

Rented:

22 x 1 bed flat
6 x 2 bed flat
6 x 2 bed coach house
10 x 2 bed house
8 x 3 bed house
4 x 4 bed house

Intermediate:

8 x 1 bed flat
6 x 2 bed flat
2 x 2 bed house
3 x 3 bed house

The units are fully integrated into the development to ensure good place making principles are embedded throughout the development.

For the previous reserved matters application Officers raised concern that the market housing was dominated by larger dwellings at the expense of smaller dwellings contrary to the SHMA (Strategic Housing Market Assessment) and the affordable dwellings were dominated by provision of smaller (2 bedroom) dwellings at the expense of larger (3 bedroom dwellings). Concern was also raised that the development was not tenure blind with all the proposed flats and coach houses were in the affordable sector in conflict with Policy AH SP2. This reserved matters application has addressed these concerns by providing a market and affordable housing mix with the provision of a greater number of smaller dwellings within the market dwelling mix and a greater number of larger dwellings within the affordable dwelling mix. The development is also now tenure blind with flats being a mixture of affordable rent, shared ownership and market housing.

The proposed housing mix is therefore considered to comply with Local Plan policies H DM1 including the latest Updated Housing Needs Evidence, AH SP2 and complies with the affordable housing requirements set out within the S106 Agreement attached to the outline planning permission.

HERITAGE ASSET

The impact on heritage assets was assessed at the outline stage where it was concluded that the proposal would lead to less than substantial harm to the significance of the Grade II listed buildings to the south of the application site (92, 96 and 98 Rose Green Road) and to the north and that this harm would be outweighed by the public benefits of the development. The reserved matters application does not change the assessment at outline, as the development is separated from the listed buildings on Rose Green Road by existing development and the listed buildings to the north are separated by the retention of agricultural land. As a result the scheme complies with Local Plan policies HER SP1 and HER DM1 and the NPPF.

The existing Infantry Section Post located in the north west of the site is a non-designated heritage asset. This heritage asset was the subject of application P/96/21/DOC which is for: Approval of details reserved by condition imposed under ref P/134/16/OUT relating to Condition No 34 - statement of how WW2 Infantry Section Post will be retained & integrated. The scheme for the retention of the Infantry Section Post has now been approved.

RESIDENTIAL AMENITY

The layout of the site does not give rise to any concerns about impact on the amenity of existing residents due to the separation distance of the new properties from existing properties on Osborne Way and Lincoln Avenue in accordance with Policy Q SP1.

INTERNAL SPACE STANDARDS

Each dwelling has been designed to meet Nationally Described Space Standards ensuring a good standard of living accommodation for future residents in accordance with local Plan policy D DM2 and the Arun District Design Guide SPD. Amended plans are due to be submitted to deliver a proportion of M4(2) and M4(3) units within the scheme in order to ensure provision of adaptable and wheelchair accessible units on the site in accordance with Local Plan Policy H DM1. An update will be provided on the quantum of each type of unit.

CLIMATE CHANGE

The outline planning permission condition 28 requires an Energy Strategy identifying the principles to be incorporated into the detailed building design as the means of energy conservation, together with on-site energy renewable devices to be submitted prior to commencement of development. The scheme will seek a target provision of on-site renewable energy which will generate an estimated 10% of annual energy requirements.

Outline planning permission includes a condition (condition 33) that requires an electric vehicle charging strategy which identifies the nature form and location of electric charging infrastructure to be provided across the development.

There is good solar orientation of properties to optimise solar gain.

DRAINAGE AND FLOOD RISK

ADC Drainage have requested "further information on the exact position of culverted watercourses on site, particularly within the vicinity of the anti-tank ditch which could potentially conflict with the proposed locations of dwellings". Further CCTV surveys were undertaken to establish the location of the missing culvert and it has been confirmed that the culvert does not cross the applicants land and appears to be a high level overflow from the anti-tank culvert into the shallow ditch into the Osborne refrigeration site. An ADC Drainage Officer has confirmed that no further assessment is required.

The Drainage Engineer had concerns that insufficient evidence had been submitted to demonstrate that the proposed layout had sufficient space for surface water drainage. The Drainage Engineer was also concerned that there was conflict between the proposed landscaping plans and the drainage strategy plans. To address these concerns revised landscaping and drainage strategy plans have been submitted and the Drainage Engineer and Officers are satisfied that the concerns have been overcome and the Drainage Engineers have removed their holding objection.

The Parish Council had concerns about possible flooding of the gardens of the properties in Rose Green

Road, Lincoln Avenue and Osborne Way. However, the layout has been designed to ensure that existing and future surface water drainage is appropriately managed and incorporates the use of SuDs to mitigate any possible flooding. Furthermore, the drainage strategy has been discussed with ADC Drainage Officers and concerns have been addressed and the holding objection has been withdrawn. The details of the drainage scheme will be considered through the discharge of the conditions on the outline application, but it has been demonstrated that the layout can accommodate a suitable drainage scheme.

NOISE

The outline permission includes a condition (condition 32) that requires a scheme for the protection of the proposed dwellings from noise from the Osborne Refrigeration Site, this will be considered through the discharge of condition process, but the layout would not prejudice suitable mitigation from being provided.

Also, concerns have been raised by Environmental Health Officers regarding potential noise disturbance to the dwelling in the north west of the development from the proposed foul water pumping station located to the north east of the Osborne Refrigeration site to the south of the main spine. However, this pumping station is located in excess of 15m from block 8 and plots 245 and 246 which is the distance required by Environmental Health to mitigate noise disturbance.

Therefore, with respect to noise the proposed development would comply with Arun District Local Plan policy QE DM1.

LIGHTING

The outline planning permission includes a condition (condition 16) for the submission of an external lighting scheme which requires lighting to be sensitive to bats by minimising the lighting of the woodland along the southern and western boundaries of the site and that will comply with Institution of Lighting Engineers Guidance Notes for Reduction of Obtrusive light, Obtrusive Light Limitations for Exterior Installations.

ECOLOGY

The outline planning permission includes a condition (condition 16) that requires prior to commencement of development or any preparatory work the submission of an Ecological Protection and Enhancement Plan. The plan will be based on the mitigation measures proposed in the Ecological Appraisal dated December 2016 and will include a programme of ecological monitoring to inform the long term management of the site. The Ecological Protection and Enhancement Plan will include a full mitigation strategy for reptiles and and a work programme with clear timelines for each mitigation measure to be carried out. Furthermore, the greenspace within the site provides recreational space for people and dogs, which takes pressure off the Pagham Harbour SPA.

RECOMMENDATION

It is therefore recommended that this application for reserved matters and the design code masterplan are approved subject to the following conditions.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human

Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby approved shall be carried out in accordance with the following approved plans and documents:

- Design and Access Statement
- Design Code Masterplan
- Planning Statement
- Statement of Community Involvement
- CB_84_139_000 Site Location Plan
- CB_84_139_001 Rev G Planning Layout
- CB_84_139_002 Rev B Land Use Plan
- CB_84_139_003 Rev B Housing Mix Plan
- CB_84_139_004 Rev C Affordable Housing Plan
- CB_84_139_005 Rev B Building Heights Plan
- CB_84_139_006 Rev B Parking Strategy Plan
- CB_84_139_007 Rev B Bin & Cycle Storage Plan
- CB_84_139_008 Rev B External Finishes Plan
- CB_84_139_009 Rev B External Enclosures Plan
- CB_84_139_011 Rev B Street Scene Location Plan
- CB_84_139_012 Rev B House Type Plan
- CB_84_139_013 Rev B Character Areas Plan
- CB_84_139_015 Garden Compliance Plan
- CB_84_139_BinCycle_01
- CB_84_139_NE_NA44_P01 Northern Edge NA44 Floor Plans
- CB_84_139_NE_2BCH_E01 Northern Edge 2BCH Elevations
- CB_84_139_NE_2BCH_E02 Northern Edge 2BCH Elevations
- CB_84_139_NE_2BCH_P01 Northern Edge 2BCH Floor Plans
- CB_84_139_NE_2BCH_P02 Northern Edge 2BCH Floor Plans

CB_84_139_NE_NA20_E01 Northern Edge NA20 Elevations
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CB_84_139_GAR_01 Single Garage Elevations & Floor Plans
CB_84_139_GAR_02 Double Garage Elevations & Floor Plans
CB_84_139_GAR_03 Double Garage Elevations & Floor Plans
CB_84_139_GAR_04 Double Garage Elevations & Floor Plans
CB_84_139_SUB_01 Sub-Station Elevations & Floor Plans
CB_84_139_STH_E01 Rev C Scout Hut Elevations
CB_84_139_STH_P01 Rev C Scout Hut Floor Plan
CB_84_139_NE_SS01 Northern Edge Street Scenes
CB_84_139_NE_SS02 Northern Edge Street Scenes
CB_84_139_NE_SS03 Northern Edge Street Scenes
CB_84_139_NE_SS04 Northern Edge Street Scenes
CB_84_139_NE_SS05 Northern Edge Street Scenes
CB_84_139_NE_SS06 Northern Edge Street Scenes
CB_84_139_PR_SS01 Rev B Principal Route Street Scenes
CB_84_139_PR_SS02 Principal Route Street Scenes
CB_84_139_PR_SS03 Rev A Principal Route Street Scenes
CB_84_139_SQ_SS01 Rev A Southern Quarter Street Scenes
CB_84_139_SQ_SS02 Rev A Southern Quarter Street Scenes

CB_84_139_SQ_SS03 Rev A Southern Quarter Street Scenes
CB_84_139_SQ_SS04 Rev A Southern Quarter Street Scenes
CB_84_139_SQ_SS05 Rev A Southern Quarter Street Scenes
CB_84_139_SQ_SS06 Rev A Southern Quarter Street Scenes
WSC-E4775-001 Rev G Fire Tender Swept Path Analysis
WSC-E4775-002 Rev G Refuse Tender Swept Path Analysis
WSC-E4775-004 Rev G Visibility Splay Analysis
WSC-E4775-012E Levels Strategy Layout Sheet 1 of 3
WSC-E4775-013E Levels Strategy Layout Sheet 2 of 3
WSC-E4775-014E - Levels Strategy Layout Sheet 3 of 3
2038_124_C Open Space Landscape Proposals Sheet 1 of 5
2038_125_C Open Space Landscape Proposals Sheet 2 of 5
2038_126_C Open Space Landscape Proposals Sheet 3 of 5
2038_127_C Open Space Landscape Proposals Sheet 4 of 5
2038_128_C Open Space Landscape Proposals Sheet 5 of 5
2038_129_C Soft Landscape Proposals Sheet 1 of 5
2038_130_C Soft Landscape Proposals Sheet 2 of 5
2038_131_C Soft Landscape Proposals Sheet 3 of 5
2038_132_C Soft Landscape Proposals Sheet 4 of 5
2038_133_C Soft Landscape Proposals Sheets 5 of 5
2038_134_C Hard Landscape Proposals Sheet 1 of 5
2038_135_C Hard Landscape Proposals Sheet 2 of 5
2038_136_C Hard Landscape Proposals Sheet 3 of 5
2038_137_C Hard Landscape Proposals Sheet 4 of 5
2038_138_C Hard Landscape Proposals Sheet 5 of 5
2038_140_C Landscape Masterplan
2038_141 Open Space Phasing Plan
WSC-E4775-001G - Fire Tender Swept Path Analysis
WSC-E4775-002G - Refuse Tender Swept Path Analysis
WSC-E4775-004G - Visibility Splay Analysis

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan 2011-2031.

- 2 No development above damp-proof course level shall take place unless and until detail of the proposed location of the required fire hydrants have been submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council Fire and Rescue Service. The approved fire hydrants shall be installed and operational prior to the first occupation of any dwellings and maintained thereafter.

Reason: In the interests of amenity and in accordance with Policy INF SP1 and T SP1 of the Arun Local Plan and in accordance with the Fire and Rescue Services Act 2004.

- 3 Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking or re-enacting this Order) no rear extensions shall be constructed or buildings shall be erected within the curtilage of the same plots unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: To maintain adequate private amenity space and in the interests of visual amenity and the particular characteristics of this development which has been subject to a Design Code in accordance with policies D DM1, D SP1 of the Arun Local Plan.

- 4 Notwithstanding the provisions of Parts 1 & 20 of Schedule 2 of the Town and Country

Planning (General Permitted Development) (England) Order, 2015 (as amended) (or any Order revoking or re-enacting this Order) no dormer/roof extensions/alterations to the houses approved shall be constructed unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: In the interests of visual amenity, heritage and the particular characteristics of this development which has been subject to a Design Code in accordance with policies D DM1, D SP1 of the Arun Local Plan.

- 5 Notwithstanding the provisions of Schedule 2, Part 1 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting this Order) no hardstanding (other than that specified on the approved plans) shall be created on land forward of the principal or side elevations of the dwellings, unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: In the interests of visual amenity and the particular characteristics of this development which has been subject to a Design Code in accordance with policies D DM1, D SP1 of the Arun Local Plan.

- 6 Notwithstanding the provisions of Schedule 2, Part 2, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting this Order) no fences, walls, gates or other means of enclosure (other than those specified on the approved plans) shall be erected on land forward of the primary or side elevations of the dwellings, unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: In the interests of visual amenity and the particular characteristics of this development which has been subject to a Design Code in accordance with policies D DM1, D SP1 of the Arun Local Plan.

- 7 No windows (other than those shown on the plans hereby approved) shall be constructed in the flank elevations of any of the dwellings hereby approved without the prior permission of the Local Planning Authority on an application in that behalf.

Reason: To protect the amenities and privacy of existing and future occupiers in accordance with policies D DM1 and QE SP1 of the Arun Local Plan.

- 8 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 9 INFORMATIVE:The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

- 10 INFORMATIVE:The applicant is advised that the erection of temporary directional signage

should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

- 11 INFORMATIVE: The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information, please contact the Environmental Health Department on 01903 737555.

BACKGROUND PAPERS

[The documents relating to this application can be viewed on the Arun District Council website by going to https://www.arun.gov.uk/weekly-lists and entering the application reference or directly by clicking on this link.](https://www.arun.gov.uk/weekly-lists)

P/49/21/RES - Indicative Location Plan (Do not Scale or Copy)
(All plans face north unless otherwise indicated with a north point)



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