

Appendix 7 Land East of Orchard Gardens 2016-31 BEWS Allocation HSP1 Policy responses

POLICY REF	POLICY SECTION	POLICY DETAILS for Housing Delivery within the Site Specific Allocation of Barnham/Eastergate/Westergate	RESPONSE for Land East of Orchard Gardens within Context of the BEW Masterplan and Arun District Council's Visioning Study
H SP1	Specifics to be addressed	Provision of at least 2,000 homes	The proposal site provides 57 dwellings towards the total required.
H SP1	Specifics to be addressed	A coherent masterplan covering the site as a whole	The proposal site lies within the area covered by the with the published BEW Consortium Masterplan and does not conflict with that.
H SP1	Specifics to be addressed	A green ring around the allocation for recreation and retention of village separation	The proposal site is a natural expansion eastward of the existing Westergate village by just 90metres and allows for separation of Westergate from remainder of the allocation by the green ring and rife valley.
H SP1	Specifics to be addressed	High quality imaginative design including a permeable layout for pedestrians, cyclists, equestrians and vehicles with visually robust outdoor spaces - giving sense of place and sense of orientation	Detailed Design is a reserved matter. The illustrative layout and Design and access statement set out the principles of design.
H SP1	Specifics to be addressed	Mixed Tenure	It has mixed tenure market, affordable housing and intermediate housing
H SP1	Specifics to be addressed	Tree lined streets with a generous ratio of green space to hard-surfacing	Design and Access statement allows for tree lined square as well as green front gardens
H SP1	Specifics to be addressed	Generous green spaces linked to the wider countryside	The open space has been designed to be adjacent to the open countryside.
H SP1	Specifics to be addressed	Well-managed, high quality gardens provision and open spaces	The illustrative layout shows how both required garden sizes and open space can be achieved within the site. The BEW masterplan shows further open space.
H SP1	Specifics to be addressed	Access to local community, recreational and shopping facilities, jobs and accessible transport	The site is well located for the village facilities and access to Bognor Regis down the existing A29. The bus service to Bognor and Barnham is within 300m of the site.

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H SP1	Specifics to be addressed	Assessment for the demand for employment space in the locality over and above that provided for at Enterprise Bognor Regis	The size of the application site is not sufficient to meet any employment space demand or to allow mixed use as well as meet other policy criteria.
H SP1	Specifics to be addressed	Assessment of the potential for a new community hub within the development including its relationships with existing facilities within the six villages area	As part of the existing Westergate Village the site will provide additional users for the existing facilities in Westergate, which are considered to be good and to have capacity for new members. There is therefore no need for this site to contribute to any new community hub for the remainder of the allocation.
H SP1	Specifics to be addressed	Larger street blocks to reduce the need for tarmac	The illustrative layout maximises green to hard landscaping ratio whilst retaining full footpaths to allow safe movement of pedestrians. Minimum
H SP1	Specifics to be addressed	Local Areas for Play, Locally Equipped Areas for Play and Neighbourhood Equipped Areas for Play	The open space within the site provides an opportunity for informal play and adventure for both the new residents and the existing ones in Woodgate Park. Formal play equipment could be specified as part of a detailed application following consultation on what the local children would actually like rather than provision of standard equipment that might be little used.
H SP1	Transport and movement	Efficient and well connected permeable road and Public Right of Way layouts that provides a choice of safe and convenient routes for car users and non-motorised mode users (NMUs). They should also be easy to find your way around (avoidance of cul-de-sacs). New and diverted routes must be designed to a standard agreed with the County Council to ensure ongoing responsibilities. Routes should be designed to ensure users feel safe and comfortable, such as wide green corridors.	Within the proposal site the illustrative layout has been designed with a street scene and square in mind rather than as a series of cul-de-sacs.
H SP1	Transport and movement	A choice of different routes must be delivered to meet the needs of different users	The access to and from the proposal site uses existing routes without creating any demand for new routes.

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H SP1	Transport and movement	Provision of a new A29 route through the Barnham/ Eastergate/ Westergate site allocation, which considers all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing.	There has been no convincing study to show that there is any need to close the A29 crossing even if a new A29 route is provided. The A259 realignment only opened 5 years after the end of the local plan in which it was conceived. This could mean that the realigned A29 might not open until 2036. Delays at the level crossing have not prevented commercial investment in new commercial buildings by Rolls Royce and others in Bognor Regis, some of which took place before creation of the enterprise zone. The proposal includes a highway improvement to reduce queuing at the Woodgate crossing
H SP1	Transport and movement	Development proposals must facilitate the needs of pedestrians, cyclists and vehicular users in the overall design concept. Routes must also be provided with the aim to link the site to other local settlements and the South Downs National Park.	The developer is prepared to make a contribution to improving the existing footpath and cycle path links to Barnham. No existing footpaths or cycle paths are lost. The A29 gives direct access to the national park at Slindon and to the coast at Bognor Regis.
H SP1	Transport and movement	The construction of a footbridge over the railway line and enhancements of the main street in Westergate	It will be many years before any A29 realignment takes place. Villagers are not in favour of the level crossing closing even if the realignment does take place. In the meantime the proposal includes a right turn lane for cars heading North from the crossing. This will prevent cars turning right into Orchard Gardens from blocking traffic heading North over the crossing. It should therefore increase the number of cars that can get over the crossing at times of peak traffic flow and frequent trains. This could help reduce queuing and pressure for the crossing to be closed.

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H SP1	Transport and movement	Any necessary Improvements to the B2233 and contributions to improving the environment of Barnham village centre	The proposal is for a modest number of dwellings close to Bognor Regis. It includes making a highway contribution by adding a right turn lane and a contribution to improving cycle and pedestrian access to Barnham. There seems little need to contribute to any improvements to the B2233 or to Barnham Village Centre.
H SP1	Transport and movement	Provision of an east-west route that will join the existing A29 route to the new A29 route and continue eastwards to Barnham Railway Station. This route will provide access to Barnham village centre and railway station for pedestrians and cyclists	The BEW Consortium masterplan shows the east-west route to Barnham running east of the A29 junction with Meadow Way approximately 400m north of Orchard Gardens. This would make the journey to Barnham Station about 2.5km.
H SP1	Transport and movement	. Residential development shall be linked to local employment (existing and proposed) along with local services and facilities (existing and proposed)	The site is well located for the village facilities and access to Enterprise Bognor Regis down the existing A29
H SP1	Transport and movement	Access to Barnham railway station shall be maximised through the provision of direct and attractive routes to facilitate bus, cycle and pedestrian movement. An assessment shall be undertaken as to the impact of additional development on the parking facilities in Barnham's centre including the railway station car park, it will include methods to improve traffic flow and assess if additional parking spaces need to be delivered and proposals for such spaces to be provided as part of the overall development scheme.	The developer is prepared to make a contribution to improving the existing footpath and cycle path links to Barnham. No existing footpaths or cycle paths are lost. Existing Bus services link to Barnham Station. If the BEWs Masterplan is implemented fully then the new East West route will allow for easier cycling to Barnham Station.
H SP1	Transport and movement	Mitigation measures for western Fontwell roundabout, to address the impact of traffic arising from the overall development of Barnham/ Eastergate/ Westergate.	Proposed improvements to the existing A29 and cycle/pedestrian path infrastructure will mitigate the modest (29 cars per hour peak time) increase in traffic arising from the development. Of those 29 cars only some would use the Fontwell roundabout.

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H SP1	Water and drainage	A comprehensive Sustainable Urban Drainage System (SUDS) will be required which shall include a range of measures including water harvesting and the use of permeable paving. The management of surface water shall be creatively considered in the overall design concept of these lands	The proposal will include a SUD system. Given the ground conditions this will probably involve underground storage. The site is distinct from the remainder of the allocation so has no need to link to a comprehensive system
H SP1	Water and drainage	To upgrade the Lidsey Waste Water Treatment Works (WWTW). The Lidsey catchment area is subject to a Surface Water Management Plan (SWMP). Arun District Council is committed to working with partners to implement measures to improve surface water drainage and reduce the risk of flooding. Development shall be phased in line with the recommendations of the SWMP. It shall connect to the sewerage system at the nearest point of adequate capacity, as defined by Southern Water, and be constructed to minimise surface and groundwater inundation. Where possible, existing foul water drains shall also be connected to the sewerage system. Only foul water will be permitted to discharge to the sewerage system. No surface or groundwater will be permitted to discharge to the foul sewerage system, whether by direct connection, underground leakage or inundation from the surface. The Council will work with Southern Water and impose planning conditions to achieve this objective. Additional wastewater treatment capacity will be required at Lidsey Wastewater Treatment Works, which could be delivered in parallel with development through the water industry's five yearly investment planning process. The Council will work with Southern Water to support delivery of necessary capacity	Foul Water drainage from the proposed development will connect into the existing foul sewer network. The foul water main sewer is located at the head of Orchard Gardens at the site entrance. From here the sewer runs west to Westergate Street where it runs north until Elmcroft Place. There it runs east to join the main sewer running direct south to Lidsey Wastewater Treatment works. Surface Water from the existing site drains to a ditch along the east boundary. The proposed development will have a SUDS scheme. This will be designed to ensure that the 1 in 100 year event storm + 30% climate change allowance does not increase the flow to that ditch. It is envisaged that due to ground conditions an underground storage tank solution might be needed and could be accommodated. This is an Outline Application only. Both foul and surface water drainage will be considered further as part of any detailed application. They can be dealt with by condition at this stage. It is anticipated that Southern Water would suggest the following condition; "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water."
H SP1	Water and drainage	Water mains must be properly connected to the site prior to occupation.	This is standard for any new development and there is no current supply capacity issue for a development of this size.

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H SP1	Water and drainage	A flood risk assessment shall be undertaken and mitigation measures incorporated into any development scheme in line with the approach as set out in the Water Section of this Plan	For Fluvial flooding the site lies within Zone 1 on the Environment Agency indicative flood map. It has a low probability of flooding being <0.1% annual probability of flooding. It is therefore suitable for residential development. Surface water will be dealt with by a SUD system so there will not be any increased floodrisk downstream resulting from the development.
H SP1	Community health education and retail facilities	A new local centre shall be provided, subject to assessment, at the junction of the new A29 route and the proposed east west route north of the railway line. This local centre shall comprise, but not be limited to, a new community centre which shall be phased to be delivered in line with the new development. It could incorporate facilities for Community Transport and Library Services, if demonstrated to be required. A foodstore may also be included at this location to serve the wider area, however any proposal shall be assessed in the context of retail policies in this Plan and on the impact upon existing centres in the area.	As part of the existing village with good access to facilities this development proposal will increase support for those existing facilities. Proper assessment would be needed to determine the effect of a new local centre on the existing identities and facilities of the existing villages. By virtue of its location the development will increase the number of customers for Aldingbourne Stores supermarket/post office in Westergate Street and the Prince of Wales Pub/restaurant. The development therefore supports these Assets of Community Value and the people they employ.
H SP1	Community health education and retail facilities	Provision of one 2 Form Entry Key Stage 1 and 2 School with expansion of existing key stage 3, 4 and 5 provision.	The proposal, whilst within the Site specific allocation, can be considered separately because it is available for immediate development without need for substantial infrastructure improvements prior to occupation. It is close to one Key stage 1 and 2 school and only 1300 m from another currently under capacity. For higher keystage provision there is capacity at the Six Villages academy within the village.
H SP1	Community health education and retail facilities	Expansion of the existing GP surgery provision and the provision of a new dentist surgery, if demonstrated to be required.	There are plans for the existing GP surgery just 2000m away to be expanded. Contribution to health services are provided for in the Heads of Terms for a section 106 agreement.
H SP1	Contributions sport and leisure provision	Contributions sport and leisure provision	Existing sports and leisure facilities in the Westergate are at Aldingbourne Community Sports centre and Six Villages Sports centre which are 1100m and 1300m away by foot. This proposal, by virtue of its location, will provide additional users for these facilities rather than generate demand for new facilities.

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H SP1	Landscaping and open space	Provision of open space throughout the overall development site to include parks and gardens, natural and semi-natural green space, amenity green space, children's space, young person's space and allotments. This would, in particular, include an area of informal parkland and water bodies focused around the Lidsey Rife river valley which could include a country park, orchards, allotments and attractive walking and cycling facilities. A green-ring (an undeveloped corridor of formal and informal open spaces) for pedestrians and cyclists shall be provided around the entire development to create a healthy environment and improve access to facilities. This infrastructure shall be phased in line with construction of the overall site.	The proposal provides open space that can be used by both the new residents of the development and the existing occupiers of Orchard Gardens and Woodgate Park. Woodgate Park in particular has no open play space for the many children that live there. The proposal does not conflict with provision of a green ring using the Rife valley.
H SP1	Landscaping and open space	A landscape visual impact study shall be undertaken and the design of any proposed scheme shall have regard to this study. Capacity for development varies throughout this broad development area with typically low to medium capacity in the south, medium capacity in the north and medium to high capacity in the west.	In the 2006 HDA Landscape Study the site is identified as being in the Westergate Eastern Fringes, Landscape Character Area (LCA) 14. LCA14 is assessed as having limited scenic beauty, slight landscape value and low/medium capacity for development. It is assessed as having substantial sensitivity because it, along with Westergate/Barnham Coastal Plain LCA17, forms the separation between Westergate and Barnham. The proposed site is adjacent to the existing built up area and is screened from the surrounding countryside by an existing tree line and ditch along the eastern boundary which are to be retained. The site is therefore suitable for development in landscape terms; it is distinct from the countryside by virtue of its eastern boundary, it does not affect LCA17 which remains as separation between the villages, it does not affect views into or out of the National Park. The study suggests the site is suitable for development with access off Orchard Gardens, subject to protection of boundary vegetation.
H SP1	Landscaping and open space	Each of the three villages has a unique character and the separation of these settlements shall be conserved as part of any proposed development scheme. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233.	The proposal does not affect the separation of the villages. It is well away from where Westergate and Eastergate built up areas meet.

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H SP1	Landscaping and open space	Existing mature vegetation shall be retained, where possible, and complement and enhance development proposals. Landscape enhancements around the villages and particularly on their approaches shall be incorporated into the overall proposed development scheme.	The proposal retains the mature vegetation along the east boundary. It is not visible from the approaches to the village.
H SP1	Landscaping and open space	A mix of semi-mature and mature trees shall be incorporated into the overall proposed development scheme. In particular, the management of any existing woodland shall be promoted. Significant views of the South Downs and local features shall be incorporated into the overall design proposal	The existing tree screen along the Eastern Boundary forms natural separation from the wider countryside beyond. In future it could be used as a wind screen to allow the establishment of a woodland area to the east as part of a wider area landscape plan to provide more trees and enhance biodiversity.
H SP1	Noise	An noise report, in line with Policy QE DM1 and Annex 1 of the Sussex Planning Noise Advice Document, will be required taking account of the First Priority Location at the railway line that runs through Barnham; and	The site is separated from the railway by existing housing and mature vegetation. The illustrative layout shows how the two storey housing closest to the railway line is at right angles to it to minimise any noise.
H SP1	Noise	Where applicable, a scheme of adequate mitigation measures, including provision of suitable and adequate external amenity space, is agreed with the Local Authority.	This is a matter for the larger masterplan rather than this small part of it.
H SP1	Ecology	An ecological survey of the site shall be carried out and an Environmental Impact Assessment shall be prepared. TPO 1/04 shall be suitably incorporated into the design proposal for these lands.	The proposal does not affect any of the trees TPO 1/04. An Ecological survey of the site has been carried out. Development on this site does not conflict with the Green Infrastructure Study and Habitats Regulation Assessment carried out as part of the Local plan preparation.

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H SP1	Ecology	Any development scheme would be expected to deliver biodiversity enhancements, including those associated with the provision of new green infrastructure	The proposal does not affect the biodiversity corridor along the rife which is an integral part of the BEW Masterpan.
H SP1	Heritage	Delivery Proposed development schemes shall have regard to the sensitive nature of the Conservation Area to the north of the site.	The proposal is not within the vicinity of the Conservation Area.
H SP1	Heritage	Where any developments are proposed on or in close proximity to any of the scheduled ancient monuments listed in Table 16.1 Scheduled Ancient Monuments or where any development is proposed on a site which has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record), an archaeological assessment must accompany planning applications that are submitted. Reference should be made to Section 16.7 of this Local Plan in order to determine the form of assessment that may be undertaken. Where archaeological evidence is found, the design of the proposed development shall take account of this and measures shall be put in place to preserve either in situ or record the area(s) of archaeological importance.	The proposal is not on or in close proximity to any scheduled ancient monuments. There are no HER points within the site or within 500m. There are no existing buildings or physical features on site to suggest any prior use other than agriculture/horticulture. There is no cartographic evidence of any historic buildings or uses other than agriculture/horticulture. As with all land in this part of the coastal plain, and further afield, there is the potential for prehistoric remains but there is nothing to indicate that these would be significant. If the LPA on consultation with WSCC Archaeologists consider that that there is any significant archaeological interest that might be harmed by residential development then a condition requiring a pre construction archaeological survey would be appropriate.