



ADUR DISTRICT COUNCIL

10 September 2021

Adur Planning Committee	
Date:	20 September 2021
Time:	7.00 pm
Venue:	QEII Room, Shoreham Centre, Shoreham-by-Sea

Committee Membership: Councillors Carol Albury (Chair), Stephen Chipp (Vice-Chairman), Dave Collins, Tania Edwards, Jeremy Gardner, Paul Mansfield, Steve Neocleous and Carol O'Neal

NOTE:

Anyone wishing to speak at this meeting on a planning application before the Committee should register by telephone (01903 221006) or e-mail democratic.services@adur-worthing.gov.uk before **noon on Friday 17 September 2021**.

Agenda

Part A

1. Substitute Members

Any substitute members should declare their substitution.

2. Declarations of Interest

Members and Officers must declare any disclosable pecuniary interests in relation to any business on the agenda. Declarations should also be made at any stage such an interest becomes apparent during the meeting.

If in doubt contact the Legal or Democratic Services representative for this meeting.

Members and Officers may seek advice upon any relevant interest from the Monitoring Officer prior to the meeting.

3. Public Question Time

So as to provide the best opportunity for the Committee to provide the public with the fullest answer, questions from the public should be submitted by midday on Thursday 16 September 2021.

Questions should be submitted to Democratic Services – democratic.services@adur-worthing.gov.uk

(Note: Public Question Time will last for a maximum of 30 minutes)

4. Confirmation of Minutes

To approve the minutes of the Planning Committee meetings of the Committee held on Monday 6 September 2021, which have been emailed to Members.

5. Items Raised Under Urgency Provisions

To consider any items the Chair of the meeting considers urgent.

6. Planning Applications (Pages 1 - 92)

To consider the reports by the Director for the Economy, attached as Item 6.

7. Planning Appeals

None to report.

Part B - Not for publication - Exempt Information Reports

Recording of this meeting

Please note that this meeting is being live streamed and a recording of the meeting will be available to view on the Council's website. This meeting will be available to view on our website for one year and will be deleted after that period. The Council will not be recording any discussions in Part B of the agenda (where the press and public have been excluded).

For Democratic Services enquiries relating to this meeting please contact:	For Legal Services enquiries relating to this meeting please contact:
Heather Kingston Democratic Services Officer 01903 221006 heather.kingston@adur-worthing.gov.uk	Richard Burraston Locum Lawyer

Duration of the Meeting: Four hours after the commencement of the meeting the Chairperson will adjourn the meeting to consider if it wishes to continue. A vote will be taken and a simple majority in favour will be necessary for the meeting to continue.



ADUR DISTRICT
COUNCIL

Planning Committee
20 September 2021

Agenda Item 6

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

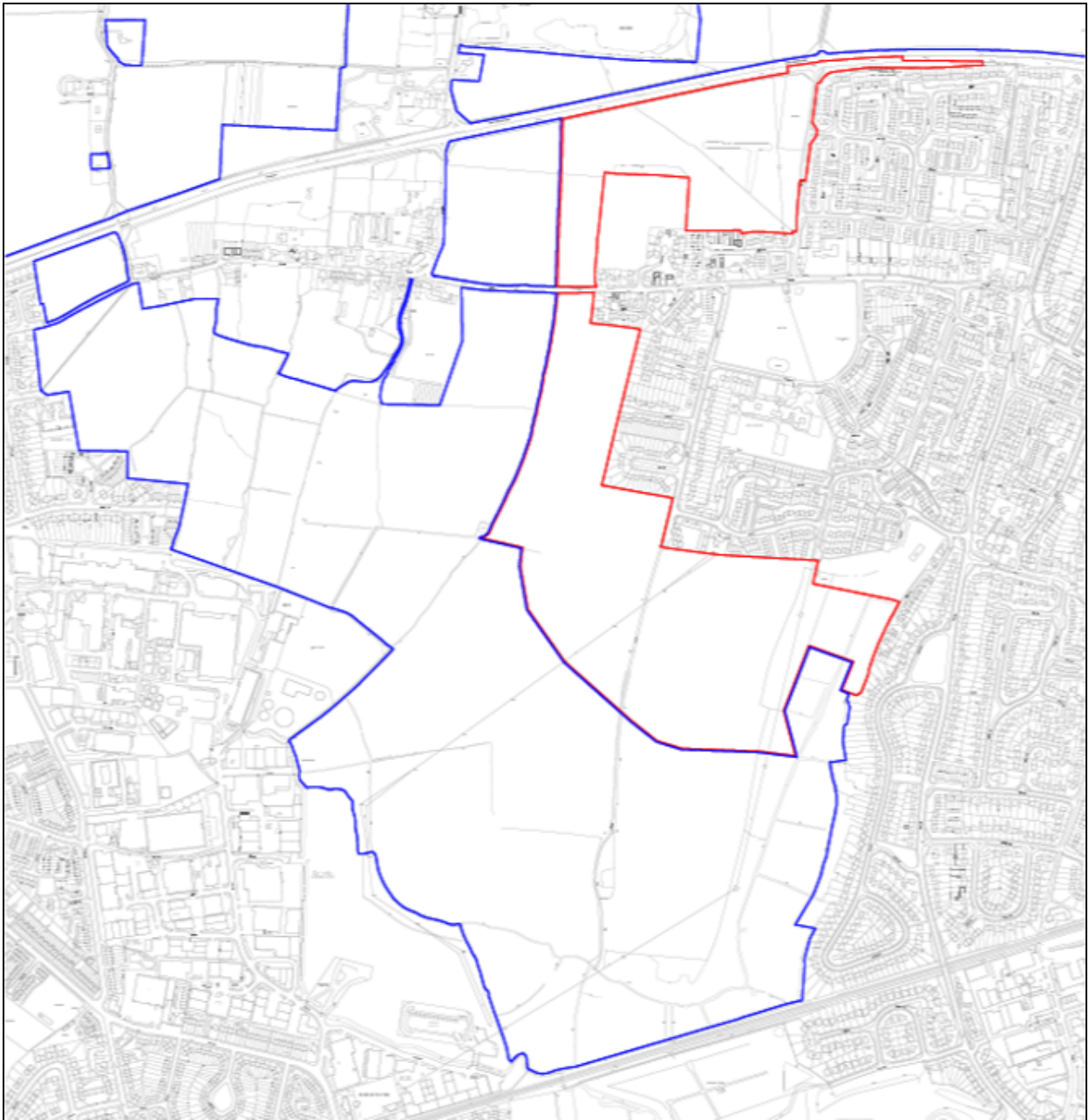
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Application Number: **AWDM/0323/19** Recommendation – Approve, subject to s106 planning obligation

Site: **Land South Of West Street And West Of Loose Lane, Sompting**

Proposal: **Hybrid planning application for up to and including 469 homes comprising: (1) Outline planning permission (all matters reserved with the exception of access) for the erection of up to and including 373 dwellings, community orchard/growing space, non-vehicular links between the site and Worthing, traffic calming measures, associated landscaping, open space/recreation areas, ecological enhancements including improvements and extension to Cokeham Brooks Local Wildlife Site, and all other associated development works. (2) Full planning permission for 96 dwellings (part of the overall 469 dwellings comprising 2 no. 1-bed, 37 no. 2-bed, 40 no. 3-bed and 17 no. 4-bed homes, including 30% affordable housing) and all other associated development works, provision of formal playing pitches (Phase 1). (3) Change of use of land south of Hamble Recreation Ground to community/education and agricultural/horticultural uses associated with a new Community Farm. (Development site includes Land West of Dankton Lane leading from the East of Upper Brighton Road Sompting).**

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Applicant:	Persimmon Homes and the Sompting Estate	Ward: Peverel
Agent:	Mr Rob Clark - Land & Planning Director, Persimmon Homes Thames Valley	
Case Officer:	Peter Barnett	



Not to Scale

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Site Location

The entire site comprises a total land area of around 45ha. The application site comprises approximately 30ha of land situated north and south of West Street comprising agricultural fields. The remaining area (approximately 15ha) comprises the designated Cokeham Brooks Local Wildlife Site (LWS) and grazing land which is

proposed for ecological enhancements (discussed in detail later in this report).

The residential development will occur in two separate areas, one to the south of West Street and west of Loose Lane; the other to the north of West Street, accessed off Dankton Lane.

The development is on the western edge of Sompting adjacent to the Local Green Gap between Sompting and Worthing. The South Downs National Park boundary extends to the northern edge of the A27 (Sompting Bypass), which forms the northern boundary of the application site. A Public Right of Way runs diagonally across the northern part of the site from Dankton Lane to the A27. Overhead power lines run across the southern part of the site in a SW-NE direction.

Proposed Development

The application is a hybrid, seeking outline permission for the overall development, as revised, of 469 dwellings together with community orchard/growing space, non-vehicular links between the site and Worthing, traffic calming measures, associated landscaping, open space / recreation areas, provision of formal playing pitches, ecological enhancements including improvements and extension to Cokeham Brooks Local Wildlife Site, and all other associated development works.

It also seeks full planning permission for the details of Phase 1 for the first 96 dwellings, including vehicular access from West Street to the north and Loose Lane to the south east, plus two football pitches (youth and junior).

Permission is also sought for the change of use of land south of Hamble Recreation Ground to community/education and agricultural/horticultural uses associated with a new Community Farm.

The Application

The application is supported by the following documents:

- Planning Statement
- Design and Access Statement
- Transport Statement
- Travel Plan
- Noise Impact Assessment
- Energy & Sustainability Statement
- Statement of Community Engagement
- Air Quality Assessment
- Archaeological Assessment
- Geo-Environmental Site Investigation
- Ecological Impact Assessment
- Protected Species Report
- Reptile Mitigation Strategy
- Landscape and Visual Impact Assessment

- Landscape and Ecology Management Plan
- Tree Survey and Impact Assessment
- Flood Risk and Drainage Strategy

An Environmental Impact Assessment (EIA) Screening Opinion was sought prior to the submission of the application to assess whether a full EIA was required. It was concluded that, while the introduction of built development into this area will have some visual impact, this, together with the other impacts of such development, could be adequately considered during the course of the planning application with reference to relevant supporting documentation without the need for a full EIA.

The Masterplan

The quantum of development has been reduced from 520 homes as originally submitted to 469 homes following a reappraisal of the masterplan. The rationale behind such a reduction is explained by the applicants below:

“The detailed layout for the overall site builds on several principles established in the Phase 1 scheme:

- *A looser, more informal arrangement of homes abutting the countryside edge;*
- *Traditional domestic vernacular, incorporating flint, traditional features such as expressed chimneys;*
- *Key buildings placed as focal points within the street scene and overlooking the open space;*
- *Maximising outward-looking views towards the countryside with informally arranged homes;*
- *Emphasis on green-space permeability and through routes”*

They go on to explain:

Alongside the design principles outlined above, our new testing and reappraisal has sought to incorporate the following additional elements:

To continue the informality of the street scene (for parcel south of Phase 1) along the western and southern edge, with a higher density arrangement of homes sitting behind in discernible character areas;

The continuation of the green structure through the centre of the site, with spurs leading into minor access roads/ mews style development, creating a clear street hierarchy;

The careful placement of open space for ease of resident-accessibility;

Apartment blocks are a maximum of 3 storey, set within their own amenity space with inset balconies;

Discernibly connected streets, cycleways and footpaths; linking to the existing

neighbourhood, then through the scheme and to the countryside beyond.

The proposed density throughout Phase 2 will be traditionally domestic in scale and appearance to reflect the feel of the surrounding area; though with some contemporary elements in the heart of the scheme, where a higher density is envisaged. The scheme makes an efficient use of land, with a focus on 2 storey family housing, interspersed with apartments in key locations around the open space.

The updated layout yields a density of 39 dwellings/ hectare (Phase 2) which is considered appropriate in this location. The various outer edges of the layout have a looser/ lower density, with an informal stamp to respect the sensitivities of the countryside beyond (a similar approach was applied in Phase 1).

Overall, four character-areas are proposed currently, the intention is to provide a natural gradation in density from the looser outer periphery towards a higher density in the neighbourhood interior. This spatial gradation allows ease of navigation buttressed by subtle elevational differentiation to enhance place-making through the grain of the development.

This has been a long-ranging exercise, and it has had an impact on the shape of the masterplan – principally the development-yield has been reduced from 520 units to 469 units. There are good reasons: this is a more cohesive solution which maximises sense of place, ease of movement, green credentials (in terms of landscaping and open space). Lastly, this will be a neighbourhood providing an attractive interface with the countryside beyond; a key tenet of the original illustrative masterplan.”

During the course of the application, and in discussion with Officers, the following amendments have been made:

- Reduction in numbers to 469 units from 520 units to facilitate design, landscape and connectivity improvements
- Removal of apartment blocks from Phase 1 and the northern parcel (accessed from Dankton Lane)
- Integrating existing utility/ service routes within the scheme as ‘green corridors
- Green “apron” along the spine road, together with a cycle-path and footpath
- Traffic calming measures along Loose Lane
- Provision of a 2-metre planting buffer (in Phase 1) in the rear gardens of those homes that will adjoin the existing residential area of Sompting, to respect the amenity of the established housing

The Masterplan shows the proposed density of development becoming lower and more spaced towards the edge of the built up area boundary with a more flowing edge and lower densities in Phase 1, increasing in density as development reaches the core of Phase 2.

The Local Wildlife Site to the southeast of the southern part of the site is proposed to be extended, to link in with the EPIC project currently underway to the south. A footpath link is to be provided to connect the development with West Worthing at Decoy Farm.

To the south of the Hamble Recreation Ground a community farm and nature trail is proposed in principle, with full details to follow in a subsequent application.

The Masterplan envisages medium to low density development on the northern parcel off Dankton Lane with public open space and footpath trails running around the perimeter of the entire development, to link with existing pedestrian routes.

Sports pitches in the form of one junior and one youth football pitch are proposed in Phase 1, with play spaces including a Local Equipped Area of Play (LEAP) in Phase 2.

The proposed scheme will include a SUDS (sustainable urban drainage) scheme. This system will manage surface water runoff during storm events and can be planted in a way that will encourage ecology and biodiversity.

The southern part of the site (south of West Street) will be accessed both from West Street and Loose Lane. The primary vehicular access into the southern site will be taken from West Street which is to be realigned as part of a comprehensive traffic calming scheme, with priority given into the site, and westbound traffic having to give way. Traffic calming is proposed along Loose Lane.

A pedestrian/cycle access will be made available between the site and Peveril Drive to the east.

Other off-site highway works include:

- Primary access into the northern parcel from Dankton Lane (which will be widened and realigned) to facilitate traffic movements
- Westbound deceleration lane along the A27
- A new pedestrian link on the south side of West Street that will be secured by contribution.
- Financial contributions will also be made to cover pedestrian and cycle improvements to give residents better accessibility beyond the site's confines.

A community orchard is proposed on the northern parcel of land, north of west Street and west of the proposed new housing off Dankton Lane. It will include a wide range of fruit and nut producing tree species for the community with paths routed through the orchard, and clearings where picnic benches will be located.

Phase 1

This phase is seeking to provide 96 homes (including 30% affordable) in the following mix:

- 66 market units comprising 23 x 2 bed, 30 x 3 bed and 13 x 4 bed
- 30 affordable units, of which 22 are affordable rent comprising 2 x 1 bed, 12 x 2 bed, 6 x 3 bed and 2 x 4 bed
- 8 affordable intermediate units comprise 2 x 2 bed, 4 x 3 bed and 2 x 4 bed

Dwellings in this phase are mainly 2 storeys in height with some 2.5 storey buildings at key points. The 3 storey flats originally proposed have been removed from this lower density phase.

Building design has been the subject of revision following the initial consultation and has been improved through the use of cladding, render and flint in key locations. The site entrance has been improved with the siting of a single key building to act as gateway to the new development.

242 car parking spaces are to be provided within phase 1 comprising:

- 194 allocated spaces
- 18 garages
- 30 visitor spaces

The Design and Access Statement explains that *“the design ethos in Phase 1 is to create a looser/ lower density development parcel that sits comfortably in its contextual setting. Phase 1 is 2.99 (net) ha which equates to an average density of 32 dwellings per hectare.”*

Consultations

West Sussex County Council: Highways (Original Response April 2019):

Background

The application a Hybrid application for outline permission of upto 520 dwellings, community orchard/growing space, non-vehicular links between the site and Worthing, traffic calming measures, associated landscaping, open space / recreation areas, provision of formal playing pitches, ecological enhancements including improvements and extension to Cokeham Brooks Local Wildlife Site, and all other associated development works. And full permission for 100 dwellings (part of the overall 520 dwellings comprising 9 no 1-bed, 44 no. 2-bed, 37 no. 3-bed and 10 no 4-bed homes, including 30% affordable housing) and all other associated development works (Phase1) at Land South Of West Street And West Of Loose Lane Sompting.

Adur Local Plan

The site is allocated in the Adur Local Plan 2017 Policy 6 includes the following highway and transportation related elements:

Land at West Sompting (as shown on the Policies Map) will be allocated for residential development comprising:

- A minimum of 480 dwellings at West Sompting, of which 30% of the total are to be affordable homes to provide a mix of types and tenures in accordance with identified needs.
- Provision or funding of mitigation for off-site traffic impacts on the Strategic Road

Network and local roads through a package of measures including improvements to the A27/ A2025 Grinstead Lane junction, A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm junction), A27/Dankton Lane junction and enhancement of the traffic calming scheme in West Street.

- Provision of sustainable transport infrastructure including improved public transport.
- Working with Worthing Borough Council and West Sussex County Council, a public right of way will be delivered to provide a link to Worthing across the Local Green Gap.
- A package of site-specific travel behaviour initiatives to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential travel plans).
- Footpath improvements along West Street.

The Local Plan was supported by a transport assessment that assessed the impact of 480 dwellings and identified a package of mitigation to be secured to make the development acceptable in transport terms.

Site Access

The application proposes three vehicular accesses, one to the northern site and two to the southern site. These would be supported by additional walking and cycling connections.

Dankton Lane – Northern Parcel (80 dwellings)

- A singular vehicular access to the northern parcel will be provided from Dankton Lane in the form of a simple priority junction. The principle access is shown on Drawing ITB12333-GA-007. The junction is located to the north of Rectory Farm Road.
- Junction modelling has been undertaken and details that the junction would operate within capacity.
- Visibility splays of 2.4 x 43 m (to a 0.5m offset) can be provided with a 5.5m wide carriageway and 2m footway to the south, tactile paving and dropped kerbs will be provided at the junction.
- A stage 1 safety audit has been undertaken and the designers recommendations accepted.

Loose Lane

- The original design suggested a simple priority junction.
- A road safety audit has been undertaken, the principal recommendation is that the Loose Lane is realigned so that vehicles travelling to and from the access road have priority over the dead end section of Loose Lane. This junction can be seen in Drawing ITB12333-GA-004 Rev.

West Street

- The principal access to the southern site and access to the first 100 dwellings included within the full application is via West Street. The applicant proposed the change of priority along West Street into the development. This proposal is presented in Drawing ITB12233-GA-005.
- The access road is proposed to be 6.2m wide and narrowing to 5.5m within the site. A 2m footway is provided within the site.
- Visibility splays of 2.4m x 43m (to a 0.5m offset) are provided and forward visibility available within land under the applicants control.
- Junction modelling has been undertaken and highlights the junction would operate within capacity.
- The design of the junction has the potential to act as a form of traffic calming with vehicles travelling along West Street required to give way to vehicles exiting the site.
- The narrative details that a road safety audit has been undertaken and raised no issues but no copy has been provided within the Transport Assessment'
- The junction should also be modified to take into account how a cycle route would interact with the junction and avoid the sharp reduction in footway (/future cycleway) width at the sites eastern extent on West Street and to detail how pedestrians are to cross West Street as at present an island is provided close to the junction and dropped kerbs/ tactile paving at a different location.

West Street Traffic Management

The applicant is aware of the policy requirement to provide enhancements to the traffic calming scheme, this is to be achieved via the design of the site access and provision of contributions to allow WSCC to design a scheme that meets the aims of the policy and can be integrated with the walking and cycling proposals. This approach is accepted.

Personal Injury accident review

The review should be updated to provide the most recent 5 year information.

Trip Generation/Distribution/Assignment

Generation – Trip rates have been utilised from the Adur Local Plan and Shoreham Harbour transport study, such an approach is accepted. This would result in a total of 229 Am peak two way trips and 269 PM peak two way trips. It would appear that the trip generation associated with the additional 40 dwellings on the southern parcel has not been included within the calculation is table 6.3 clarification should be provided to confirm if this error has been carried through and if so revised modelling could be required at:

- Busticle Lane / West Street
- Church Lane / West Street

Distribution - A gravity model has been developed and combined with census journey to work information to distribute trips across the network.

Assignment - It is unclear if the assignment is based upon approach undertaken with the local plan modelling or via journey planning tools. This should be clarified.

Junction Modelling

In addition to the site accesses (considered above) A number of additional junctions on the local highway network have been considered.

- Busticle Lane / Rectory Farm Road – The junction would operate within capacity.
- Busticle Lane / West Street – The modelling shows the junction would operate within capacity – however a plan of the junction detailing the measurements utilised within the modelling is required to ensure there is sufficient stacking capacity for two vehicles turning right out of West Street and still allowing the left turn out of west street to take place.
- Dankton Lane / West Street - The junction would operate within capacity.
- Church Lane / West Street – The junction would operate within capacity, The maximum vehicle queue is 5 vehicles in the AM peak on West Street (West).
- Allington Lane / Upper Brighton Road – The junction would operate within capacity.
- Bamber Road / Upper Brighton Road – The junction would operate within capacity.
- Moorland Avenue / Upper Brighton Road - The junction would operate within capacity.
- West Street /Loose Lane - The junction would operate within capacity.
- West Street / Test Road - The junction would operate within capacity.
- Western Road North / Hamble Road - The junction would operate within capacity.
- Western Road / A259 Signal Junction – The modelling provided shows that the junction would operate over capacity in the future year scenario. The addition of 31 AM peak trips and 33 PM peak trips would result in additional delays and queues. It is however noted that the Adur Local Plan transport study modelling and the Worthing Local Plan Transport Study modelling (as the junction is very close proximity to the boundary) did not highlight the junction as requiring mitigation. Further information should be provided on the impact of traffic growth and committed development at the junction

In addition the following junctions have been modelled on the A27 which is part of the strategic road network and the responsibility of Highways England.

- A27/Busticle Lane
- A27/Lyons Way
- A27/Grinstead Lane

Whilst all junctions would continue to operate close to or over capacity, the impacts of the development have been considered at the local plan stage and a set of agreed mitigation measures developed. The applicant proposes to provide a contribution

towards these improvements.

The additional 40 dwellings over and above that tested at the local plan stage have been tested upon the mitigation scheme proposed at the A27/Grinstead Lane junction by the development at New Monks Farm, the impact of the additional 40 dwellings is minimal with no change to vehicle queues on the Manor Road and Grinstead Lane approaches and maximum increases in queues of 4 vehicles on the A27 arms.

Walking and Cycling

The applicant has undertaken audits on three routes to assess the existing walking and cycling facilities, these are from the development to:

- Lancing Town Centre via Sompting Road;
- Local Centre and education; and
- Downlands Business Park and Retail Centre via West Street.

The audits identify the following potential improvements

However it is unclear as to which the developer would deliver or provide funding towards.

The applicant notes that WSCC are developing proposals for a shared use cycle route along West Street:

<https://westsussex.moderngov.co.uk/mgAi.aspx?ID=4036#mgDocuments>

and are agreeable to providing a contribution for these works. The applicant also proposes a permissive public right of way to the south of the site which could form part of a future link to Worthing.

Public transport

The applicant identifies that the nearest bus stops to the northern parcel of land are on West Street (560m/7mins walk) and Sylvan Road for the southern parcel (264m /3mins walk), further stops are located on Loose Lane, Hamble Road and Church Lane. These stops would provide access to the connect 7 service between Lancing, Worthing and Salvington and the pulse service which runs at 10minute intervals from Lancing to Worthing and Durrington.

The TA states

“Negotiations are ongoing with local bus operators in terms of improving and enhancing existing bus services, specifically in respect to promoting services which operate longer hours.”

Further information should be provided on these discussions

Travel Plan

The following comments have been provided by the county travel plan officer

1. As per our Development Travel Plans Policy, Target 1 (para 4.2) and Target 2 (para 4.3) should be derived from the number of vehicle trips predicted in the Transport Assessment for the no Travel Plan scenario (rather than being based on a survey at full occupation).
2. Para 4.6 (Table 1) – Please note that a 15% reduction in the 12-hour weekday vehicle trip rate does not necessarily equate to a 15% modal shift.
3. Para 6.2.6 (also 6.3.2/6.6.1/Table 6.1/Table 7.1) – in line with all other residential developments in West Sussex, we require the value of the sustainable travel voucher to be at least £150.
4. Given the size of the completed development (520 units) there would be benefit in operating a Car Club at this location, which could also be utilised by those living in the established residential area.
5. Para 7.7 – In line with all other residential Travel Plans in West Sussex, a commitment should be included to offer a second £150 sustainable travel voucher to each unit at year 5 if the 15% reduction target is not achieved.
6. Para 8.8 - This section would benefit from further elaboration of the TRICS SAM monitoring process. The applicant (or his appointed Travel Plan Co-ordinator) should commission SAM surveys with the TRICS organisation, and these should be conducted by an approved independent enumerating company at years 1, 3, and 5.

Mitigation

The applicant proposes the following offsite mitigation:

A27/Dankton Lane

The A27 is located 230m north of the northern parcel site access along Dankton lane, the application proposes

- Re-aligning Dankton Lane to within the site;
- Re-aligning Dankton Lane / Dankton Gardens junction;
- Re-designing the Dankton Lane / A27 Off-Slip which will provide a de-acceleration lane; and
- Amending the safety barrier to suit pedestrian crossing.

The proposed improvement to the Dankton Lane / A27 Off-Slip includes a 1m hardstrip and a nearside diverging taper which provides access to the re-aligned junction from

Dankton Lane. The proposed improvements are shown on Drawing ITB12233-GA-001B

A RSA should be provided for the improvements, It is understood the scope of this is currently being agreed with Highways England

Contributions

The applicant should set out to WSCC the level of highway contributions to be provided and how it conforms with the Local Plan infrastructure delivery plan. It is noted that the local plan allocation was envisaged to provide contributions towards the A27/Grinstead Lane junction, however as New Monks Farm development is to provide a scheme equivalent to the full local plan mitigation then the proposed contribution would need to be redistributed (note: NMF and Shoreham Airport are to deliver the same value of local plan contributions as envisaged in the IDP but just allocated differently).

Full Application of 100 dwellings

The site layout has been designed in accordance with Manual for Streets. It is noted that the alignment is unlikely to be conducive for a bus to serve. The applicant's consultant has indicated that the local bus companies are unlikely to directly serve this area of the development. Supporting information to confirm the local bus companies' views should be provided. It is noted that the area to the south in outline could provide public transport access to the southern section of the development should it be required and deemed desirable by the local bus companies.

Parking

A total of 228 parking spaces in line with the WSCC parking standards calculator, of these 202 will be allocated and 26 unallocated/visitor parking.

The TA also confirms that dwellings with driveways and garages will have access to an electricity supply to allow trickle charging. The provision of electric vehicle charging for dwellings without a driveway or garage is to be explored further.

Cycle Parking

No details have been provided on the cycle parking for phase 1, however it is detailed phase 2 will be provided cycle parking in accordance with standards.

Servicing

Vehicle tracking has been provided for phase 1 and is accepted.

Conclusion

An objection to the proposal is currently raised as insufficient information to assess the application has been provided. To address the reasons for objection the applicant should provide:

Modification to:

- Site Access onto West Street

Further Information:

- Provision of Safety Audits;
- Updated PIA information;
- Confirmation of approach for assignment of vehicle trips to the network;
- Confirmation of trip generation and inclusion of trips within the modelling;
- Modelling parameters for Busticle Lane/West Street;
- Modelling parameters for Western Road /A259;
- Confirmation of what pedestrian/cycle improvements are being provided as suggested within the Non Monetised User Audit;
- Evidence of discussion with bus operators;
- Information on phase 1 cycle parking provision; and
- Information on the proposed level of contributions to be provided, including uplift for additional housing over and above that previously considered in the development of the IDP and local plan.

Highways Second Response: (Amended Plans July 2021): It is noted that the application has been amended with a reduction in the total number of dwellings proposed from 520 to 469. (inc phase one seeking full permission 1 from 100 to 96).

Loose Lane Traffic Calming A Traffic Calming scheme consisting of speed cushions at the southern extent, parking bay and parking restrictions has been developed to encourage future residents of the outline element of the application to utilise the low speed internal roads of the development rather than Loose Lane. A Stage 1 Road Safety Audit has been provided and Designers Response agreed with the WSCC. In line with WSCC guidance

https://www.westsussex.gov.uk/media/9306/developers_guidance_note.pdf consultation with local stakeholders and residents should be undertaken and the results presented.

Additional Information request from WSCC Highways first response dated 24th April 2019

Modification of access onto West Street A revised site access plan ref ITB12233-GA-REV D has been provided which rationalises the pedestrian and cycle routes in the vicinity of the site access. No concerns are raised with revised plan.

Provision of Safety Audits; A safety audit for the revised West Street access and Dankton Lane have been provided.

Updated PIA information; It has been confirmed that the data summarised in the Transport Assessment covered the period between 1 April 2011 and 31 August 2018. Additional information has also been provided to consider PIA between 1 September 2018 and 31st March 2019. – An additional 18 injury accidents were recorded across the study area. The additional PIA would not change the conclusions of the analysis

presented within the TA.

Confirmation of approach for assignment of vehicle trips to the network; Further information has been provided on the distribution and gravity model that have been utilised, these are based on Census Journey to work information and a P/T2 gravity model, the approach of which is accepted.

Confirmation of trip generation and inclusion of trips within the modelling; It has been confirmed that whilst the table 6.3 of the TA only included for 480 dwellings rather than the 520 dwellings now proposed, the correct level of development traffic has been included in the traffic figures utilised in the assessment. Modelling parameters for Busticle Lane/West Street; Modelling geometry provided and accepted, junction modelling has been rerun and no further concerns raised.

Modelling parameters for Western Road /A259; Technical note ref JDW/RS/ITB12233-011 TN has been provided to detail the impact on the A259/Western Road Junction Assessment. The applicant has reviewed the growth rates and traffic data utilised within the modelling. The flows from the Adur Transport Study have been utilised and the impact of the additional 40 dwellings over and above the local plan allocation have been modelled. This highlights the junction would remain operating within capacity.

Confirmation of what pedestrian/cycle improvements are being provided as suggested within the Non Motorised User Audit; Relevant pedestrian improvements are to be secured and are detailed within plan ref West Sompting proposed pedestrian remedial improvements.

Evidence of discussion with bus operators; Discussions with Local bus operators are ongoing, due to uncertainty about current services and funding requirements then it is suggested a s106 requirement will be for the applicant to enter directly into a service agreement upto a value of included within the Adur IDP.

Information on phase 1 cycle parking provision; Detailed below.

Information on the proposed level of contributions to be provided, including uplift for additional housing over and above that previously considered in the development of the IDP and local plan. Currently under discussion.

Travel Plan amendments have been received and can be approved.

Revised plans relating to the full application (revised from 100 down to 96 dwellings) have been received and comments offered below.

Site Access Plans A revised site access plan ref ITB12233-GA- REV D has been provided which rationalises the pedestrian and cycle routes in the vicinity of the site access. No concerns are raised with the revised plan.

Movement Plans The plan shows the links within and out of the development. It is

recommended that the link to Peveril Drive is provided at an early stage.

Internal cycle network. The shared use path running along the eastern boundary is shown to end in a car park serving the community football pitches, it is not clear how the route would continue on to serve the area of the outline application

Swept path analysis Swept path analysis has been provided for a fire tender and refuse vehicle and is acceptable.

Visibility splays Forward visibility at the site access is to be provided at 43m in keeping with a 30mph design speed. Internal forward visibilities are provided at 25m based on a 20mph design speed and 23m based on a 19mph design speed. It is noted these splays are improved from previous iterations and no longer cross residential boundaries.

Parking Strategy A total of 242 car parking spaces consisting of 194 allocated, 35 garages equalling 17.5 spaces and 30 unallocated spaces. A total of 27 active EV points are proposed on site, the total number of spaces served should be identified. The level of spaces required increases incrementally within the WSCC guidance and as such the level proposed may not meet the 2021 requirement of 33%.

Refuse and Fire Strategies. Maximum bin collection points and distance for fire appliances are in keeping with standards.

Conclusion Further details are requested on the following points: Results of consultation on Loose Lane traffic calming scheme; Information on how the western side cycle route would link to the area of future development. Details of EV provision

Local Lead Flood Authority: Current mapping shows the majority of the site is at a low risk from surface water flooding while there are various pockets of higher risk especially within the southern section of the site. Any existing surface water flow paths across the site must be maintained. Therefore, a wholesale site level rise via the spreading of excavated material should be avoided. Any excavated material kept on site should be located in areas designed and designated for that purpose.

The majority of the proposed development site is shown to be at high risk from groundwater flooding. This risk and appropriate mitigation should be considered in any future designs especially with regard to underground structures and utilities. Groundwater contamination and Source Protection Zones. The potential for groundwater contamination within a source protection zone has not been considered by the LLFA. The LPA should consult with the EA if this is considered a risk.

Current Ordnance Survey mapping shows ordinary watercourses within or in close proximity of the site boundary. Local or field boundary ditches, not shown on Ordnance Survey mapping, may exist around the site. If present these should be maintained and highlighted on future plans. Works affecting the flow of an ordinary watercourse will require ordinary watercourse consent and an appropriate development-free buffer zone should be incorporated into the design of the development to aid access/maintenance.

We do not have any records of historic surface water flooding within the confines of the

proposed site although West Street, outside of the site, has experienced surface water flooding. This should not be taken that this site itself has never suffered from flooding, only that it has never been reported to the LLFA.

The County Archaeologist: No objection subject to suitable heritage asset mitigation measures secured through a written scheme of investigation.

Comments that This consultation response concerns below-ground archaeological heritage assets only; it does not address any potential built heritage impacts. West Sussex County Council (WSSCC) were asked by Adur and Worthing Councils to provide pre-application archaeological advice in respect of these proposals (WSSCC response to pre-application consultation, 2.1.2018).

Known archaeological sites in the vicinity of the site have been listed in the supporting *Archaeological Desk Based Assessment* report. It should be mentioned also that the site's location not far from, but above the flood plains of two watercourses, the Broadwater Brook and Cokeham Brook, may have made the land attractive to ancient settlement and agriculture.

In addition, the recent discovery in archaeological excavations of a former small stream course just to the west of the site and north of West Street may be an indication of a spring line at the foot of the dip slope of the Downs just north of the site, another attraction for ancient settlement and agriculture. There is no good reason to assume, as stated in the Assessment Report (3.2.5), that the geological Head deposits of the site would have been unfavourable to prehistoric settlement.

An additional recent discovery are the sites of a probable 17th-century malthouse and associated buildings (and the former stream mentioned above), recently investigated by Worthing Archaeological Society immediately to the west of the application area, and on the northside of West Street. The site's eastward limits are not yet known, and may extend into the footprint of the proposed northern attenuation pond.

The need for geoarchaeological desk-based assessment and investigation was referred to in the pre-application advice, in respect of the possible survival of buried coastlines and coastal deposits, contemporary with human occupation of north-west Europe.

It is recommended strongly that a rapid geoarchaeological desk-based assessment is undertaken by a geoarchaeologist familiar with the Sussex coastal plain superficial geology sequence, before the start of on-site archaeological mitigation. This recommendation is made because the borehole and test pit logs of the Phase II Geo-Environmental Site Investigation are now available, and do not obviously show indications of possible shallowly buried ancient coastal deposits meriting further investigation. A specialist geoarchaeologist's view of the significance of these deposits should inform the final scope of archaeological mitigation.

In the desk-based assessment report, it is reasonably suggested that on the basis of the known surrounding archaeology, the significance of archaeology on the site is expected to be on a local scale (6.4) (e.g. of county-wide significance, rather than of national or

regional significance). As suggested in WSCC's pre-application advice, it would also be reasonable for archaeological mitigation to be carried out under the terms of a planning condition attached to any grant of consent for this application (Assessment report, 6.10).

However, as referred to in the pre-application advice, geophysical survey, as a proposed and already partly undertaken non-intrusive exploratory archaeological technique on this site (6.10), should not be relied upon to reliably indicate the absence of buried archaeological features, in view of the variably clayey/ sandy / gravelly nature of the geological surface Head deposits of this site which may complicate this prospection method.

Proposed excavation of archaeological trenches across the whole of the development footprint where groundworks are envisaged (e.g. residential areas, swale and attenuation features), in advance of the start of development (6.10), should be the primary method of initial exploratory investigation.

Where buried dateable and significant archaeological features are identified in the trial trenches, wider-scale investigation should be carried out as appropriate to record them on site, followed by off-site analysis and reporting.

The County Landscape Officer: No comments received

The County Ecologist: No ecological objection subject to the imposition of appropriately worded conditions.

Comment:

Following best practice, protected species have been surveyed for and proportionate mitigation has been proposed within the supporting ecological documents. Notably, the Ecological Impact Assessment (EclA) that supports the application highlights that reptiles, badgers and bats utilise the site. Proposals have been made for the mitigation necessary to ensure their long term survival however, whilst proposed there is no bat sensitive lighting design (EclA 5.38). This, I suspect, is largely a consequence of the nature of this application being part full and part outline. Consequently a bat sensitive lighting scheme should be conditioned for this and relevant future RM applications. I note that the badger sett on-site is to be retained alongside a minimum habitat buffer of 20m. This buffer is to be marked out by heras fencing during construction to avoid any damage to the sett (EclA 5.43/.45).

The LPA may wish to secure all proposed mitigation by imposing a suitable condition EclA (Section 5: Assessment of effects, pg 35-46). This is particularly important in relation to the requirement for the production of a Construction Environmental Management Plan (CEMP) due to the constructional and operational impacts on the LWS, badgers and other species and habitats identified.

Outstanding items:

With regards to bats there is a need for bat sensitive lighting design to control light spill

onto adjacent vegetation (EclA 5.38). Construction-phase precautionary impact avoidance measures for relevant species are expected to be detailed in a CEMP.

Recommended Conditions:

CEMP

1. Prior to construction or its preparatory works, (and also to support and to support all future Reserved Matters applications), a Construction Environmental Management Plan (CEMP) shall be submitted to the LPA for approval. The CEMP will pick up all recommended mitigation arising out of the recommendations made within the supporting ecological documents. The approved development and preparatory works shall proceed only in accordance with the approved CEMP.

Bat Lighting

2. Prior to development or any preparatory works, a bat sensitive lighting strategy shall be produced and assessed by a suitably qualified ecological consultant and the details submitted to the LPA for approval; all approved details shall then be implemented in full. All relevant future Reserved Matter applications will be supported by a bat sensitive lighting scheme.

The Local Lead Flood Authority: No objection. Comments that any existing surface water flow paths across the site must be maintained. Therefore, a wholesale site level rise via the spreading of excavated material should be avoided. Any excavated material kept on site should be located in areas designed and designated for that purpose.

The majority of the proposed development site is shown to be at high risk from groundwater flooding. This risk and appropriate mitigation should be considered in any future designs especially with regard to underground structures and utilities.

We do not have any records of historic surface water flooding within the confines of the proposed site although West Street, outside of the site, has experienced surface water flooding. This should not be taken that this site itself has never suffered from flooding, only that it has never been reported to the LLFA.

The FRA/Drainage Strategy included with this application proposes that the permeable paving, swales, attenuation ponds and infiltration using soakaways will be used to control the runoff from the development. This method would, in principle, meet the requirements of the NPPF, PPG and associated guidance documents.

Development should not commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

WSCC Infrastructure Contributions:

EDUCATION: The Adur Local Plan allocated 1080 dwellings in Lancing and Sompting (600 at New Monks Farm and 480 at West of Sompting). This brought forward the need for a 1FE primary school to serve the two allocations. The current application at West of Sompting is for 520 dwellings, 40 dwellings over what was allocated in the ALP.

In terms of the cost of land; WSCC has no choice but to acquire land for the 2FE because it is against current government policy to build a standalone 1FE school which is unable to accommodate a 2FE expansion. The West of Sompting development (together with New Monks Farm) has led to a requirement for WSCC to provide a 2FE school, and therefore has led to our need to acquire the additional land, at an AECOM cost of £250,000.

To address the argument that the price per dwelling should be lowered; the allocation of 1080 dwellings in the Adur Local Plan brought forward the requirement to produce a 1FE school expandable to 2FE, plus the cost of the land for the 2FE expansion. The AECOM cost of this is £6,250,000. For 1080 dwellings, this equates to a cost of £5,787 per dwelling.

However, as there are an additional 40 dwellings above what was planned for in the ALP, this will need to be mitigated. 40 additional dwellings will produce additional pupils who will need school places above the 1FE requirement from the original 1080 allocated dwellings. If the cost per dwelling is reduced as a result of dividing the requirement from the 1080 dwellings across 1120 dwellings, the additional 40 dwellings (and therefore pupils arising from those additional dwellings) are not being mitigated.

So, the cost per dwelling for primary education from this development remains at £5,787 per dwelling, to give a total primary contribution of £3,009,240

The secondary education contribution generated by the reserved matters parcel of this site will be £345,655. The contribution for the outline parcel is to be calculated at a later date. To be spent on expansion at either Sir Robert Woodward Academy or the Shoreham Academy.

The further secondary education contribution generated by the reserved matters parcel of this site will be £80,973. The contribution for the outline parcel is to be calculated at a later date. To be spent on expansion at either Sir Robert Woodward Academy Sixth Form or the Shoreham Academy Sixth Form.

LIBRARIES: The libraries contribution generated by the reserved matters parcel of this site will be £28,815. The contribution for the outline parcel is to be calculated at a later date. We will require the provision of a community space on site to accommodate a Tier

7 library facility, plus a financial contribution calculated in accordance with the above formula towards the new facility. In the event that the Tier 7 facility does not progress, we will require a contribution towards expansion of the facilities at Lancing Library

FIRE AND RESCUE: The fire and rescue service contribution generated by the reserved matters parcel of this site will be £2,676. The contribution for the outline parcel is to be calculated at a later date. To be used towards the re-development or re-location of fire stations and associated vehicles and equipment in West Sussex Fire Rescue Services Southern Area serving Lancing

West Sussex Fire Service: Vehicle access to all areas of the site will need to comply with Approved document - B (AD-B) Volume 1 2019 edition - B5 section 13. A fire appliance should not need to reverse further than 20 metres before reaching a turning circle or hammerhead. Some dead-end access roads appear to be longer than 20 metres.

The provision of fire hydrants for this site will be agreed with the water supply company once the location of the water main is known. All properties will need to be within 150 metres of a fire hydrant prior to occupation.

For dwellings a fire appliance access is to be provided to within 45 metres of all parts inside all dwellings, any areas outside this requirement will require evidence of how this will be mitigated, such as the installation of domestic sprinkler system, which extends the distance from a fire appliance to 60 metres

Adur & Worthing Councils:

The ***Environmental Health*** officer advises that the acoustic issues were dealt with pre-application and he has no further comments to make on this application.

The geotechnical reports have not covered all of the development site and the previous report recommended further investigation in the areas of the site that was assessed

In terms of **Air Quality**, recommends that mitigation is covered by a condition requiring a mitigation plan to be submitted and agreed by the Local Planning Authority prior to development commencing. This could be achieved via a s.106 agreement.

Full comments:

The application contains an Air Quality Assessment (AQA) prepared by WSP and dated February 2019. The assessment contains a construction phase and operational phase assessment. An appraisal of the baseline air quality for the year 2016 and air quality in 2020 with and without the development is included. There is also an emissions mitigation assessment as per the requirement of the Sussex Air Quality Planning Guidance 2013. The AQA uses version 8.01 dated December 2017. It should be noted there is now a new version 9.0 (published May 2019). Paragraph 3.2.23 states there is no local monitoring for PM2.5. This is incorrect. PM2.5 is monitored at Grove Lodge via our AURN monitoring site, so results from here could have been used in the AQA. Table

4.4 includes Local Authority monitoring data within 2km of the development site, but omits the continuous monitoring site at Grove Lodge which, by my calculations, is within 2km. I would also argue that continuous monitoring in Shoreham High Street should also be included for completeness.

The conclusions of the construction phase assessment are accepted. A full construction management plan must be submitted prior to development commencing. This shall include mitigation to minimise the impact of dust on the local environment and nearby properties. The operational impact assessment concludes that impacts will be 'negligible'. For PM2.5 the objective for Local Authorities is to reduce exposure. Whilst a figure of 25ug/m³ is mentioned we should be aiming for much less than this. The AQA concludes that the majority of sites will achieve this with or without the development. The emissions mitigation assessment in section 7 calculates a health damage cost of £114,352. This figure should be used on mitigation. Care needs to be taken to ensure there is no 'double counting' of mitigation, for example by including travel plans in this mitigation package. Travel plans are required by the County Council irrespective of the mitigation assessment and so should not be included. The mitigation plan shall include an emissions mitigation statement. I therefore recommend mitigation is covered by a condition requiring a mitigation plan to be submitted and agreed by the Local Planning Authority prior to development commencing. This could be achieved via a s.106 agreement. I should also add that all gas-fired boilers shall meet a minimum standard of <40 mg NO_x/kWh and I seek to have this enshrined in a condition.

The **Private Sector Housing** team have identified that some aspects of the development may result in hazards that require action under the Housing Act 2004. Typical hazards can include 'inner' rooms (where the only means of escape in the case of fire is through another risk room i.e. bedroom, living room, kitchen, etc.) or where there are inadequate windows or outlook from habitable rooms. This is in respect of two house types only, namely Saunton, Danbury

Compliance with Building Regulations will not necessarily address the hazards identified and you should contact the Private Sector Housing team to confirm that the layout of the property is acceptable prior to commencing the development in order to avoid the need for any formal intervention or the requirement of retrospective works.

Comments on amended plans: Our previous comments in respect of the inner room arrangements for the Danbury and Staunton housing designs remain. If built in this manner, action may be necessary in the future under the Housing Act 2004

The **Waste Services** Officer advises that in normal domestic properties we do not request bin stores anywhere. We only say that on the day of collection the bin must be at the kerbside ready for collection by 06:30.

Where bins are kept between collections is up to the resident, most want them close to the house to make it easier to fill use etc.

The **Engineer** has no objections. Surface water drainage- additional information has

been submitted regarding the proposed drainage design for phase 1, including winter groundwater monitoring and winter infiltration testing. This information is sufficient to demonstrate that the layout can accommodate surface water drainage. Further detailed design and supporting detailed drawings will be required prior to commencement. The areas seeking outline planning permission will require further winter groundwater monitoring and winter infiltration testing to be completed. It is advised that the applicant discusses the proposed monitoring and testing with us prior to the winter. Therefore, we have no objections to the proposed development, ***please ensure that no drainage drawings are listed as approved as these are high level drawings only.*** If you are minded to approve this application please apply the standard drainage conditions to ensure the development is adequately drained and does not increase flood risk elsewhere.

The ***Housing Manager*** is happy with the proposed mix of housing and is pleased that the applicants are willing to accept lower rent levels than affordable based on Local Housing Allowance (LHA).

The Planning Policy Manager: Comments on amended plans (Aug 2021):

Scale of development: Policy 6 of the ALP 2017 allocates the site for a 'minimum of 480 dwellings'. It is therefore disappointing to see the overall total number of dwellings proposed reduced further to 469, and so, strictly speaking, the proposal is not policy compliant. However I understand that the reduction has been made to improve layout and design, and therefore will result in a better-quality development. Furthermore, the reduction in dwelling numbers does not diminish this site's role as a strategic allocation making a significant contribution to housing delivery in Adur and does not jeopardise the delivery of the Adur Local Plan's overall strategy. Page 12 of the Design and Access Addendum indicates that the density of phase 1 is lower than that indicated in Local Plan Policy - however Page 3 indicates that the overall density of the development will be policy compliant (37.6 dph)

Other Matters. I'm pleased to see that Page 24 of the Addendum refers to M4(2) and M4(3) compliant units, which is consistent with Policy 20 of the Adur Local Plan 2017. I note however that there is no reference to delivery of the informal pedestrian/ cycle route across the gap to Worthing - please see my previous comments. I have not come across any reference to public art (see Adur Local Plan policy 15) - can this be addressed?

Original comments (October 2020)

General Comments

This is a strategic site, which was allocated in the Adur Local Plan 2017 (ALP). As such, the principle of development has been established. The majority of the allocation lies within the Built Up Area Boundary, with the following exceptions:

*Land north west of West Street - community growing space/orchard.

*Land south of West Street, to west of the main development area - recreational/ open

space.

*Land west of Ullswater Road, south of Hamble recreation ground. (Allocated for extension to Local Wildlife Site(LWS)).

The Policies Map shows that all three of these named areas lie outside of the Built Up area, and therefore despite the red line of the allocation still need to be treated as countryside and Local Green Gap in planning terms - therefore Policies 13 and 14 apply in these areas.

With regards to the western boundary, the 'red line' of the site, which includes the area of open space appears consistent with that in the adopted Adur Local Plan. However I am not clear that the precise line of built development immediately to the east of the red line is in fact consistent with the Local Plan. Bearing in mind that this boundary was established through the Local Plan process and reflected landscape evidence derived from the Landscape and Ecological Survey work this should be amended accordingly, unless any deviation is demonstrated to have no adverse impact on landscape grounds.

The landscape buffer along the far western boundary of the site (indicated on Figure 26 Arboricultural Survey Plan of the Design and Access Statement) is particularly important, and has been identified in landscape studies which formed part of the Adur Local Plan evidence base(eg Landscape and Ecological Surveys of Key Sites within the Adur District, published November 2012). This study supports the new tree and hedgerow planting proposed in the Planning Statement.

Housing Issues

This planning application is for a total of 472 dwellings. Policy 6 of the ALP 2017 allocates the site for a 'minimum of 480 dwellings'. Strictly speaking therefore the application is contrary to policy. However the reduction relates to a relatively small amount of dwellings; furthermore if you are satisfied that the layout and densities proposed are the most appropriate use of the site (particularly with regards to ensuring a good relationship between built development and neighbouring properties or open countryside) there is no policy objection.

Full planning permission is being sought for 100 of these homes in phase 1 of the development.

For market housing the proposed mix is broadly reflective of the ALP as well as the Adur and Worthing Strategic Housing Market Assessment 2020, which is the latest statement of local needs in terms of dwellings size and tenure (although it is noted that no 1-bed market accommodation is being provided in this phase).

Phase 1 will deliver 30% affordable homes (30 dwellings) with the following tenure split:

Affordable rent = 22 (73%); Affordable discount market = 8 (27%)

This is in accordance with Policy 21. Please note this policy also requires that

affordable housing is distributed throughout the site. Appropriate dwelling sizes should be confirmed with the Housing team.

Policy 20 also requires the provision of affordable dwellings constructed to Building Regulation Standard M4(3) Wheelchair Accessible Standards if there is an identified need at the time an application is submitted. I have not found a reference to this matter in the supporting material. This should be discussed with Housing Officers to ascertain current needs as this seems to be an appropriate site for such housing, given that it is relatively flat.

Density

The overall scheme proposed has an average density of approximately 37dph. Given the location of the development adjacent to the countryside and Local Green Gap, and the form of existing housing in the immediate area, this is acceptable and accords with Policy 22. Distribution of densities is indicated in the Planning Statement. There is no policy objection on these grounds.

Internal Space Standards

The Design and Access Statement indicates that all dwellings accord with the minimum nationally described space standards and the optional higher Building Regulation Standard M4(2) for Accessible and Adaptable dwellings (as required by Policy 20). Similarly page 48 of the Planning Statement refers to all housing meeting the higher standard.

However section 5.4 of the Sustainability Assessment states that a *proportion* of housing designed to meet the new higher Building Standards for access (although it is silent as to what proportion, and why this is). This matter requires clarification. Policy 20 requires that all housing is designed to this higher standard; any deviation from this must be clearly justified.

Infrastructure

The Adur Infrastructure Delivery Plan 2016 (IDP) indicates that contributions would be expected from this development towards infrastructure schemes that are necessary to mitigate the impact of development. (Please see IDP 2016 for full details- based on a scheme of 480 dwellings).

The IDP should form the starting point for establishing the infrastructure to be delivered/ secured by this development.

Transport and Movement:

Policy 6 of the ALP requires provision or funding of mitigation for off-site traffic impact - see IDP, which indicates specific junction mitigation measures, based on the Adur Local Plan Transport Study (Second Addendum) Revised Reissue 2016.

In addition to retention of the existing Public Right of Way (PROW) a new informal pedestrian/ cycle route is proposed south of the allocation across the gap to link with the EPIC project footpath network and Decoy Farm. However it is not clear how the Decoy Farm section will be delivered or secured. Provision of this route is consistent with the Adur Local Plan Policy 6 requirement for a PROW across the LGG to Worthing. Although this had been previously envisaged as running from the west of the allocation in a more direct fashion to Worthing, the route itself is not established in the ALP 2017. Furthermore the creation of the new route serving to link into the EPIC project provides a recreational destination. There is no policy objection to the principle of relocation of this route. However, it must be ascertained how the final stage (Teville Stream to Decoy Farm) can be delivered, and how this can be secured through s106 or similar. This scheme will also require discussion with Worthing Borough Council.

I would also ask that the treatment of this path (materials etc) takes account of, and respects its countryside setting. Given its countryside location it would preferably not be illuminated but if this is required it should be minimal, with no overspill and focussed on the path, to avoid light pollution (Policy 15 of ALP 2017).

The provision of electric vehicle charging points in all garages and houses with drives, and communal areas, (as referred to in the Sustainability Statement) is supported.

For information Adur & Worthing Councils have prepared a Local Cycling and Walking Infrastructure Plan (LCWIP) to support the development of safe routes for cycling and walking and increase uptake of cycling and walking. The LCWIP is a Sustainable AW initiative. The key outputs of the LCWIP include a network plan for walking and cycling which identifies preferred routes and core zones for further development; ideally routes should link to these priorities

Open Space etc

A range of open space types are to be provided, which appear consistent with the ALP policy requirements. This includes the provision of two youth sport pitches, to address needs in the wider Adur area. (this approach was supported by the Inspector examining the ALP). A play area is also proposed, which is supported and appears consistent with the needs generated by a development of this size

Change of use of land south of Hamble Rec to community/education and agricultural/ horticultural uses associated with a new Community Farm.

This element extends beyond land allocated in ALP 2017, and is located outside of the BUAB and into the countryside and Local Green Gap,

Paragraph 6.34 of the submitted document states this is consistent with the West Sompting allocation policy in ALP. To clarify, the ALP 2017 makes no specific reference to a community farm in this location (although Policy 6 seeks provision for a community facility within the allocation).

The proposed extension of the Local Wildlife Site differs from that allocated in the ALP

2017. Whereas the ALP Policies Map indicates a northwards extension, the proposal extends south and then westwards, along the railway line. However given that there are ecological justifications for this, there is no policy objection.

Although the horticultural/ agricultural activities referred to are consistent with Policies 13 and 14, it will be important to ensure that any built development on this site (to be addressed through a subsequent application) also meets the tests of these policies, particularly with regards to maintaining the openness of the Local Green Gap.

Other

The Sustainability Statement refers to 'targeting' water consumption of 110 lpd. This is a policy requirement of ALP Policy 18 Sustainable Design, and should be met.

I note that the Sompting Parish Neighbourhood Plan (SPNP) is also referred to in the Sustainability Statement. Please note that since withdrawal of the SPNP at examination the document is being revised, and will in due course be subject to Regulation 14 consultation. As such the document at this point in time, has no weight in planning terms.

Conclusion

The proposals are broadly consistent with Policy 6 of the Adur Local Plan 2017. Some differences, such as the rerouted path across the gap, and extension to the Local Wildlife Site, have been justified, and there is no policy objection. However clarification is required with regards to some matters referred to above.

The Parks and Foreshore Manager (original plans):

- Parking for pitches too far north and not convenient - would be better located to east of the southern pitch.
- Car park surface should be tarmac - if relocated as suggested it would be within the built up area boundary.
- No requirement for changing rooms.
- Referee shed can double as a small store for nets, etc.
- Pitches will be bookable but not floodlit
- Council will adopt open space provided there is a suitable contribution towards future maintenance and it is to an adoptable standard.
- No wish to adopt new play equipment unless appropriate commuted sums are provided - pocket park shown in later phase should be a natural play area, with landscaped mounds, undulating ground, etc.

The Parks and Foreshore Manager (amended plans):

The revised layout plan has addressed my initial concerns about the location of parking and it will be important that the referee changing rooms meet the relevant standards set out by Sport England and the Football Foundation. Regarding Sport England's objection there is a need for additional junior and youth pitches and this is highlighted in

the Council's updated Playing Pitch Strategy. The option now negotiated with the developers to secure an off site contribution for the changing rooms will enhance Sompting Recreation Ground which at present does not have any dedicated changing room facilities. This is far more beneficial than providing changing rooms for junior/youth football as most younger children turned up for games already changed.

In terms of the revised landscape masterplan this does indicate a number of exciting opportunities to enhance green infrastructure and biodiversity. It will be important that there is a careful use of species to deliver enhanced biodiversity and careful design and siting of any natural play equipment. It would be preferable if a Locally Equipped Area for Play (LEAP) is located within the development with good natural surveillance and opportunities for natural play for older children provided in the landscaped areas to the south of the housing parcels. Ideally I would like to see a contribution to enhance the skateboard facility at the Hamble as this would also directly benefit residents of the new development.

The Tree & Landscape Officer has looked at the proposed soft landscaping plans and considers the species type and size of plants to be acceptable, as this includes some large "instant trees."

South Downs National Park Authority: Original Comments While it is noted that the proposed development includes a landscaped transitional buffer up to the A27, it is important that the landscaped buffer is landscape led and of sufficient depth along and up to the boundary with the A27, so as to provide a suitable and appropriate transitional buffer between the built environment and the National Park. Following on from the suggested landscape led approach, the landscape buffer to be provided should also consider ground levels to ensure appropriate screening of the built environment. In addition, in the interests of ecology and biodiversity enhancements, it would be appropriate for the new landscape buffer to be influenced by the type, species of trees and wider vegetation, within the SDNP, to encourage sustainable cross boundary biodiversity, wildlife and ecology benefits.

In connection with the above, it is important to note the existing public footpath that runs south east to north west across the site up to the A27. On the north side of the A27 the public footpath continues up to the Sompting Church and wider connectivity with other public rights of way within the SDNP; however, there is no actual crossing over the road to connect the two footpaths. The SDNPA consider that this proposal for a major housing development so close to the National Park is an opportunity to investigate the feasibility for the wider public health and enjoyment of easy carbon free connectivity and wider accessibility to and from the South Downs National Park, together with the biodiversity benefits of connecting the two aforementioned footpaths. This could include the provision of a 'green' foot/cycle bridge to provide both public access and cross biodiversity and ecology enhancements, or underpass with interconnecting biodiversity channels.

Notwithstanding the existing infrastructure and other lighting near and in Sompting, new lighting may have the potential to exacerbate effects on the dark skies of the nearby

National Park. The development should include a full appraisal of both internal and any external lighting to consider what impact it may have and if/how it can be mitigated.

Comments on amended plans: The SDNPA would wish to maintain the comments previously submitted on 13 March 2019. In addition to these, we note that the revised details include Plan no ITB12233-GA-001, which illustrates the proposed changes to Dankton Lane and the A27 junction. This will require the removal of a number of trees and a section of hedgerow alongside Dankton Lane, close to the boundary of the National Park. Any such removal should be kept to a minimum and subject to the advice of your ecology and landscape advisors. We would also encourage any replacement trees and hedgerow to be sought on the basis of achieving a net gain in terms of both landscape and biodiversity.

The proposed amendments to the Dankton Lane junction also result in changes to an at-grade footway crossing of the A27. This crossing is already far from ideal and we would therefore like to draw attention to our previous comments regarding the investigation of opportunities for a safe crossing of the A27 to encourage access to the Rights of Way network in the National Park beyond.

Environment Agency: No objection

Southern Water: Recommends conditions to require details of measures which will be undertaken to protect the public water mains and sewers and to secure details of the proposed means of foul and surface water sewerage disposal. Formal application for a connection to the public sewer and water supply is required in order to service this development.

Historic England: No comment.

Natural England: No objection.

Highways England: Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly the A27.

Having reviewed the amended plans and description, we note that most of the information is related to Phase 1 and the internal layout of the development. It is further noted that, in the document list contained within the applicant's covering letter, it is confirmed that i-Transport's drawing "ITB12233-GA-001 - A27 / Dankton Lane Improvement and Site Access" remains at revision F; our comments on this updated drawing were provided in our previous response of 5th August 2020. As such, our

position in relation to our previous responses of 5th August 2020 and 28th April 2020 has not changed.

Recommend that following conditions should be attached to any planning permission that may be granted:

We recommend that the following conditions be attached to any permission granted:
Condition: A27 / Dankton Lane Improvement Prior to any part of the development hereby permitted being brought into use, the highway improvement works (which shall incorporate the recommendations of the Road Safety Audit report) at the A27/Dankton Lane junction shall be completed and open to the travelling public as shown on i-Transport's drawing "ITB12233-GA-001 (Revision E) - A27 / Dankton Lane Improvement and Site Access" (or such other scheme of works substantially to the same effect, as may be approved in writing by the local planning authority (who shall consult with Highways England)), including any necessary transfer of lands to enable the construction and maintenance of the scheme.

Condition: Construction Management Plan No part of the development hereby permitted shall commence until a Construction Management Plan has been submitted to and agreed in writing by the local Planning authority (who shall consult Highways England). Construction of the development shall then be carried out in accordance with the agreed Construction Management Plan.

Condition: Prohibition of Drainage to Strategic Road Network No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network, nor any connections be made to the Strategic Road Network drainage system. Reason: To ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and to prevent environmental damage.

Informative: 1. Financial Contribution to the Adur Local Plan A27 mitigations. This response is made on the basis that the applicant makes a relevant contribution to the Adur Local Plan A27 mitigations.

Previous response 5th August 2020: Having reviewed the amended plans and description, we note that most of the information is related to Phase 1, while i-Transport's drawing "ITB12233-GA-001 - A27 / Dankton Lane Improvement and Site Access" has been updated to revision F with the red line and highway boundary updated. As such, other than our reference to iTransport's drawing "ITB12233-GA-001 (Revision E) - A27 / Dankton Lane Improvement and Site Access" in the HEPR (Highways England Planning Response), which can be replaced by Revision F, our position in relation to our previous response of 28th April as attached has not changed.

Previous response 28 April 2020: Highways England is now satisfied that the Road Safety Audit of the proposed A27 / Dankton Lane Improvement has been undertaken

satisfactorily. Accordingly, on the basis that the council collects a suitable financial contribution from this development towards the Adur Local Plan A27 mitigations, or other such scheme of works to similar or more beneficial effects, and with the addition of the necessary conditions attached in our final response, we consider that the development will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and DCLG NPPF, particularly paragraph 109), in this location and its vicinity.

Sport England: The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.

The population of the proposed development is estimated to be 1352. This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.

You may be aware that Sport England's Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of in this local authority area will generate a demand for £553,413.

In terms of outdoor provision, it is noted that it is proposed to provide two youth football pitches to the west of the site with no changing facilities provided. Request justification for the strategic need for this particular type of facility; in particular why it was not deemed more appropriate to provide a financial contribution for example towards one of the nearby playing field sites instead?

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments

In light of the above, Sport England is unable to support this application until such time

as further representations are made addressing the above points.

Comments on amended plans: In our initial response of 11/3/2019 Sport England requested that in connection with the two junior football pitches proposed with no changing facilities that the strategic need for this particular type of facility be justified; in particular why it was not deemed more appropriate to provide a financial contribution for example towards one of the nearby playing field sites instead?

On 26/4/2019 we confirmed our position as being; Given the time that has passed since local plan comments were made, and following consultation with the County FA, I remain unconvinced that these two youth pitches are the best option for sport provision in this area, particularly given the lack of ancillary facilities that would be required to make a site like this workable. If it is not well used it risks being lost, leaving no benefit to sport. I feel a financial contribution towards surrounding sites would be more appropriate in this instance.

Having reviewed the additional information now received Sport England while noting the proposed inclusion of a 'referees hut' maintains its previous objection to in the absence of a full justification.

With regard to the proposed referee hut, this would not address the lack of player changing facilities identified in our initial response. Furthermore, a single changing room for referees and any other officials would not be compliant with the FA's guidance that I have attached for information. This states in regard to officials changing; 'It is essential to provide good quality changing facilities for both male and female match officials. Therefore two changing rooms should be provided, each to accommodate three people and separate genders...' It is recommended that each official should have change space excluding wc and shower of 5 sqm. The change area proposed provides approximately 9 sq. m. Furthermore there is no shower included.

In the absence therefore of any reasoned justification, it therefore remains our opinion that the location of two junior pitches here is unsustainable. In addition to the lack of compliant, change facilities proposed for both players and officials, it appears that no wc facilities are proposed for players or spectators. In addition I have concerns about pedestrian access by juniors and their families to the pitches that appear remote from any parking facility and accessed only through 'private' shared surface residential cul de sacs. Finally, one half of a pitch does not lie within the phase 1 detailed application area. It is not clear how this would be provided and when. Is the storage shed identified on the original illustrative masterplan still intended to be provided and when?

In summary Sport England does not consider that the sport pitch provision here is viable or fit for purpose as currently proposed.

Sussex Wildlife Trust: Encourage creative Green Infrastructure (GI) delivery through this development. We acknowledge that the master plan shows a range of open access space including community orchards and buffer strips. We ask ADC to also consider the application's ability to deliver GI and its multifunctional benefits through management of

road verges for biodiversity and ensure that hard permeable landscaping is complimented by soft landscaping that can offer resources for pollinators.

Very little information has been provided on the community farm. We ask that Council and applicant ensure that the activities of the community farm compliment the Local Wildlife Site (LWS) habitats and management recommendations.

We note that the illustrative master plan in the DAS shows a pedestrian route going through part of the LWS. We would welcome clarity on the nature of this path and the materials proposed for its construction to better understand any potential impacts on the LWS.

Clarification of lighting proposals required to ensure that it avoids impacts on badgers and bats.

Pleased to see the extension of the Lower Cokeham Reedbed and Ditches LWS has been brought forward as part of this application and we support the extension.

If ADC are minded to approve this application they should ensure that appropriate mitigation and compensation measures are conditioned, particularly in relation to the requirement for the production of a Construction Environmental Management Plan (CEMP) due to the constructional and operational impacts on the LWS, badgers and other species and habitats identified. Enhancements and monitoring in relation to badgers and reptiles should be secured through appropriate conditions.

The application documents refer to the delivery of net gains to biodiversity and the Council should ensure that these gains are clearly evidenced and conditioned.

Network Rail: No comments received

UK Power Network: No comments received

West Sussex Fire and Rescue Service: No comments received

Sussex Police: Offers general advice but does not highlight any specific areas of concern relating to crime.

Advises that the development will place permanent, on-going demands on Sussex Police which cannot be fully shouldered by direct taxation. In order to maintain the current level of policing, developer contributions towards the provision of capital infrastructure will be required. The capital cost of policing new growth as a result of this major planning application equates to **£104, 376.97**, to go towards the cost of additional police officers and support staff, the cost of accommodating additional staff and one additional vehicle.

Adur District Conservation Advisory Group: ADCAG members feel it necessary to consider these amended plans & description in greater detail due to the complexity of this whole development.

These will be submitted as soon as their comments are formulated.

Sompting Parish Council: Comments on amended plans (July 2021):

Extracted from the Sompting Neighbourhood Plan.

i. New development proposals within the built up area boundary, as shown on the policies map, will be supported provided they accord with the existing provisions within the SPNP and the ALP.

ii. Development outside the boundary will not be supported if, individually or cumulatively, it results in coalescence and loss of the separation and distinct identities of neighbouring settlements and/or alters the spatial character and views of the landscape, notably from the SDNP.

iii. Development proposals within the SDNP will be supported provided the landscape, scenic beauty, wildlife, and cultural heritage is conserved

Policy 2: West Sompting

i. Number of New Homes: Planning permission will be granted for 480 new homes to be built in Sompting the period to 2031 on the site designated as West Sompting

ii. Tenancy Mix: Proposals for development must give consideration to local housing need and must provide a tenure mix of 30% affordable homes, these being for shared ownership and affordable rental.

iii. Allocation of Affordable housing and rental homes: The plan will be subject to a local connection, meaning that people with a strong connection to the Parish, and those whose needs are not met by the open market, will be given first consideration to tenancy or shared ownership of a home. In this context a strong connection is defined as follows:

1. An applicant(s) who has lived in the Parish for 5 of the last 8 years and is currently a resident.

2. An applicant(s) who has lived in the Parish for at least 5 years and whose parents or children are currently living in the Parish and have at least 10 years continuous residency.

This Housing Policy is directed towards improving sustainability of Sompting as a demographically mixed and balanced community and it therefore targets;

- a. Starter and smaller homes for private purchase
- b. Affordable housing for rent or shared ownership
- c. Smaller dwellings for residents to downside

Evidence of this need/requirement is drawn from, and can be cross referenced to, Sompting Residents Survey 2017.

iv. Low priority for larger dwellings. It is accepted that the construction of a number of larger homes may be necessary in order to secure viability of allocated sites and deliver a minimum of 30% affordable housing. The plan supports the development of affordable homes for rent, shared ownership and for sale to local people. Residents have expressed a desire that affordable homes meet the needs of local people with strong local connection to Sompting. The sustainability and balance of the community is threatened because people brought up in Sompting are forced to move away or remain in the family home because the village is unable to meet their housing needs via the open market. Starter homes with adequate gardens or shared green space are priorities for a community that needs to retain its young families.

The SPNP delivers the requirements for affordable homes whilst maintaining the flexibility necessary to meet specific local requirements needed within the proposed housing development

Policy 3: Design

A proportion of recent housing in Sompting is architecturally undistinguished and not in keeping with the historic and verdant nature of Sompting.

The construction of several large, dense housing estates between 1960 and 1990 was in sharp contrast to the open nature of the village. There is now an opportunity to enhance the built-up environment and improve the quality of the design aesthetic within the village.

i. Good Design: Proposals for all forms of new development must plan positively for the achievement of high quality and inclusive design, at the same time demonstrating and aiming to conserve local distinctive housing and the aesthetic qualities of traditional rural settlements and buildings found in Sompting.

ii. Applications proposing unsympathetic designs or those paying inadequate regard to issues of renewable energy technologies, landscape, and biodiversity will be refused iii. New Development should be no more than 3 storeys in height, although this would not preclude the use of roof space

Proposals for new development will be expected to show:

i. Promotion of waste water management i.e. sustainable drainage and water capture for use in activities such as gardening and car washing.

- ii. Maximize the use of renewable energy opportunities.
- iii. Integrate new homes into the existing neighbourhood by supporting more pedestrian and cycle friendly connectivity.
- iv. Provide access to local facilities and public transport links via convenient direct pathways suitable for those pushing a pushchair, using mobility aids, or using a mobility scooter.
- v. Street and road infrastructure that encourages low vehicle speeds and allows safe social spaces.
- vi. Street and road infrastructure to accommodate on-street parking, to prevent antisocial parking and which allows for plenty of trees and planting to balance the visual and environmental impact of parked cars.
- vii. Imaginative design to provide adequate storage space for bins and recycling.
- iii. Residents have expressed a desire to maintain the rural nature of the village and to prevent light pollution and increasing urbanization. (Ref. Residents Survey 2017)
- ix. There is a requirement for two-metre buffer zones to be situated between existing properties and new housing. Buffer zones must be designed to be undulating and imaginatively planted with trees; designed to self-maintain, and, where sites are adjacent, maintain clear separation between them by means of woodland and hedgerow 'landscape buffers'. These landscape buffers should be consistent with local landscape character in terms of species, scale and pattern, and should be incorporated into the green infrastructure plans for the site planting to be adopted to maintain the rural outlook for existing and new housing.
- x. Proposals for any necessary street and external lighting should be minimal but ensure residents feel safe during the hours of darkness.

Policy 8 Traffic and Transport:

- i. The schools, the village shops, GP surgeries and services attract traffic from areas adjacent to Sompting, leading to traffic congestion and parking problems. The old Village of Sompting is also used as a 'Rat Run' by road users avoiding traffic queues on the parallel A27 trunk route. This has been well documented over the last 2 decades. Traffic congestion, road safety, speeding and parking are all major concerns to residents.
- ii. Inadequate provision for cars has led to high levels of on-street parking. Future development must provide adequate off-street parking for both residents and employees.

1. Traffic Congestion

i. Proposals that result in improvements to the free flow of traffic in the village will be supported. Proposals which require planning permission and which seek to increase the number of access points or which would involve an increase in traffic generation will need to demonstrate that they do not further inhibit the free flow of traffic or exacerbate conditions of parking stress.

2. Safe Travel to School

i. Proposals to improve the safe delivery of pupils to local schools on foot, by bicycle, school buses or by car which would involve changes to the existing site entrances will be supported

3. Traffic Calming Measures along West Street, Loose Lane, Test Road and Sylvan Road

i. Proposals for development which will directly access onto West Street, Loose Lane, Test Road and Sylvan Road will be required to make provision for and contribute to, appropriate traffic calming measures.

4. Pedestrian Footpaths

i. All new housing development must when appropriate and practical provide safe pedestrian access to link up with existing or proposed footpaths, ensuring residents can walk safely to bus stops, schools, GP surgeries and other village facilities.

5. Low Carbon Travel

i. Sompting is in a semi-rural area with subsequent diverse travel patterns meaning the car will remain an essential mode of transport. However, considerable benefits can be delivered through increased walking and cycling, reductions in carbon emissions, enabling social inclusion and reducing the impact of congestion

ii. Other measures such as home working, encouraging the use of low emission, alternative fuel, electric vehicles and car share schemes should be considered and planned for.

iii. It is acknowledged that in time new technologies will play an important part in reducing carbon dioxide, however until there are significant developments in this field it is unlikely to address health (particularly in tackling obesity) and congestion issues. As a consequence, substantial investment in measures to promote sustainable travel will be needed.

iv. There is the potential to start to achieve this in Sompting through robust travel planning and greater awareness of choice and reduction in the need to travel. A reasonable aim for Sompting would therefore be to reduce the number of cars being used for short journeys to local shops, schools and other village services.

6. Low Carbon Policy

- i. All new residential developments in Sompting should, subject to general viability: Provide Travel information Packs to include car sharing schemes, public transport information, Maps showing footpaths, cycle ways, bus stops and facilities. Information on the health benefits of walking and benefits and advice on working from home
- ii. Encourage Electric Car use and Provide for the charging of electric vehicles
- iii. Provide facilities for cycle parking within the new development
- iv. Enable ease of working from home Sompting Parish Council's mission: " To help foster a Sompting community which gives people a reason to be proud and engaged with the area we all live in"
- v. Provide improved public transport connections
- vi. Sustainable Transport Interchange; Supporting the integration of transport modes to ensure ease of interchange; walking and cycle links to public transport and reliability of interchange between various bus, rail and express coach routes.

7. Travel Planning

- i. Personalised Travel Planning is specifically targeted at residents and employees to ensure complete awareness of travel choices and benefits, including exploration of car sharing. This would require a Personalised Travel Plan Coordinator to provide a detailed consultation to assess an individual's travel needs and opportunities for improvement. This can be funded via Section 106.

Sompting Parish Council Planning Committee response to revised proposals for AWDM/0320/19 with reference to the Sompting Neighbourhood Plan. Additional observations and recommendations from SPC Planning Committee 4th August 2021

With reference to the above the SPC Planning Committee also note the following:

Drainage: The developers intend to use the on site freshwater brooks to support the drainage of surface water from the site.

SPC strongly recommends further investigation of this method with reference to the effect this might have on the West Street aquifer and the possible impact of unprecedented levels of rainfall and the impact of such events on the disposal of sewage and wastewater they would entail.

The Planning Committee notes that the developer has made no acknowledgement of the need for 'active' ie non vehicular transport links and given the location of the development, would strongly advocate the implementation of the agreed 'in principle' pedestrian and cycleway from the southern end of the estate via Decoy Road into east

Worthing thus eliminating the need for car journeys and providing a safer route for children, pedestrians and cyclists. As noted in the Sompting Neighbourhood Plan and our previous submission of July 2020, among our other recommendations we would also welcome the pedestrianisation of West Street to reduce emissions and traffic flow through Sompting village.

Sompting Parish Council also notes there is no tangible investment in local infrastructure proposed in the revised plans i.e. no medical, educational or shopping facilities and we would expect the developers to address these issues by making a positive contribution to infrastructure to accommodate the large increase in population. Nor is there any acknowledgement of the need for energy efficient non polluting building processes to be employed particularly for heating and lighting.

Regarding a contribution to infrastructure, we also propose the developers undertake to provide a constant supply of fresh piped water to the Malthouse Meadow project north of West Street which has been formally recognised as an Asset of Community Value and the formation of two new access points to Malthouse Meadow at the south-east and south-west of the site and consider incorporating the much needed local amenities we have outlined previously.

All in all, the SPC Planning Committee agreed that the developers have taken into account both SPC and ADCAG architectural and environmental recommendations and acted on them in a meaningful way, although we note this proposal deals only with the first tranche of 96 dwellings and that the full complement ie 400 plus houses will have a massive impact on the conserved environment of Sompting and its current residents. We urge Persimmon to treat the suggestions and proposals outlined above with the diligence we would expect from a reputable developer on a sensitive site which is integral part of a historic landscape verging on a conservation area

Comments on amended plans August 2020

Housing design and landscaping – prime consideration

Since the first plans were examined the applicant has done considerable work to specify a wide selection of housing designs which better reflect the vernacular of this area. A good reference is the neighbouring development of Street Barn.

We believe progress toward achieving this has been achieved with the current plans and that these proposals demonstrate that the developer has responded to initial criticism and our comparison with the council estate offerings of the 60s & 70s.

The use of flint and red brick, antique white weatherboard & brick, red brick with other detailing, white rendering and clay pitched roofs and 2 different types of coloured tiles etc and the increased use of hipped roofs and other features that pick up on the local architectural character.

There are now around 7 different styles in at least 21 configurations,

We welcome a reduction of the numbers of houses at the entrance to the development. Originally it was 5 and is now 3 and these are presented as a gateway feature, two of which are of flintstone finish which will create an attractive entrance to the Estate. Low walls at the 'gateway' entrance to the development in front of those houses which are finished in red brick with flint infills are also welcome although we note this flint design is currently limited to the gateway only.

Additional work has been done on soft landscaping. Every house has a wrap around knee height hedgerow along its front/side elevations which enhances and softens the overall appearance of the buildings and creates a distinct 'cluster' or 'close' effect which breaks up the housing run and gives individuality. Throughout the site, trees are planned to further soften this development and we welcome this.

We particularly note the planting of hedgerows along the western boundary, north to south of the built up area and along the extreme boundary with the neighbouring field to the west. There are currently unkempt hedgerows along these runs and the plan to enhance those with further planning and a considerable number of trees is welcome as these will also soften and improve the aspect.

We note that at present, there appears to be no provisions for Disabled Access, parking or cycle racks throughout the overall Estate plan.

The eastern boundary with the existing housing is to be a combination of close boarded fencing between red brick pillars and hedgerow planting to the rear of the new gardens on that side of the development. It should be noted that the landscaping plan for the section bordering onto the Street Barn rear gardens does not show this boundary treatment. Is this an oversight?

In all, we feel that the proposals now offer improvements which are in sympathy with the southern part of the Sompting conservation area which is immediately to the west and to the area generally. The strategic north south runs of hedgerow and additional trees will improve and further soften the area.

Transport

Once again, we restate our concerns for the level of traffic increase through the conservation area of Sompting Village to the immediate west.

We note there are no definite proposals for the management of existing and projected increased traffic flow particularly for West Street which already suffers congestion at peak times and which greatly increases emission pollution. Peak time emission monitoring would be welcome.

Closure of that section of road from Church Lane westwards to the Worthing boundary to all through traffic except cyclists and buses would greatly improve the quality of life for the community; protect the heritage assets of the village and demonstrate an environmental concern.

We note the traffic flows from the site are predicted to use the Busticle/Halewick Lane junction for east/westbound access to the A27. We believe that current published projection for vehicle movements for morning and evening rush hour traffic is a distinct underestimate, although they are within the predicted levels of the Local Plan

NB: without the proposed upgrade for the A27, this also gives cause for concern.

Concerning eastbound traffic from the site - we would ask whether any evaluation has been made of the likely use of both Church Lane and Dankton Lane for A27 access and the likely impacts on those roads in terms of safety and traffic build up into the A27?

Adur Plan Policy no 13 promotes the enhancement of access to the National Park.

This development can provide an excellent opportunity to achieve that and create a safe crossing for NMUs between the conservation areas of North & South Sompting which have suffered severance for decades with the creation of the A27.

We are disappointed that no realistic solution to these access issues are raised here, that will be beneficial to new and existing residents and conform to APP 13.

This is an opportunity to create such a crossing for pedestrians, cyclists, equestrian's et al with the construction of a crossing above the A27 to connect with Church Lane at the entrance to the National Park? We would welcome a proposal on this issue.

Drainage

This first phase is relying on permeability for surface water drainage. SuDs containment is located in a number of locations within the green space to the west as further support to road & site drainage. The technical engineer comments that the SuDs facilities can be linked to the ditch network for further attenuated drainage.

We strongly support the engineer's request for significantly more detailed work to be done on drainage. Also that for the southern area phase, infiltration testing is required over winter months to establish depths of the water table. This is an area with 75% risk of groundwater flooding and the Council engineer has requested other conditions to ensure ongoing management of the site by a suitable funded management arrangement.

The data from monitoring the ground water levels last winter for this site show levels of 1.83m down to 3.8m. We were surprised at how low these levels were bearing in mind ground water conditions in this area last winter which experienced substantial flooding in West St and towards the Church Lane roundabout junction approx. 200m to the west and more investigation should be undertaken as a matter of urgency. Sewage will connect to an existing sewer run which Southern Water informs has capacity.

Climate Change

The applicant is planning a 10% reduction in carbon footprint levels. Does a 10%

reduction reflect Government targets of carbon neutrality?

It is unclear what overall method for heating/hot water will be employed other than gas systems?

We welcome the inclusion of 27 EV charging points across the site but again question how much disability access is being provided? Are the inclusive needs of our locality being met?

In the light of Government targets to be carbon neutral by 2050, it is felt that this site should be much more ambitious in achieving a significantly higher reduction in energy conservation/usage systems. Further work should be done to install more PV panels and highest BREEAM standards be applied to achieve this.

Strain on schools and medical facilities

Councillors are particularly concerned with the lack of attention given to the strain a new cohort of children will have on current educational facilities i.e. school accessibility, particularly for primary age children, together with the lack of comment on the impact on local medical facilities, both of which are already stretched serving the existing population of Sompting and surrounding areas.

Other comments

We are unable to see any real, tangible investment in Sompting infrastructure that suitably reflects or mitigates the impact of the development on local residents or the futures of new residents who will reside there. We have serious concerns that the impact will be detrimental to overall health and well-being.

We would like further clarification and welcome details of improvements to mitigate the development's impact on the locality.

Representations

Original Plans (February 2019) 51 letters received

47 objecting on the following grounds:

- Loss of greenfield site in an already overdeveloped area
- The site is one of few remaining parcels of undeveloped land between the Adur and Arun south of the A27
- West Street is a minor road that is already overburdened, being used as a cut through/rat run and often gridlocked
- Will increase traffic volume in West Street, Dankton Lane and Church Lane
- Existing traffic calming measures do nothing to ease congestion
- West Street needs to be made one way or have traffic light system
- New road needed to create a third route from Sompting to Worthing, possibly linking to Willowbrook Road in Worthing

- No pedestrian crossing or traffic island provision proposed in West Street
- New access into estate appears to be a fast bend which will be difficult to cross or turn into
- Majority of traffic heading west will have to turn right through other traffic causing further tailbacks
- No right turn lane to enable traffic travelling east to turn into site without delay, causing further congestion
- New junction will not work
- No cycle paths in new road layouts
- How will parking on roadways be prevented?
- What speed reduction measures are proposed?
- Inadequate parking provision
- Traffic calming measures needed for Loose Lane as vehicles already speed along its length
- Will worsen air pollution
- Construction vehicles will add to congestion problems
- Minor improvements to A27 will not offset impact of this development on local road network
- Should not be granted until A27 problem has been resolved
- Traffic along Loose Lane likely to increase and become primary access to the new estate
- Inadequate and insufficient number of access points
- Access over railway line onto Western Road/Ullswater Road needed
- Loose Lane becoming more congested and hazardous for those crossing to and from recreation ground and community centre
- Traffic problems in Test Road, Sylvan Road, Hamble Road and Avon Close already with cars and vans parked on pavements and verges
- Cannot cope with additional parking for community farm on street
- Do not want livestock on farm
- Can Dankton Lane be closed off from A27?
- Village cannot cope with more traffic
- Does not appear to be any legal commitment to provide affordable housing
- No provision for doctors surgery, school, community hall, local shops, youth centre
- Sompting Village Primary School has temporary classrooms to create more space but is fully subscribed
- Existing infrastructure cannot cope
- Overdevelopment
- Unsustainable
- Phase 1 looks overdeveloped with houses too close to existing boundaries and neighbours creating noise and other issues
- No need for more football pitches
- Land floods in winter due to hidden springs
- How will permeable hard surfacing be maintained in the long term? What if householders pave over these areas once constructed?
- Reduce development and add more green space and ponds to resolve drainage issues

- Fragile ecosystem will be over burdened
- Harmful to wildlife
- Cheap materials rather than more traditional local materials proposed
- Only 5 houses include flint
- Poor housing design, out of character with area
- Harmful visual impact
- Poor sustainable energy strategy with no definite commitment to installing heat pump or solar PV or for communal heating system
- Little provision of linked hedges or wildlife corridors
- How will A27 cope with this development plus IKEA and 600 homes in Lancing?
- The areas of land west of Dankton Lane and south of West Street should be classed as totally different developments
- No advantage or benefits to existing residents of Sompting
- Number of homes has increased from that in 2013
- Sompting Neighbourhood Plan has not been adopted yet. This development is being forced on Sompting by Adur District.
- Will not result in integration with existing village
- Increased air pollution
- Inadequate public transport in areas
- Loss of village character
- Harmful to Conservation Area
- Threatens integrity of strategic gap
- Loss of green fields
- Harmful to character of area
- Loss of light and privacy to residents in Street Barn and Peveril Close
- Greater separation to existing houses needed – house proposed to be within 3m of back gardens of 12 and 13 Street Barn
- Increased noise
- New tree planting should not block light
- Construction vehicles will add to congestion and disruption on local roads
- Greater risk of harm to pedestrians
- Better footpath needed to link from Whitestyles area to Lyons Farm
- Worthing bypass needs to be built first to resolve congestion at Lyons Farm
- Risk to residents from exposure to electro-magnetic fields from overhead power lines
- Loss of views
- Proposed football pitches have no parking facilities and this is likely to lead to parking pressure on estate and local roads

4 letters expressing no objection but only if new schools and a GP surgery are added.

- Infrastructure pressures must be taken into account
- Community farm and nature trail is welcomed
- Improved pedestrian and cyclist access is badly needed and should be implemented before any building works are started
- West Street should not be used as an access route as it is very congested

Letter received from Ball Tree Surgery:

- Ball Tree Surgery and local health infrastructure need to be included in a strategy in relation to mitigating the impact of the development.
- Local surgery could fold under pressure without intervention to develop and support existing facilities
- Support community farm which will benefit wellbeing of the local community and which would help with NHS pressures by providing a place to direct people for a more holistic approach to support local health, education, empowerment and wellbeing
- Existing surgery is out-dated and undersized
- Urgent need for additional administrative space and clinical surgery space
- The other two local surgeries are also at capacity
- Ball Tree serves an area with higher than average chronic diseases, higher than average smoking, obesity, poverty and loneliness in adults which leads to greater demand on the practice services
- Unable to meet current demand levels due to space limitations
- Minimum of 2 additional clinical rooms and an additional administrative space required even without the new housing proposed
- Currently 14,500 patients at surgery
- Looking for financial support from developers in the region of £100,000

Amended Plans (July 2020): 7 letters of objection received:

- The road infrastructure is already overloaded. The additional houses on the A27 adjacent to Shoreham Airport will already add an unsustainable load to the problem that already exists.
- An additional 520 homes bring the A27 to breaking point. Please refuse this application or provide details of how the already overloaded road infrastructure will cope
- West Street in Sompting is already used as a 'rat run' for traffic trying to escape the congestion on the A27 and the addition of 520 new houses will only add to the resulting chaos. The addition of this large volume of new traffic will make West Street and the surrounding roads particularly busy as drivers seek to find additional routes off of West Street to attempt to avoid the build-up of traffic. West Street is an old established road which was not designed for the volume of traffic that it currently has to deal with, and certainly will not be able to cope with the high additional volume under the current proposals. It is a narrow, almost single track road in places already which at peak times in particular, can take a very long time to travel along
- No provision for extra schools, GP surgeries etc which are already stretched to breaking point.
- Being downstream of the watercourses the WSCC Flood risk management statement "The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event." should be emphasised as a condition of any planning approval

- It is understood that the vehicles exiting from the new development are to be given priority to join West Street which is ridiculous and unacceptable. How can a new road that is to be built from a housing development be designed so that the users of that road have priority over the users of the main road (West Street) that is already there? Surely, the new road should be a T-Junction from the new development, probably with traffic lights or a roundabout? It is understood that a roundabout was considered but is not going to be constructed due to lack of space. Surely if this is the case, then clearly this would be evidence that there is not sufficient space and scope to have the road junction as it is planned and proof that there is not the capacity to cope with the volume of traffic that will occur with the new development.
- The large amount of additional traffic will naturally create further significant and unacceptable safety issues on all roads in the area with much increased danger for vehicle users, cyclists, pedestrians and horses and their riders which also very frequently use this road.
- The proposals for the exit and entry route from the new development which will create a huge "bottleneck" both onto and off of the development, particularly at peak periods. This will also create frustration and annoyance amongst road users both on the new development and road and on West Street, and Loose lane coming onto West Street resulting in potential "road rage" by drivers and people taking risks in cutting into and across traffic.
- Over the last few years West Street has become extremely busy and we have seen an increase in car accidents and even cycle accidents due to the buildup of traffic. Living on West Street is like living on the A27 as it is becoming more of a cut through from the A27 due to the overuse and build up of traffic not just in the peak periods which are ongoing from very early hours of the morning and throughout the day. The increased volume of traffic resulting from the new development is also going to create large tailbacks at either end of West Street as is already seen with the current level of traffic and the roads will simply not be able to cope adequately with the additional traffic, especially as both entry/exit points lead out onto West Street.
- The surrounding area of the local school Sompting Village primary is also a concern as school traffic has to filter out either through Loose Lane or Test Road which at school drop off and pickup time is heavily congested with cars and pedestrians. With no crossing or lollipop lady in the area, crossing the road can be dangerous without the added traffic that the new development will bring to the area.
- The large increase in the volume of traffic will also create significant additional noise disturbance, smells and pollution to the local residents.
- The properties in the new development are not in keeping with the flint style of the existing local properties as only a few of the buildings seen from the roads have been designed with the flint style which we believe they should be to maintain the reasonable appearance of the local area of Sompting Village.
- The level of priority given to pedestrians and cyclists in this application is poor. All roads should be made pedestrian and cyclist priority zones, with a no through road created by having a community park in the centre ,instead of a 'raised table', to

create an 'end' from both directions, and to have tree/shrub/fruit tree planting and other softening features along and as part of the road design to provide shade and improved air quality. Otherwise the road will be used as a rat run through to existing homes and facilities, or as a 'race track' at night.

- The local infrastructure cannot support the number of new homes and occupants. The design itself does practically nothing to protect the amenity of existing homes. A separate belt of public land, separating the back gardens of new and existing homes, should be created and planted with appropriate native trees to both protect privacy and create a wildlife corridor. The trees will also provide additional shade as temperatures rise over the coming decades.
- This development will not contribute in any way to the Government's legally binding targets for reducing carbon emissions. The inclusion of such high levels of car infrastructure, combined with such low levels of zero carbon energy provision highlight that the developer has not properly taken into account the impact of this development. This is even more pressing given the likely long term change to much greater levels of homeworking, which is not taken into account in the house designs themselves. All homes should have an electric car charging point included as standard.
- Planning should not be granted UNTIL the A27 traffic problem is resolved.
- The proposed house on Plot 1 is within 4 metres of my Back garden wall. I have not been able to scale this myself due to Covid 19 restrictions. A 2 story house is unacceptably close from all aspects, overlooking, light, privacy and overbearing.
- Why build so close to our rear garden wall? My request is that the house on Plot 1 [if built] be at least the same distance away as my garden wall is from my house.

Amended Plans (July 2021): 15 letters of objection received;

- Why have main access from West Street? West Street is a narrow lane with pavement on only one side, unsuitable for all the additional traffic.
- West Street is already heavily congested, being a rat run to avoid the A27
- Junction with West Street and Busticle lane is becoming increasingly busy
- Increased traffic along A27, made worse by development at New Monks Farm
- Increased noise and pollution
- Risk to health/air pollution from increased traffic and stationary cars in queues
- Loss of flint walls
- Loss of privacy and overlooking
- I have measured a distance of approximately 3.7m from the proposed plot 1 building to my rear garden boundary wall/fence in Street Barn which is far too close and overbearing and will affect my privacy.
- With the size of the plot the building should and could be further away from my boundary wall/fence and ideally single storey.
- Land south of West Street and west of Loose Lane is a floodplain
- Lack of infrastructure consideration. Schools and doctors are already overcrowded
- It is imperative that the new dwellings are built in such a way as to give the new residents the chance to live a heavily reduced carbon emitting lifestyle whether that be through adding integrated solar pv energy production, solar thermal for hot

- water, pre fitted ev charging points.
- I would also encourage the maximising in terms of volume of green areas to reduce rapid surface water run off from the predicted increase in extreme weather events, also water gardens where possible to aid excess run off.
- Please also consider hedgehog highways and swift bricks in and around the new houses. I am fortunate to still have hedgehogs visit my garden and know that they come back and forth from the land east of Dankton Lane and will be heavily impacted by this extensive building programme.
- Trees felled, hedgerows lost, green space destroyed
- Harmful ecological impact
- The proposed plans for a slip road off the A27 into Dankton Lane will act as an invitation to encourage motorists to use this road as a 'rat run' to try to avoid sitting in traffic on the A27. No thought or consideration has been given to existing residents who live adjacent to Dankton Lane. What will be done to mitigate the worsening air quality for us residents from all the increased traffic? Why not create a new slip road from the A27 directly into the development north of West Street? Why should existing residents be made to suffer for this new development? I notice there is not a proposed slip road into Church Lane where there are only 4 current houses, none of which have back gardens facing onto the Lane.
- It would appear that existing residents along Dankton Lane are being sidelined to provide better conditions for those who will be living in these new houses as even the supposed 'calming measures' in West Street give priority to traffic entering the development. Anyone wanting to travel west will have to take a right turn across oncoming traffic to continue along West Street.
- Surprised that Adur & Worthing Council are happy to be associated with Persimmon Homes when the national newspapers frequently report problems with their developments.
- Overdevelopment - too much housing being proposed - area cannot cope
- Concern at damage to existing properties on West Street caused by construction traffic, particularly The Barn, Dankton Lane which is immediately adjacent to the road
- Poor design
- The proposal would create a cut through between West Street and Loose Lane (the design would be hugely improved by having a no through road approach, and use low traffic neighbourhood principles) - the road would sweep round allowing high speed traffic and danger to pedestrians. Sections of single lane with passing places and shared road spaces would slow traffic to a safe speed. In addition, the entrance to phase 1 should have a reduced width entrance to allow pedestrians to cross easily without negotiating 2 lanes of traffic. The whole proposal makes the car 'king' - 2 car parking spaces per property is far too high a provision if cycling/walking is to be encouraged. The amount of land given over to tarmac/driveways for vehicles could easily be vastly reduced, which would also help with drainage. For example, plots 53,54 and 66,67 need long driveways just to service one property each- by taking those houses out the land and those plots could be used for community woodland, enhancing the biodiversity and sustainability of the site.
- Carbon and Climate Change - The design and layout of the homes do not assist in meeting national legally binding carbon reduction targets. There is no clear energy

plan for the site to ensure dwellings are zero carbon in use, in fact the proposals are very light on renewable energy provision, and the orientation of the homes (few south facing large roofs) do not lend themselves to energy production on site. It is not clear what heating systems would be installed in these homes, no commitment to low carbon heating such as community or heat pump heating/hot water arrangements.

- Loss of existing trees adds to the poor carbon rating of this design, these should be protected and enhanced throughout the scheme. Additional street trees for summer shading would also help. The number of 'visitor' parking spaces is far too high - these could become tree planting areas in most cases given all homes already allowed 2 car parking spaces.
- The 2 metre 'buffer' zone between existing properties is an improvement, but does not show clearly on all areas in the plans.
- Design - the design of the proposed homes do not fit well with the local vernacular and historical setting. Sussex flint is the local building material and should be utilised throughout the scheme, rather than the use of cheaper materials as proposed.
- Plot 1 and 2 - the car 'pull-ins' are far too close to the road bend, and in fact these 2 plots are a massive missed opportunity to create a green entrance to the development. If these 2 homes were removed and a community woodland and garden /quiet green space within the flint walls could be created and gifted to the community to enhance the West Street area and help link 'new Sompting' with the older village in a sustainable way

Relevant Planning Policies and Guidance

Adur Local Plan 2017

Policy 1: The Presumption in Favour of Sustainable Development

Policy 2: Spatial Strategy

Policy 3: Housing Provision

Policy 4: Planning for Economic Growth

Policy 6: West Sompting

Policy 10: Sompting

Policy 13: Adur's Countryside and Coast

Policy 14: Local Green Gaps

Policy 15: Quality of the Built Environment and Public Realm

Policy 16: A Strategic Approach to the Historic Environment

Policy 17: The Historic Environment

Policy 18: Sustainable Design

Policy 19: Decentralised Energy and Standalone Energy Schemes

Policy 20: Housing Mix and Quality

Policy 21: Affordable Housing

Policy 22: Density

Policy 28: Transport and Connectivity

Policy 29: Delivering Infrastructure

Policy 30: Green Infrastructure

Policy 31: Biodiversity
Policy 32: Open Space, Recreation and Leisure
Policy 33: Planning for Sustainable Communities
Policy 34: Pollution and Contamination
Policy 35: Water Quality and Protection
Policy 36: Flood Risk and Sustainable Drainage

'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

Planning Contributions for Infrastructure Provision (ADC 2013)

West Sussex Parking Standards and Transport Contributions Methodology (WSSCC 2003)

West Sussex 'Guidance on Parking at New Developments' and 'Parking Demand Calculator' (WSSCC 2019)

National Planning Policy Framework (July 2021)

Technical Housing Standards – nationally described space standard (DCLG 2015)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Section 11A(2) of the National Parks and Access to the Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000 require that 'in exercising or performing any functions in relation to, or so as to affect, land' in National Parks and Areas of Outstanding Natural Beauty, relevant authorities 'shall have regard' to their purposes.

The Environment Act 1995 revised the original 1949 legislation and set out two statutory

purposes for national parks in England and Wales:

- Purpose 1: Conserve and enhance the natural beauty, wildlife and cultural heritage
- Purpose 2: Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public.

When national parks carry out these purposes they also have the duty to, '*Seek to foster the economic and social well-being of local communities within the national parks.*' The purposes are governed by the 'Sandford Principle' (included within the Environment Act 1995), which states that "If it appears that there is a conflict between those purposes, [the National Park Authority] shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area".

This duty is particularly important to the delivery of the statutory purposes of protected areas. The duty applies to all local planning authorities, not just national park authorities. The duty is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas. The northern section of the site would be adjacent to the National Park and as the Park indicates the site would have some impact on its setting.

There are a number of other duties placed on planning authorities regarding biodiversity enhancement and the countryside. Under section 40 of The Natural Environment and Rural Communities Act (NERC) 2006 local planning authorities (LPAs) must have regard to the purpose of conserving biodiversity, including restoring and enhancing species, populations and habitats, as well as protecting them.

The National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) sets out the overall framework of national planning policy, and is a material consideration in decisions on planning applications.

Paragraphs 7 and 8 define sustainable development. This includes ensuring that sufficient land of the right types is available in the right places at the right time, providing the supply of housing required, high quality built environments, accessible local services and protecting and enhancing the natural and historic environment.

The NPPF states that the weight to be afforded to the document is that of guidance and it does not change the status of the development plan. Paragraph 2 states 'Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.'

Paragraph 11 confirms that, at the heart of the guidance is a presumption in favour of

sustainable development. For decision-taking, this shall mean:

“approving development proposals that accord with an up-to-date development plan without delay;

or 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.”

Paragraph 12 confirms the status of the NPPF by stating ‘The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.’

Paragraph 111 advises that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112 goes on to advise that within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 126 states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities.”

Paragraph 130 states: “Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Paragraph 134 states: “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes”

Section 15 - Conserving and enhancing the natural environment sets out the Government’s commitment to enhancing the natural and local environment. Paragraph 174 states that the planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils
- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing new and existing development from contributing to, being put at

unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans

Paragraph 176 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.

When determining planning applications, Paragraph 180 states that LPAs should aim to conserve, restore and enhance biodiversity by applying the following principles:

- if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

Paragraph 185 states that Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life
- identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

- limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Paragraph 186: Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states that in weighing applications that directly impact on non-designated assets a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Planning Assessment

The main considerations for determination are set out below and these form the report structure for assessing the scheme.

- Principle of the Development
- Design and Layout Considerations
- Landscape Character and Visual Impact
- Residential Amenity
- Highways Impact and Accessibility
- Flood Risk and Drainage
- Public open space
- Air Quality/Noise
- Sustainability
- Contaminated Land
- Ecology/Biodiversity/Local Wildlife Site Extension/Community Farm
- Heads of Terms/Infrastructure/s106

Principle of Development

The site is allocated in the Adur Local Plan 2017, within Policy 6 which is set out in full below:

“Land at West Sompting (as shown on the Policies Map) will be allocated for residential development comprising:

A minimum of 480 dwellings at West Sompting, of which 30% of the total are to be affordable homes to provide a mix of types and tenures in accordance with identified

needs.

Provision or funding of mitigation for off-site traffic impacts on the Strategic Road Network and local roads through a package of measures including improvements to the A27/ A2025 Grinstead Lane junction, A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm junction), A27/Dankton Lane junction and enhancement of the traffic calming scheme in West Street.

Provision of sustainable transport infrastructure including improved public transport.

Working with Worthing Borough Council and West Sussex County Council, a public right of way will be delivered to provide a link to Worthing across the Local Green Gap.

A package of site-specific travel behaviour initiatives to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential travel plans).

- *Footpath improvements along West Street.*
- *Provision for a community facility.*
- *A financial contribution towards the provision of education facilities.*

Developers will need to work with Adur District Council and West Sussex County Council to ensure that surface water and groundwater flooding are adequately mitigated without worsening flood risk elsewhere.

Opportunities to reduce flood risk elsewhere should be taken. This issue should be addressed in detail by a Flood Risk Assessment at the planning application stage.

As part of a Landscape Strategy/Green Infrastructure Strategy for this site, the following are to be delivered:

- *A nature conservation area north of the existing Cokeham Brooks*
- *LWS (as shown on the Policies Map);*
- *A community growing space/ orchard;*
- *A landscaped buffer alongside the western boundary of the development;*
- *Open space and recreation areas (to include children's play areas located within the development) in accordance with Council standards; and*
- *Provision of playing pitches to help meet Adur's specific playing pitch needs.*
- *The development must safeguard, enhance, and seek the extension of the Cokeham Brooks Local Wildlife Site.*

A number of assessments will also be required at the planning application stage. These will include:

A desk-based assessment and, where necessary, a field evaluation of archaeological assets which should be undertaken before determination of any application. Reference should be made to the West Sussex Historic Environment Records; and

A site wide landscape and ecological management plan that is informed by up to date ecological information to be produced and implemented to the satisfaction of the local planning authority to ensure the long-term maintenance of retained and newly created onsite habitats.

Appropriate mitigation of any issues raised through these assessments is to be secured.

The development of this site, the location and layout of built development, green infrastructure and other landscaping is to be based on the following principles and site-specific requirements:

Development must respect the landscape of the surrounding countryside and South Downs National Park, and the historic character of Sompting Conservation Area.

Affordable housing is to be distributed throughout the whole development site.

The development is to be connected to sewerage and water distribution networks at the nearest points of adequate capacity, as agreed with Southern Water. This site will require new and improved water mains. The existing sewerage infrastructure present on and crossing the site must be protected, and future access secured for operational, maintenance and upsizing purposes.

The elements identified above, and any other infrastructure requirements are to be secured through CIL/s106/planning conditions as appropriate.”

Members will be aware that the Council is unable to demonstrate a 5 year supply of deliverable housing sites. Based on the assessment at April 2020 the supply figure was 4.8 years. Furthermore, in the Housing Delivery Test published in January 2021 the Council had delivered only 48% of the housing requirement during the measurement period (2017-20). The Local Plan acknowledges that the housing requirement already falls some way short of meeting the full, objectively assessed needs due to the constraints imposed by environmental factors such as the South Downs National Park and flood zones. Set in this context, the need for housing is urgent and strategic developments such as this should be supported if the Council is to improve its delivery rate.

The planning application fails to meet the key requirement of the above policy in respect of the provision of a minimum of 480 dwellings, resulting in a shortfall of 11 units. Given the housing need within the Borough this is disappointing, however, this has come about as a result of detailed consideration of the site and design constraints given its sensitive location with the National Park to the north, the narrow green gap between Sompting and Worthing to the west and proximity to the Conservation Area.

The revised scheme is primarily as a result of securing a lower density on the sensitive western edge and ensuring that the master planning for phase II integrates with the existing built up area. The lower density now secured on the edges of the development, allows greater space for landscaping and a better balance between built development and open space, as befits a development on the edge of the built up area. Furthermore,

the reduction in dwelling numbers does not diminish this site's role as a strategic allocation which will continue to make a significant contribution to housing delivery in Adur. Despite the housing delivery concerns mentioned above, it is considered that the provision of 469 dwellings within this development is an appropriate figure when all matters are considered.

In terms of overall housing provision any slight shortfall at West Sompting is likely to be more than made up for with the higher density development being secured at the Western Harbour Arm.

The proposal also delivers the other key strategic aims of the allocation namely:

- 30% affordable homes throughout the development (including rented housing based on Local Housing Allowance levels).
- Off site transport improvements including scope for improved cycle and footpath links to Worthing.
- A commuted sum towards new changing rooms on Sompting Recreation Ground.
- A financial contribution towards the provision of education facilities, libraries and Fire and Rescue infrastructure.
- A nature conservation area north of the existing Cokeham Brooks
- A community growing space/ orchard
- A landscaped buffer alongside the western boundary of the development
- Open space and recreation areas
- Provision of two football pitches and referees changing facilities
- Commitment from Sompting Estates to delivery a Community Farm linked to the Epic project

Overall, it is considered that the proposals are broadly consistent with Policy 6 of the Adur Local Plan 2017.

Design and Layout Considerations

Much of the discussion with the applicant during the course of the application has sought to improve the layout and design of many of the proposed house types. The Local Plan requires all development to be of a high architectural quality and respect and enhance the character of the site (Policy 15).

The updated NPPF places even greater emphasis on the importance of good design with *“the creation of high quality, beautiful and sustainable buildings and places being fundamental to what the planning and development process should achieve”*. Overall your Officers are happier now with the design quality and layout of the proposed residential development in Phase 1. Following amendments, individual units now more closely reflect local vernacular with the introduction of key buildings at the entrance, along the western edge and at focal points along the road layout (see revised planning layout Appendix I).

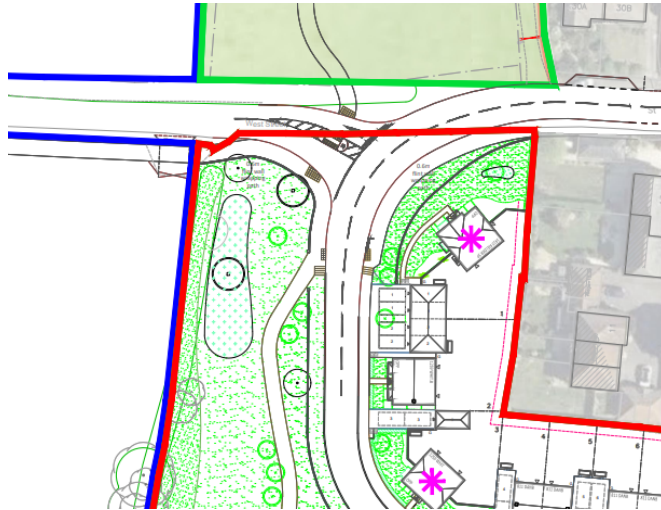
There has been a reduction in numbers on Phase 1 from 100 to 96 units with the removal of all 3 storey apartment buildings to create a lower density, gateway

development with a more informal and flowing arrangement of homes on the edge of the countryside.

The density will increase further into the development, as set out in the character areas defined by the developer:

- The Gateway
- The South Downs Gateway
- The Formal Core
- The Green Edge

A larger detached 'gateway' dwelling is proposed at the site entrance with use of flint and brick. It will be set back from the entrance behind a low flint wall following the curve of the new road into the development. The introduction of barn hips, full hips, chimneys, flint, quoins and contrasting brickwork elsewhere throughout Phase 1 has helped to lift the quality of the development.



The above extract shows the access road into the site and your Officers have been concerned about the impact of the agreed access approach on the rural character of West Street. WSCC was asked to reconsider the matter but felt that little could be done to reduce the visual impact of the new junction. The need to accommodate the off road cyclepath and to provide the speed reducing benefits of a changed priority for traffic travelling along West Street has resulted in a rather over engineered solution. However, the applicants have agreed to flint walling flanking the entrance and this has now been incorporated (see image below) and this will help with enclosing the road and reflect the local character of flint walls fronting West Street.



Landscape Character and Visual Impact

A Landscape and Visual Impact Assessment (LVIA) has been submitted as part of the application which follows the 2012 Sheils Flynn Study of green field sites which was carried out as part of the Local Plan preparation. Neither the site nor the adjoining landscape within the Local Green Gap is covered by any statutory or non-statutory designations for landscape character or quality. The SDNP lies to the north with its southern boundary being located just beyond the A27.

The site largely comprises arable fields, with a number of mature landscape features including hedgerows and trees contained at the field boundaries. The LVIA identifies

that “the character of the site is influenced by its proximity to the existing urban area of Sompting, the pole mounted electricity cables and high voltage electricity pylons which cross the site, the railway line to the south, and to a lesser extent by the industrial estates to the southwest. These detracting features influence the quality of the landscape of the Site, which besides these features is considered to be generally pleasant agricultural land. Accordingly, Parcel A (northern parcel) and the northern parts of Parcel B, north of the existing LWS are assessed as being of medium to low landscape quality and sensitivity, with the rest of Parcel B assessed as being of medium landscape quality and sensitivity.”

The LVIA reports that “Trees and sections of hedgerow along Dankton Lane will be lost to accommodate the widening of the lane and access into Parcel A, as shown on the Tree Protection Plan, and discussed in the Arboricultural Impact Assessment. The Tree Survey shows that these trees and the sections of hedgerow are of low quality, with limited lifespan, apart from a short section of the hedgerow along the A27 at the northern end of the lane, which is Category B. In addition, there will be the loss of some off site trees to accommodate the new junction off the A27. New tree stock and hedgerow planting will be planted to compensate for these losses, and provide longer term robust planting along the lane.

There will be the loss of two sections of the internal hedgerow in the north western part of Parcel B to accommodate the new housing. New native hedgerow planting will be undertaken to compensate for these losses and to separate the housing from the transitional character of the open space to the west. Substantial tree, shrub and hedgerow planting will be undertaken within the public open space, pocket parks and along the streets of the new development, which will considerably add to, and result in an overall net increase in, vegetative cover on the edge of the settlement.”

In terms of visual impact, views of the development from the adjoining area, from West Street and from the western edges of Sompting will be limited to near distance views and can be mitigated by new planting. Wider views from Lancing and Worthing will typically be prevented by existing intervening development. The LVIA states that “Views from the Sompting Conservation Area will be filtered by intervening vegetation or partially screened by boundary walls, and further filtered by new tree planting within the area of public open space on the western side of the Site. There will be views from some of the public footpaths and bridleways within the higher parts of the SDNP, however, views of new development will be seen in the context of the urban areas of Sompting and Worthing, where it will appear as a relatively contained extension to Sompting.”

As stated by the National Park the design of the northern section of the development adjacent to the A27 will need careful screening. The Landscape Masterplan shows screening along the northern side of the Community Orchard but more limited screening adjacent to the proposed housing. This landscaped buffer needs increasing along this section but there may also be scope to look at the provision of a bund that would not only reduce the noise impact on these properties but could also ensure that planting is at a higher level to act as more of a screen from elevated views from the National Park.

Conditions can help to ensure that lighting is designed to reduce light pollution at night having regard to the dark sky concerns raised by the Park.



Northern boundary with the A27 and National Park to the North.

Whilst there is likely to be some visual impact and narrowing of the current local green gap between Sompting and Worthing, overall it is concluded that the site can be developed without resulting in significant harm to the landscape and visual character of the surrounding countryside and the soft landscaped edge to the proposed housing will help to address concerns of coalescence and a hard urban edge.

Phase 1 Residential Amenity - impact on existing residents

Phase 1 is to the south and west of the existing built up area boundary and there are a number of existing dwellings that will abut the boundary with the new development. In response to a request from the Parish Council, a 2 metre landscaped buffer is to be provided between the existing and proposed development to protect the amenities of existing residents.

In general, there is good separation between existing houses and the new units in Phase 1. The closest point is at the entrance where the gateway unit at the entrance to the development off West Street sits back from the street and is quite deep into its plot, leaving only 5m to the eastern boundary with dwellings in Street Barn at its closest point. The new house is positioned at an angle though and the distance to the rear boundary therefore increases to 10m from the south-west corner of the house. The nearest houses in Street Barn, nos. 12 and 13, have generous rear garden depths of 18m and the overall separation to the new house will be over 22m, which is the minimum acceptable separation distance. As stated earlier, the angle of the new house means that rear windows will not face each other directly and it is considered that overlooking and loss of privacy will be reduced as a result. At the distance and angle involved there will be some reduction in outlook but not to a harmful extent.

Further south, Nos 9-11 Street Barn are closer to the development boundary but have greater separation of around 25m. Similar distances will be achieved to the rear of 1-8 Street Barn, with distances of over 14m where a sidewall of a new dwelling faces the rear of another. Along the spine road, separation distances increase further to around

30m to dwellings in Tristram Close. Further south, there are no houses proposed on the eastern side of the spine road before houses back onto the rear of Peveril Close at a distance of 25-33m.

It is considered that the layout of Phase 1 has been carefully designed to minimise the impact on existing residents, with the removal of three storey flats allowing greater space to be provided, including the 2m buffer. The impact is considered to be acceptable.

Highways Impact and Accessibility

The main objections to this development are traffic and access related, with strong concerns locally about the impact of additional traffic on the local road network, given the current congestion on the A27 and the use of West Street for 'rat running' by drivers travelling to and from Worthing. During the pre-application period Highways England undertook public consultation on the wider improvements to the A27 (Road Investment Strategy (RIS)) There remains uncertainty over the improvements proposed to the Worthing to Lancing stretch of the A27 but the applicants have taken the planned improvements which formed part of the public consultation into account when considering the transport strategy and package for the proposed site.

There are two parcels of land and three access points. The proposed development on the northern parcel of land has one access which is provided from Dankton Lane to the east of the site. The southern parcel of land is to be accessed from West Street and Loose Lane.

The site access strategy is summarised below:

- Vehicular and pedestrian access in the form of a simple priority junction from Dankton Lane;
- Improvement to the A27 / Dankton Lane junction to the north including increasing the length of the deceleration lane.
- Vehicular and pedestrian access in the form of a realigned priority junction from West Street;
- New junction onto Loose Lane in the form of a realigned priority junction, including pedestrian provision;
- Traffic calming measures introduced to Loose Lane
- Pedestrian / cycle access onto Peveril Drive.

West Street Access

The main entrance to the southern parcel of land and Phase 1 is to be from West Street. A new junction layout is proposed which involves the change of priority along West Street. Vehicles travelling east along West Street will now have to give way to traffic entering or exiting the development while vehicles travelling west will follow the new alignment of the road southwards before turning right back onto West Street.

The access road is proposed to be 6.2m wide and narrowing to 5.5m within the site. A

3m wide footway and cycle path is proposed on the south side of the junction, leading into and out of the development and west along West Street, running behind the existing flint wall and across the field. As indicated previously discussions are continuing about how best to continue this cyclepath link to Worthing along West Street.

The junction has been designed to act as a traffic calming measure. It includes a 2.5m wide pedestrian/cycle island to help with crossing to and from the northern parcel where the cycleway/footpath continues. As indicated there are concerns that this is a rather over-engineered solution, changing the character of what is currently a narrow rural lane. However, it is considered to be necessary in order to provide traffic calming as well as integrating walking and cycling proposals into the scheme, as required by the Local Plan policy and the NPPF.

Loose Lane access

A new junction layout is proposed which involves realigning Loose Lane so that vehicles travelling to and from the site access road have priority over the dead end section of Loose Lane to the south. New traffic calming measures are proposed along Loose Lane as result of this new access, which will encourage residents of the new development to use the new estate roads rather than local roads, such as Loose Lane, in order to access the development.

Traffic calming measures consist of:

- The formalisation of parking bays in strategic locations to accommodate existing on street parking;
- One way shuttle working between formalised parking bays, with give-way markings provided to the south of West Street, with priority given to traffic travelling northbound and north of Peveril Close with priority given to traffic travelling southbound;
- H-bar white line markings across driveways to stop inconsiderate parking, across driveways;
- Double yellow lines along Loose Lane where driveway access and parking bays are not present;
- Speed cushions will be provided either side of Sylvan Road to slow traffic entering and exiting the development.

Dankton Lane

A new vehicular access to the northern parcel will be provided from Dankton Lane in the form of a simple priority junction located to the north of Rectory Farm Road.

The Dankton Lane / A27 Off-Slip will be redesigned to provide a deceleration lane for vehicles exiting the A27. The existing safety barrier on the A27 is to be re-aligned to improve its relationship with the pedestrian crossing. Dankton Lane itself is currently narrow and the northern section from the new site access to the A27 is to be widened and re-aligned as part of the access works with the existing trees and hedgerows on the west side lost as part of this process. A new line of trees are to be planted as

replacement.

This would have some adverse impact on the rural character of the Lane and a number of residents have expressed some concern that this would increase the level of traffic 'rat running' down the Lane to avoid queues into Worthing. Whilst, this concern is appreciated both Highways England and WSCC have resisted calls to close off Dankton Lane and the proposed traffic calming measures along West Street are designed to deter traffic using West Street as a shortcut. It will be important to ensure an effective tree and hedge screen to establish along the new highway boundary to recreate the rural feel.

New estate roads

The D&A Statement explains that *“cycle and pedestrian permeability /connectivity is a key part of the attached Phase 1 proposals. These show linkages through the scheme - that connect not only to the existing network but principally through the main area of open space on the western boundary. The Phase 1 parcel is accessed from West Street via a new priority junction into the site. From here, the proposed new spine road, turns at right angles through the scheme, helping to slow traffic speeds, and allowing for the clear placement of focal buildings as the vista-ending. The proposed new spine road will filter into the subsidiary/ minor access road and private drives, with a pedestrian link onto Peveril Drive.....a change in surface material, coupled with varying road widths, is intended to define the road hierarchy, give spatial legibility, and delineate sub areas – all intended to give a greater sense of place. The main spine road is to be a 5.5 metre carriageway width and will be built to adoptable standards, with a 2 m footpaths either side. Halfway along its length is a green verge for tree planting together with a 0.5 footpath (plus a 2 metre footpath on the other side); this, coupled with, frontage-gardens should continue the sense of “green framing” along the main thoroughfare.”*

Car parking

The D&A Statement advises that *“there are combinations of parking placements across the site, dependent on the individual character area designation. However, for the most part, parking is placed to the side of dwellings to avoid ‘street clutter’... while in other locations parking is facilitated away from frontages in discreet courtyards. Visitor and unallocated parking spaces are provided in convenient locations around the site.”*

242 car parking spaces are to be provided in Phase 1 comprising 194 allocated spaces, 18 garages and 30 visitor spaces. The majority of these spaces are allocated on-plot with 2 car parking spaces for each 2 bedroom dwelling and 3 car parking spaces for each 3 and 4 bedroom dwelling. In terms of cycle provision, each dwelling will have a shed in the rear garden that can accommodate 2 bicycles. There will also be 12 visitor cycle spaces. This complies with WSCC parking requirements. 80 active electric vehicle charging points are proposed in a combination of communal and on-plot locations and all the remaining plots will have Passive EV Points in the form of ducting, giving future connections and infrastructure for future EV Point provision. This complies with WSCC

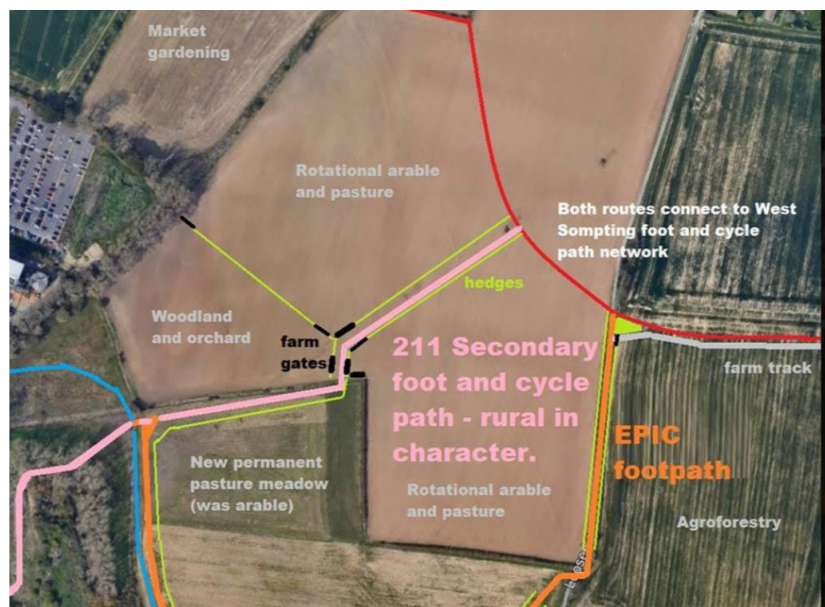
guidance.

Off site strategy

Permeability through the development is important but of equal importance is ensuring that there are links to existing development. A pedestrian/cycle link in Phase 1 through to Peveril Drive will help with connectivity as will a new cycle path south of West Street. WSCC has raised some concern about the cyclepath re-connecting to West Street to the west of the site and your Officers are meeting WSCC and the applicants to discuss this matter further. Sompting Estates have also expressed some concern about the potential impact on the flint wall running along West Street and the potential requirement for lighting for this cyclepath. Members It is likely that this section of cyclepath will require further feasibility work and therefore the provision of a financial contribution towards sustainability links along West Street might be necessary and Members will be updated at the meeting on this point.

The applicants are also committed to provide a footpath link across the fields to the south west of the development to connect with the EPIC project and Decoy Farm in Worthing. This would be subject to Worthing Borough Council providing the link through the Decoy Farm site (JSC recently agreed to take forward the redevelopment of this formal tip site for employment purposes). The Local Cycling Walking Improvement Plan (LCWIP) highlights the importance of this link and the plan below shows the edge of the application site in red and the permissive route proposed by the Sompting Estates to link across to Decoy Farm and the Dominion Road industrial site.

Given that there are a considerable number of major employers on this estate (GSK, Rayners and ETi to name but a few) this could be a really important sustainable link for the new and existing residents to access East Worthing for employment, East Worthing railway station and other amenities.



There will also be a new section of footway / cycleway on Upper Brighton Road between Lambleys Lane and The Templars, to complete the continuous footway between the site and Lyons Farm. A new signal controlled crossing over West Street between Dankton Lane and Loose Lane is also proposed.

Financial contributions will also be made to cover local highway network improvements and towards pedestrian and cycle improvements to improve connectivity further.

A financial contribution will also be made towards improvements to the A27 corridor between and including the A27/ A2025 Grinstead Lane junction, and the A27 Sompting Bypass/ Upper Brighton Road (Lyons Farm) junction. This contribution will fund either schemes identified within the Adur Transport study or wider improvements identified by Highways England.

Reference has been made by the SDNP to a crossing over the A27 to provide access to the National Park. Whilst this would further enhance sustainable links it was not a requirement of the Local Plan allocation and the cost of such bridges runs to several millions. Nevertheless, it is recognised that the existing at grade crossings are far from ideal from a pedestrian safety point of view and your Officers are aware that Highways England has considered various points across the A27 to improve connectivity and pedestrian safety. Members will be aware that the consultation on the A27 Worthing - Lancing improvements raised the need for improved crossing points and therefore the applicants have agreed to make land available for a landing point for any future bridge crossing point (this could be at any point along the northern boundary of the site).

Public transport

The nearest bus stops to the northern parcel of land are on West Street (560m/7mins walk) and Sylvan Road for the southern parcel (264m /3mins walk), with further stops located on Loose Lane, Hamble Road and Church Lane. These stops would provide access to the connect 7 service between Lancing, Worthing and Salvington and the pulse service which runs at 10minute intervals from Lancing to Worthing and Durrington.

The TA states - *“Negotiations are ongoing with local bus operators in terms of improving and enhancing existing bus services, specifically in respect to promoting services which operate longer hours.”*

There remain uncertainties about current services and funding requirements however, and WSCC have suggested that the applicant enter directly into a service agreement up to a value of that included within the Adur IDP, to be secured as part of a s106 Agreement.

Traffic generation

The trip rate methodology used by the applicants to calculate the vehicular trip generation of the residential development were taken from the Adur Local Plan and Shoreham Harbour Transport Study undertaken by Parsons Brinckerhoff in 2013 and

has been agreed with West Sussex County Council (WSCC) and Highways England (HE). Results show a total of 229 AM peak two way trips and 269 PM peak two way trips, based on 520 dwellings as was originally proposed. It should therefore be noted that traffic movements will be less than that shown as a result of there now being only 469 dwellings (a reduction of 51 units). Nevertheless, the increase in traffic will be significant and it is inevitable that there will be increased congestion locally. The Transport Statement identifies that all junctions modelled as part of the impact assessment will continue to operate close to within capacity, with many close to capacity or even over capacity (See West Sussex Highways comments April 2019 earlier in this report for details).

Residents' concerns are understandable given the current problems associated with the A27 and the subsequent use of local roads to avoid the A27 but the impacts of the development were anticipated at the local plan preparation stage and a set of agreed mitigation measures developed. The applicant will be required to provide a financial contribution towards these improvements.

Paragraph 111 of the NPPF states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* Both WSCC and Highways England are satisfied with the traffic modelling and the package of measures designed to mitigate the impacts of the development and, in the absence of any objection from those statutory bodies, a highways reason for refusal would not be justified or sustainable having regard to paragraph 111 of the NPPF.

Public open space

The overall development includes large amounts of open space including:

- The creation of a fully publicly accessible large area of open space on the edge of the scheme, with continuous footpath and cycle linkages throughout
- Green infrastructure, including swale features, running through the open space to the south
- Provision of a LEAP with natural play equipment within Phase 2, plus pocket parks throughout
- A green corridor of landscaping and footways in Phase 2 that link to Loose Lane
- Community Orchard
- Community farm and extension to Cokeham Brooks LWS (discussed in more detail later in this report)

In addition, two football pitches (1 x youth and 1 x junior) are to be provided within Phase 1, as required by the Local Plan. A referees hut and store is to be provided at the southern end of the pitches, plus a small car park, but no changing facilities. Discussions have resulted in off-site provision being made on Sompting Recreation Ground to the east where there are existing football pitches and a financial contribution will be made by the developer towards such provision, to be secured through the s106. Sport England guidance suggests that a contribution of £265,000 would be appropriate

for a 2 team changing facility. This would be at a build cost that would exceed current build costs and the precise amount is currently being negotiated.

Members will note that Sport England has questioned the need for these junior / youth pitches and questioned the lack of changing facilities. Your Officers have responded to Sport England and explained the need for the pitches as identified by the Playing Pitch Strategy (which Sport England assisted producing) and the greater need for the changing rooms to be located at Sompting Recreation Ground where there are adult pitches. Sport England has accepted the additional justification but is unlikely to provide a further consultation response as it has only provided advisory comments and not a formal objection. The other concerns, however, about the size of the referee changing facilities and provision of toilets will be addressed in the s106 which can include detailed specifications for the pitch and other formal and informal play provision.

In total over 29 acres of open space is being provided, divided up as follows:

- Community Orchard: 9.11 acres
- Periphery Open Space: 17.5 acres
- Sports Pitches (1 junior and 1 senior): 1.89 acres
- Local Equipped Play Area (LEAP): 0.64 acres

The Parks Manager has raised some concerns about the level of play provision and following further discussions has suggested that for phase II the LEAP would be better located in one of the larger pocket parks with good natural surveillance for yonder children and that natural play equipment for older children could be located within the southern landscaped areas. There is also a request for an off site contribution towards improving the skateboard facility at the Hamble recreation area. The latest amended plans have been assessed against the recently adopted play space standards and these indicate that whilst, there is a shortfall in formal play space provision there is a surplus provision of informal open space and therefore negotiations are continuing to determine whether a further off site contribution can be justified. Members will be updated at the meeting.

Nevertheless overall, the development is considered to have struck a reasonable balance between built form and open space, with the area of green space on the western edge in Phase 1 helping to provide a softer edge to the development, to help the transition from countryside to urban area.

Air Quality/Noise

The northern parcel sits adjacent to the A27 and traffic noise has the potential to cause disturbance to future occupiers. An Environmental Noise Impact Assessment was submitted with the application. It advises that, in agreement with the Council's EHO, the plots nearest to the dual carriageway will need to be fitted with mechanical ventilation heat recovery units and acoustic glazing. A landscape buffer is to be maintained between the northernmost units and the A27 to provide some separation for the residents and to provide a soft edge between the housing and the road. As indicated

earlier it may be better to consider a bund along this northern boundary for noise attenuation and landscaping purposes and this can be explored further at the reserved matters stage for phase II.

The Air Quality Assessment has identified a number of construction phase impacts arising from this development which can be adequately mitigated by a robust Construction Management Plan to include dust control. Operational phase impacts on air quality are considered to be negligible.

The Sussex Air Quality Partnership's emissions mitigation assessment requires the calculation of the total annual emissions of NOx and PM10 that will be generated by the proposed development in the opening year. The annual emissions are then used to undertake a damage cost calculation to provide an indication of the impact of the development on air quality in monetary terms. The emissions mitigation assessment calculates a health damage cost of £114,352. This amount is to be used on mitigation measures, such as additional EV charging points, designation of parking spaces for car club vehicles and provision of electric bikes.

Flood Risk and Drainage

A Drainage Strategy has been submitted with the application. It combines infiltration and sustainable drainage systems, (SUDs), for surface water attenuation and makes use of these infrastructure systems to create greenery and amenity spaces across the site. Permeable paving will be used on parking areas and hardsurfaced areas, with water percolating into pipes to collect and store surface water before discharging, in phase 1, into underground storage features that allow water to be stored and filtrated back into the ground. Foul sewage will discharge via gravity to the existing network at the southern edge of Loose Lane. On the wider development, both foul and surface water sewers will discharge into the existing piped and ditch network respectively.

The Council's Drainage Engineer has no objections in principle but has recommended a number of conditions to ensure that full details of the drainage scheme are submitted and approved before development commences.

Sustainability

An Energy and Sustainability Statement has been submitted. It states that the energy strategy for the development has been developed to comply in full with the requirements of the NPPF and the Local Plan:

*“by delivering at least a 10% reduction in energy demand after energy efficiency measures via the installation of renewable energy technologies. The focus of the strategy has been to first reduce energy consumption at the point of demand by introducing a robust fabric specification and efficient heating and ventilation systems. Secondly, renewable energy installations, in the form of 73.25 kWp of solar PV output, will be installed to further reduce carbon dioxide emissions on a site-wide basis. SAP calculations, carried out by an accredited energy assessor, have verified that the Applicant's proposed approach will deliver an **11.96% reduction in energy demand***

and 23.04% reduction in carbon dioxide emissions compared to baseline scenarios. Once the dwellings are completed, as-built compliance reports will be compiled to verify that the development has been built out in accordance with the energy efficiency measures and renewable energy installations proposed in the Statement.”

It goes on to specify the sustainable design measures to be adopted:

- Water efficient sanitary devices will be installed to meet a target for internal potable water; consumption of not more than 110 litres per person per day;
- Sustainable Urban Drainage Systems will be specified in the form of permeable paving and soakaways;
- Priority will be given to the selection of materials with very low lifecycle impacts according to the BRE's Green Guide;
- Waste streams will be identified, reduced and re-used wherever practicable; Various ecological mitigation and enhancement measures will be introduced to ensure the provision of suitable environments for local flora and fauna;
- Security in dwellings will be incorporated under Part Q of the Building Regulations, helping to reduce the fear and incidence of crime in the new community.
- Cycle storage facilities and links to existing cycle/pedestrian networks will be provided to encourage the use of sustainable forms of transportation over the private car.
- Electric car charging points will be installed (80). An array of formal and informal open spaces will be provided for the recreational benefit of future occupants.

The 11.96% reduction in energy demand complies with the requirements of Policy 19 of the Adur Local Plan, while the 23.04% reduction in CO₂ emissions falls short of the minimum 31% CO₂ reduction specified in the Council's Planning and Climate Change Checklist, published in June. The checklist encourages all new build housing to achieve a minimum 31% CO₂ reduction, compared to the Building Regulations Part L 2013 standard, through carbon saving technology and fabric improvements in line with the energy hierarchy. This is in line with the Government's proposed interim uplift in building standards to come into effect in June 2022, as a first step towards the Future Homes Standard in 2025.

Further discussions with the housebuilder has now confirmed that for phase I they will meet the **31% CO₂ reduction** - this will require increasing the level of PV (the only slight caveat is that Officers would want to avoid PV panels away from the most prominent units at the entrance and along the western edge). The applicants are also willing to commit to the **Future Homes Standard** which is currently requiring alternatives to gas boilers and the housebuilder is investigating alternative renewable energy options such as air source heat pumps. This will exceed the Local Plan requirements and ensure that the Council's Sustainability Code is complied with.

Contaminated Land

A Geo-Environmental Site Assessment has identified potential contaminants on the site, particularly in the area of the proposed community farm. Remediation will be necessary

and this can be controlled by the usual contaminated land condition.

Ecology/Biodiversity/Local Wildlife Site Extension/Community Farm

The application also includes proposals for the change of use of land south of Test Road, to the south west of the proposed residential development, to form a community farm. No firm details of the proposal have been formally submitted but the aim is to provide facilities for volunteers and visitors including a small scale café farm shop and training education and welfare facilities, plus a nature trail and links to the EPIC site further south. The farm is to be provided by the Sompting Estate with its partner charity Sustainable Sussex.

This part of the development lies outside of the strategic allocation and consideration therefore needs to be given to its impact on the countryside and Local Green Gap. The horticultural/ agricultural activities sought are considered to be consistent with Policies 13 and 14 of the Local Plan, but it will be important to ensure that any built development on this site (to be addressed through a subsequent reserved matters application) also meets the tests of these policies, particularly with regards to maintaining the openness of the Local Green Gap. The aims of the Sompting Estate to create a community farm to benefit health and well-being, provide education and natural environment enhancement are all to be applauded however.

An area of land to the south of the Cokeham Brooks Local Wildlife Site (LWS) is to be used as an extension to the LWS and will link with and complement the Teville Stream Restoration project to the south of the site. The proposed extension of the LWS differs from that allocated in the Local Plan, which indicates a northwards extension. However, given that there are ecological justifications for this, including linking up with the EPIC project, there is no policy objection.

An Ecological Impact Assessment and Reptile Mitigation Strategy has been submitted with the application which identifies that there will be some inevitable ecological impact arising from this major residential development. However, the Cokeham Reedbed and Ditches Local Wildlife Site Extension will provide significant ecological gains as discussed above. New tree and hedgerow planting is proposed as well as there being a softer, natural edge to the development. Permeating the southern parcel scheme is a longitudinal green corridor of landscaping and footways that will link to Loose Lane. Mitigation measures such as the provision of bird and bat boxes will further help to avoid adverse residual impacts.

A high population of slow worms and a low population of grass snakes have been recorded within land to the south of West Street. Two possible receptor sites, both on-site and off-site, have been surveyed and are identified as suitable with future management. The On-Site option has been selected as the most appropriate and will be delivered as part of proposals to extend Cokeham Brooks Reedbeds and Ditches LWS and through the relaxation of grazing management on the adjoining fields. Subject to completion of the mitigation and enhancement measures detailed in the reports, the proposed development could proceed without significant adverse impacts to local reptile

populations.

Overall, it is considered that the development will deliver significant ecological and biodiversity gains.

The Local Plan allocation and accompanying Infrastructure Delivery Plan (IDP) set out the key infrastructure contributions necessary to mitigate the impact of the development. The various contributions are set out the Heads of Terms appended to the report although these need to be updated following the reduction in the number of housing units proposed.

Recommendation

Subject to completion of a satisfactory section 106 Obligation undertaking as set out in the Heads of Terms appended to the report and final comments of the Highway Authority and updates on development contributions.

APPROVE:-

subject to the following conditions:

Full planning permission for 96 dwellings (part of the overall 469 dwellings comprising 2 no. 1-bed, 37 no. 2-bed, 40 no. 3-bed and 17 no. 4-bed homes, including 30% affordable housing) and all other associated development works, provision of formal playing pitches (Phase 1).

General

The development for which full planning permission is granted shall be begun before the expiration of three years from the date of this permission.

1. The development for which full planning permission is granted shall be carried out in accordance with the approved plans listed in the schedule below.
2. Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:-
 - (1) A preliminary risk assessment which has identified:-

- all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
- (2) A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

3. The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.
4. All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out no later than first planting and seeding seasons following the first occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards BS5837:2012.

5. No development, including site works of any description, shall take place on the site unless and until all the existing trees [identified for retention on Tree Protection Plan drawing 8694-KC-DL-YTREE-TPP01Rev0 dated Feb 2019] on the site have been protected in accordance with an arboricultural method statement and tree protection plan (to include protection measures during and after construction and any construction exclusion zones) in accordance with BS5837:2005 which shall have been submitted to and approved in writing by the local planning authority and shall include any proposal for pruning or other preventative works. Within the areas so protected the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon or bonfires take place without the prior written approval of the Local Planning Authority. If any excavations are required in the fenced off areas they shall be undertaken and backfilled only by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

Prior to Commencement

6. No Phase of the development shall commence until the measures which will be undertaken to protect the public water apparatus located within that Phase, have been submitted to and approved in writing with the Local Planning Authority.
7. No development shall take place other than between the hours of 8am-6pm Monday-Friday, 8.30am-1pm on Saturdays and there shall be no working on Sundays or Public Holidays.
8. No Phase of the development shall commence, including any works of demolition, until a Construction Management Plan for that Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period unless otherwise agreed in writing with the Local Planning Authority. The Plan shall provide details of:
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development.
 - the erection and maintenance of security hoarding,
 - the hours of construction,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - measures to control dust, and
 - details of public engagement both prior to and during construction works.

9. No Phase of the Development shall commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.
10. No Phase of the Development shall commence until details of the proposed means of foul water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water
11. No Phase of the Development shall commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.
12. No Phase of the development shall commence until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.
13. Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.

14. No Phase of the development shall commence until a Construction Environmental Management Plan (CEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall incorporate the recommendations of the Landscape and Ecology Management Plan (Report No: CSA/2134/08 February 2019) and the Reptile Mitigation Strategy (Report Ref: CSA/2134/07 February 2019).
15. Prior to development or any preparatory works, a bat sensitive lighting strategy shall be produced and assessed by a suitably qualified ecological consultant and the details submitted to the LPA for approval; all approved details shall then be implemented in full. All relevant future Reserved Matter applications will be supported by a bat sensitive lighting scheme.
16. No development shall commence within the site until a written scheme of investigation (archaeological work) which should include on-site field survey and recording and the analysis reporting publishing and archiving of the results has been submitted to and approved by the Local Planning Authority. The approved programme of archaeological work shall be carried out in accordance with the approved details.
17. No Phase of the development except remediation, demolition, archaeological and drainage works for which planning permission is hereby granted, shall take place until a schedule of external materials for that Phase, including for hard landscaping, has been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.
18. The flint wall construction at the site entrance off West Street shall conform with a sample panel which has first been erected on site and approved in writing by the Local Planning Authority.
19. No Phase of the development except remediation, demolition, archaeological and drainage works for which planning permission is hereby granted shall take place until there has been submitted to and approved in writing by the Local Planning Authority plans and details of the positions, design, materials and types of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the buildings are first occupied [or in accordance with a timetable to be approved in writing by the Local Planning Authority]. Thereafter the approved boundary treatment shall be retained permanently.

20. No Phase of the development except remediation, demolition, archaeological and drainage works for which planning permission is hereby granted shall take place until a scheme for protecting the proposed dwellings from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be completed before the permitted dwellings are occupied and shall specifically include the provision of mechanical ventilation heat recovery units and acoustic glazing.

Prior to Occupation

21. No dwelling shall be first occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Residential Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
22. No dwelling shall be first occupied until covered and secure cycle parking spaces serving that unit have been provided in accordance with plans and details that shall be submitted to and approved by the Local Planning Authority.
23. No dwelling shall be first occupied until the car parking serving that unit has been constructed in accordance with the approved plans. These spaces shall thereafter be retained at all times for their designated purpose.
24. No dwelling shall be first occupied until the associated facilities for storing refuse and waste, including for waste that can be recycled, have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
25. The football pitches hereby approved shall not be brought into use until the car park and referee's hut has been constructed in accordance with the approved plans.
26. The dwellings in Phase I shall meet the Council's Sustainability requirement of 31% CO₂ reduction as set out in the 31% CO₂ reduction specified in the Council's adopted Planning and Climate Change Checklist June 2020 and all dwellings in Phase II shall meet the Government's Future Homes Standard for energy efficiency and renewable energy.

Regulatory

27. The use of the football pitches hereby approved shall be limited to between the hours of 9am until 9pm every day.

28. The football pitches hereby approved shall not be floodlit.

Outline planning permission (all matters reserved with the exception of access) for the erection of up to and including 373 dwellings, community orchard/growing space, non-vehicular links between the site and Worthing, traffic calming measures, associated landscaping, open space/recreation areas, ecological enhancements including improvements and extension to Cokeham Brooks Local Wildlife Site, and all other associated development works.

General

29. Each Phase of the development for which outline planning permission is hereby granted shall be commenced before the expiration of three years from the date of this permission or two years from approval of the last Reserved Matters relevant to that Phase whichever is later.

30. The detailed design of the development proposed through Reserved Matters applications pursuant to the outline planning permission shall have regard to, and broadly accord with, the principles set out on the following parameter plans and supporting documents:

Description	Drawing Number	Date Received

31. Details of the Reserved Matters associated with the residential dwellings granted outline approval (the Residential Reserved Matters) shall be submitted to the Local Planning Authority within three years from the date of this permission to include:

- (i) scale
- (ii) appearance
- (iii) layout
- (iv) landscaping

32. No development of the dwellings granted outline permission, other than remediation, drainage and archaeological works, shall commence until the Residential Reserved Matters has been submitted to and approved by the Local Planning Authority.

Prior to Commencement

33. No development, other than archaeology and drainage works, of the residential dwellings hereby granted outline planning permission shall take place until a scheme for nature conservation enhancement has been submitted to and approved by the Local Planning Authority. The scheme shall be fully implemented in accordance with the approved details and retained as such thereafter.

Prior to Occupation

34. The approved landscaping scheme for each Phase shall be fully implemented in accordance with the approved details within the first planting season following the substantial completion of that Phase. Any trees, hedges or shrubs, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced with trees, hedging plants or shrubs of a type, size as previously approved unless agreed in writing with the Local Planning Authority.

Change of use of land south of Hamble Recreation Ground to community/education and agricultural/horticultural uses associated with a new Community Farm.

35. No buildings or other structures shall be erected without the prior approval in writing of the Local Planning Authority.

20 September 2021

Local Government Act 1972

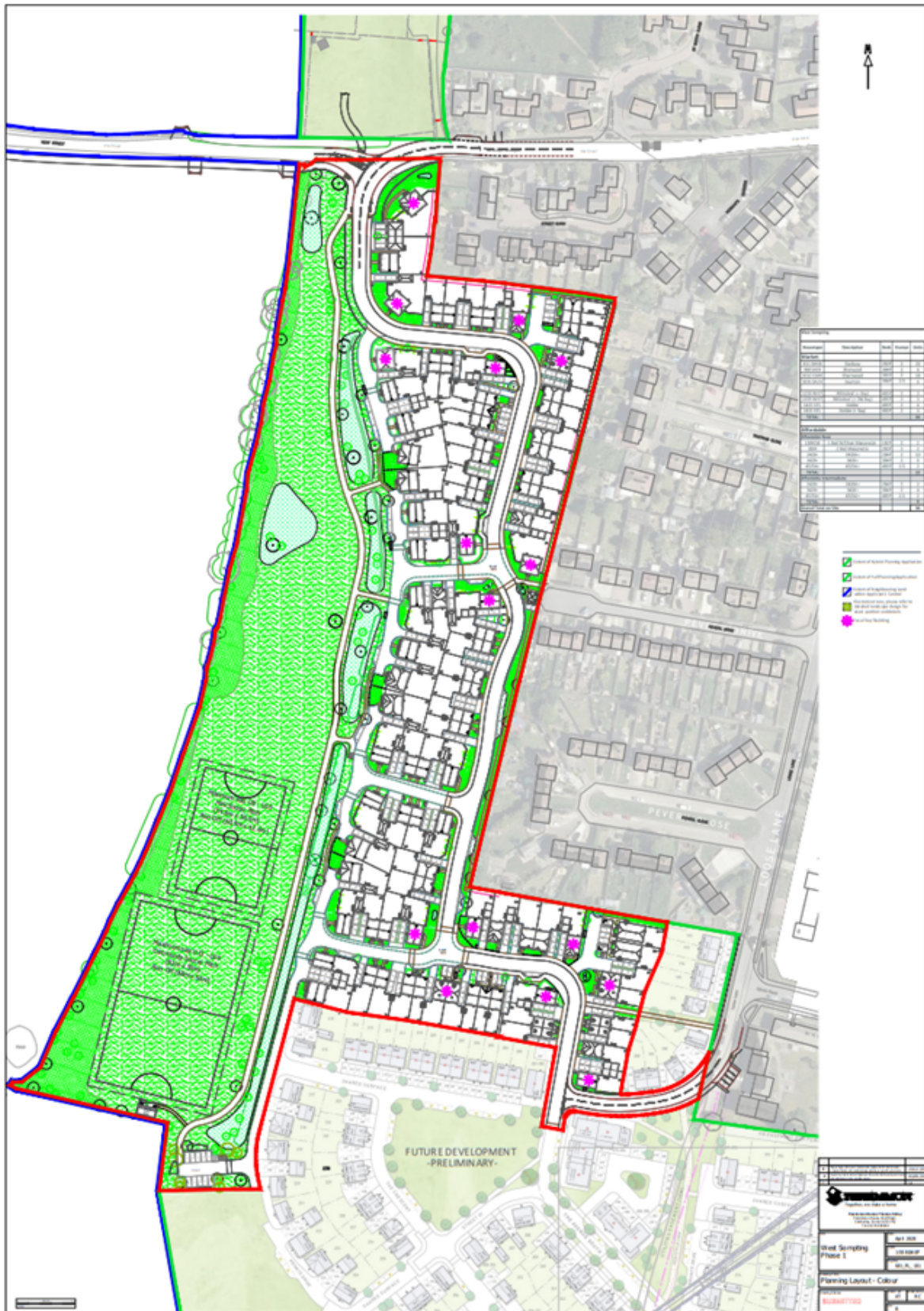
Background Papers:

As referred to in individual application reports

Contact Officers:

Peter Barnett
Principal Planning Officer (Development Management)
Portland House
01903 221310
peter.barnett@adur-worthing.gov.uk

APPENDIX I



DRAFT HEADS OF TERMS
WEST SOMPTING

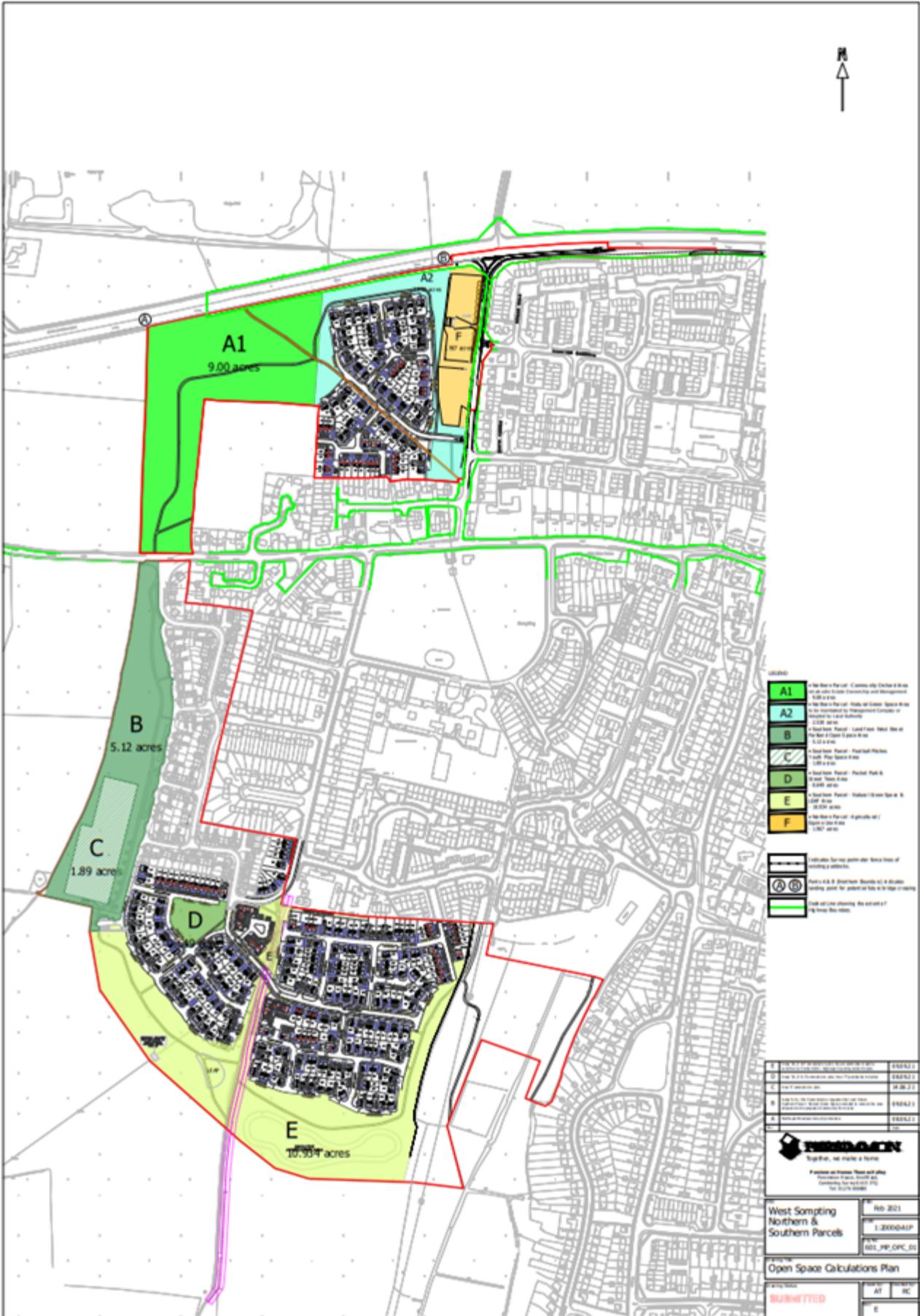
Financial obligation(s) summary or change	Trigger Point	Amount	Due to (ADC, WSCC, NHS, other)	Destination/ project	Spend by restriction
Early Learning Years	To pay 25% of the nursery education contribution prior to the Occupation of the first dwelling. To pay the remaining 75% prior to the occupation of the 50th house.	£419,474 (total contribution for 469 units).	WSCC	Contributions generated by this proposal shall be spent on early years facilities in Lancing	Ten (10) years of the date of receipt of final instalment of Contribution
Education Primary	To pay 25% of the primary education contribution prior to the Occupation of the first dwelling. To pay the remaining 75% prior to the occupation of the 50th house.	£2,714,103 (Total contribution for 469 units).	WSCC	Contributions generated by this proposal shall be spent on a new primary school serving Lancing	Ten (10) years of the date of receipt of final instalment of Contribution
Education Secondary	To pay 25% of the secondary education contribution prior to the Occupation of the first dwelling. To pay the remaining 75% prior to the occupation of the 50th house.	£345,655 (for Reserved Matters parcel). To be updated based on the revised number of dwellings proposed. See WSCC response (formula specified to determine contribution for each parcel).	WSCC	Contributions generated by this proposal shall be spent at Sir Robert Woodard Academy or the Shoreham Academy	Ten (10) years of the date of receipt of final instalment of Contribution
Further Education Contribution	To pay 25% of the Sixth Form contribution prior to the Occupation of the first dwelling. To pay the remaining	£80,973 (for the reserved matters parcel). To be updated based on the reduced number of dwellings.	WSCC	Contributions generated by this proposal shall be spent on the expansion at either Sir Robert Woodard Academy or	Ten (10) years of the date of receipt of final instalment of Contribution

	75% prior to the occupation of the 50th house.	See WSCC response (formula specified to determine contribution for each parcel).		The Shoreham Academy	
Libraries	Occupation of first dwelling.	£28,815 (for the reserved matters parcel). To be updated based on the reduced number of dwellings.	WSCC	Contributions generated by this proposal shall be spent on the provision of additional floor space for the Lancing Library	Ten (10) years of the date of receipt of final instalment of Contribution
Fire & Rescue	Occupation of first dwelling.	£2,676 for the reserved matters parcel. To be updated based on the revised number of dwellings.	WSCC	Contributions generated by this proposal will be spent on the redevelopment or relocation of fire stations and associated vehicles and equipment serving the Lancing area	Ten (10) years of the date of receipt of final instalment of Contribution
Transport - On Site Works					
Transport	Enter into a Highways Agreement with WSCC for the West Street Site Access Junction	On site works	WSCC	West Street/Site Access (Change of Priority) Drawing: ITB12233-GA-022A	Ten (10) years of the date of receipt of final instalment of Contribution
Transport	Enter into a Highways Agreement with WSCC for the Loose Lane Site Access Junction	On site works	WSCC	Loose Lane/Site Access Junction (Change of Priority) Drawing: ITB12233-GA-004E	Ten (10) years of the date of receipt of final instalment of Contribution
Transport	Enter into a Highways Agreement with WSCC for the Dankton Lane site access	On site works	WSCC	Dankton Lane/Site Access Drawing Drawing: ITB12233-GA-007B	Ten (10) years of the date of receipt of final instalment of Contribution.
Transport - Off-Site Highway Works					
Transport	Enter into a Highways Agreement with WSCC for the Dankton Lane/A27 Deceleration Lane	Off-site works	WSCC	Dankton Lane/A27 Deceleration Lane Works Drawing: ITB12233-GA-001D	Ten (10) years of the date of receipt of final instalment of Contribution

Transport: Off-Site Highway Works Contribution					
Transport	Occupation of first dwelling	£60,000.00	WSCC	Upper Brighton Road Pedestrian/Cycle Works between the existing footway network between Lambleys Lane and a point 30m east of the Templars. The exact alignment to be agreed with WSCC	Ten (10) years of the date of receipt of final instalment of Contribution
Transport	Occupation of x th dwelling	£30,000	WSCC	Contribution generated will be spent with a Car Club operator (quotes obtained)	Ten (10) years of the date of receipt of final instalment of Contribution
Transport: Off-Site Highway Contribution					
Transport	TBC	£431,709		The contribution will be spent on the A27 Corridor between Lyons Firm and Grinstead Lane	Ten (10) years of the date of receipt of final instalment of Contribution
Transport	Prior to first occupation	£97,500		Contribution to be spent on Traffic Calming Along West Street	
Transport	TBC	£113,750		Contribution to be spent on Improved pedestrian, Cycle and Bridleway to the South Downs National park	Ten (10) years of the date of receipt of final instalment of Contribution
Transport	TBC	£503,333		Contribution to be spent on Delivery of the WSCC Cycle scheme along West Street, Upper Brighton Road, Western Road North, Busticle Lane and Cokeham Road.	Ten (10) years of the date of receipt of final instalment of Contribution
Sustainable Transport Contribution					
Transport: Bus Contribution		£488,000		Contribution toward securing the continued running of the No 16 service or any other service to be agreed with WSCC.	

Travel Plan					
Travel Plan	Prior to first occupation	Travel Plan Vouchers?	WSCC	Travel Plan to be implemented largely in accordance with agreed Framework Travel Plan	
Adur District Council					
Green Infrastructure		Applicant to deliver	Management Company	Incidental areas of open space shown on the attached plan	
Sports Pitches and referee changing and store room	TBC	Applicant to deliver.	ADC	Delivery of the sports pitches and open space sitting adjacent to the RM parcel.	Ten (10) years of the date of receipt of final instalment of the Contribution
Off Site Sports Changing Room Building		£265,000 (subject of further negotiation -possible reduction based on cost of referee/store hut).	ADC	Upon the transfer of the football pitches to ADC.	Ten (10) years of the date of receipt the Contribution
Community Orchard/ General Open Space	TBC	Applicant to deliver	ADC	Delivery of community orchard, general open space on the site periphery including footpaths and SUDs features	Ten (10) years of the date of receipt of final instalment of the Contribution
Local Wildlife Site Extension	TBC	Applicant to deliver	ADC	Delivery of additional wildlife habitat in the LWS extension.	
Police	Occupation of x th dwelling	£104,376.97	ADC	Contribution generated by this proposal will be spent on local policing services.	Ten (10) years of the date of receipt of final instalment of Contribution
Health	Occupation of first dwelling	£100,000	ADC	Contribution generated by this proposal to be spent on the Ball Tree Surgery or within the Primary care Network serving Lancing/Sompting Parishes.	Ten (10) years of the date of receipt of final instalment of Contribution

NON-FINANCIAL Obligation Summary	Trigger Point	Delivery Partner	Department/Officer to Confirm Compliance
<p>Affordable Housing:</p> <p>30% of the total number of units within each phase will be affordable units.</p> <p>The final mix to be determined at the reserved matters stage. 70% as affordable rent or based on Local Housing Allowance (whichever is the lower) and 30% intermediate housing.</p>	<p>Not to occupy more than 75% of the market housing units in each development parcel until practical completion of the affordable units on that Parcel.</p> <p>Not to occupy more than 35% of the Open Market Units within each development parcel until a contract has been exchanged with an RP for the provision of Affordable Housing on that Parcel.</p>	<p>Registered Provider</p>	<p>ADC Housing</p>



Schedule of other matters

1.0 Council Priority

- 1.1 As referred to in individual application reports, the priorities being:-
- to protect front line services
 - to promote a clean, green and sustainable environment
 - to support and improve the local economy
 - to work in partnerships to promote health and wellbeing in our communities
 - to ensure value for money and low Council Tax

2.0 Specific Action Plans

- 2.1 As referred to in individual application reports.

3.0 Sustainability Issues

- 3.1 As referred to in individual application reports.

4.0 Equality Issues

- 4.1 As referred to in individual application reports.

5.0 Community Safety Issues (Section 17)

- 5.1 As referred to in individual application reports.

6.0 Human Rights Issues

- 6.1 Article 8 of the European Convention safeguards respect for family life and home, whilst Article 1 of the First Protocol concerns non-interference with peaceful enjoyment of private property. Both rights are not absolute and interference may be permitted if the need to do so is proportionate, having regard to public interests. The interests of those affected by proposed developments and the relevant considerations which may justify interference with human rights have been considered in the planning assessments contained in individual application reports.

7.0 Reputation

7.1 Decisions are required to be made in accordance with the Town & Country Planning Act 1990 and associated legislation and subordinate legislation taking into account Government policy and guidance (and see 6.1 above and 14.1 below).

8.0 Consultations

8.1 As referred to in individual application reports, comprising both statutory and non-statutory consultees.

9.0 Risk Assessment

9.1 As referred to in individual application reports.

10.0 Health & Safety Issues

10.1 As referred to in individual application reports.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

13.0 Legal

13.1 Powers and duties contained in the Town and Country Planning Act 1990 (as amended) and associated legislation and statutory instruments.

14.0 Financial implications

14.1 Decisions made (or conditions imposed) which cannot be substantiated or which are otherwise unreasonable having regard to valid planning considerations can result in an award of costs against the Council if the applicant is aggrieved and lodges an appeal. Decisions made which fail to take into account relevant planning considerations or which are partly based on irrelevant considerations can be subject to judicial review in the High Court with resultant costs implications.

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