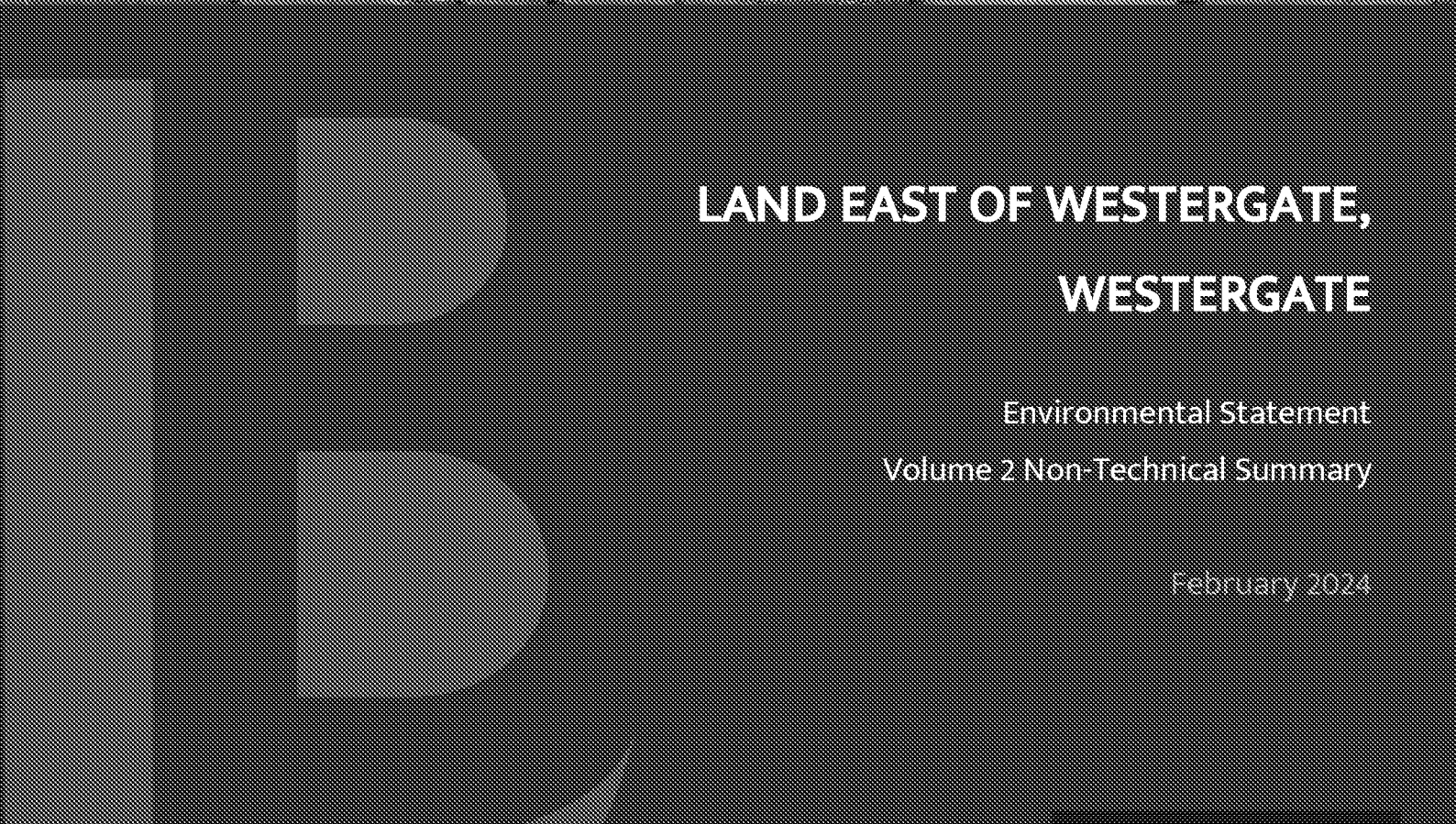


An aerial photograph showing a rural landscape. In the foreground, there is a large, irregularly shaped field with a light-colored, possibly sandy or silty, surface. To the right of this field, there is a dense, dark forest. In the background, a small cluster of buildings, including what appears to be a church with a steeple, is visible. The overall scene is captured in a black and white, halftone-style image.



LAND EAST OF WESTERGATE, WESTERGATE

Environmental Statement
Volume 2 Non-Technical Summary

February 2024

MANAGEMENT CONSULTING

LUKEN  BECK

Management | Development | Planning

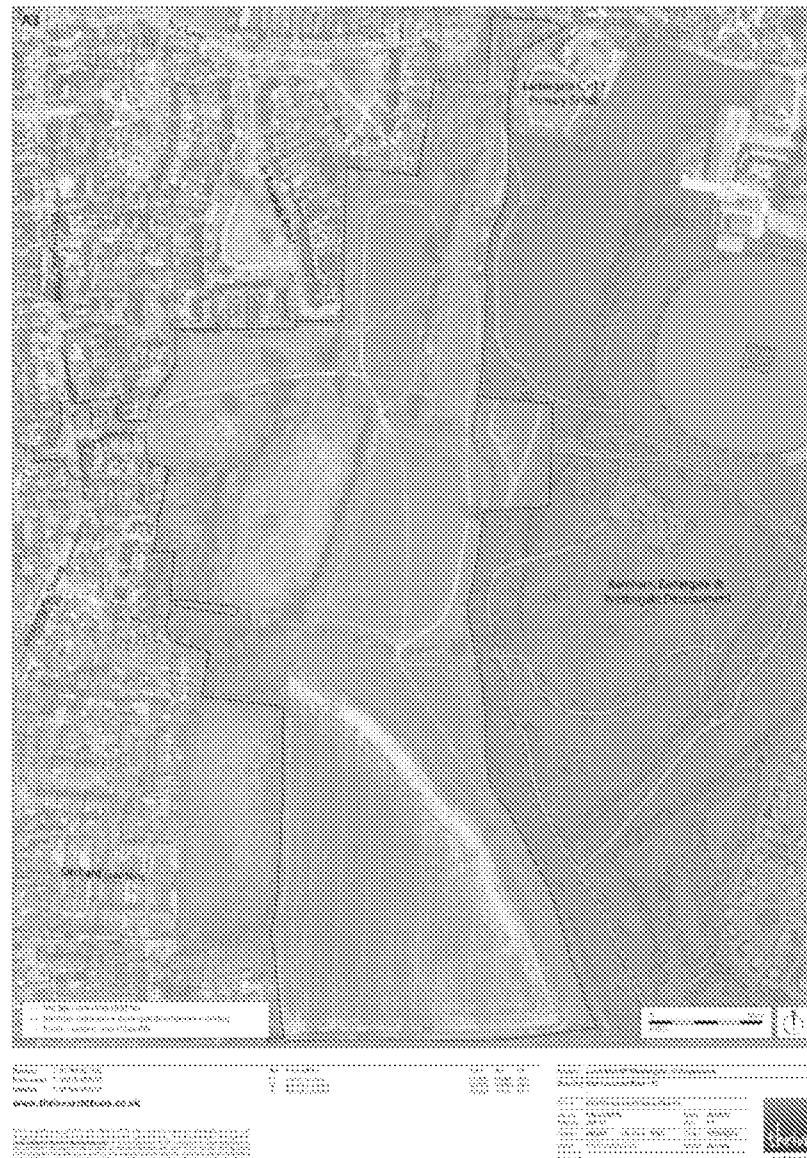
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1 Introduction

An Environmental Statement has been prepared which assesses the likely significant environmental effects of the proposed development of the land east of Westergate and accompanies a hybrid planning application that has been submitted to Arun District Council, on behalf of CALA Homes (South Home Counties) Ltd.

Figure 1.1: Site Location Plan



The site forms part of the wider Barnham/ Eastergate/ Westergate strategic housing site (SD5) set out at Policy H SP1 of the adopted Arun Local Plan 2011-2031. The requirements for this strategic allocation are set out at Policy H SP2c, which includes that “this allocation is located around the small settlements of Barnham Eastergate and Westergate. This Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031)”.

The proposals have been the subject of a significant level of engagement with the local community, with leaflets distributed to around 600 households local to the site which provided information about the proposals and invited feedback on the scheme ahead of it being finalised. A presentation about the scheme has also been made to Aldingbourne Parish Council, where feedback and questions could be raised and pre-application discussions have also been undertaken with Officers at Arun District Council. The proposals have evolved to take account of feedback received and respond to the comments made.

2 Site and Surroundings

The site is located within Aldingbourne Parish and borders the Parish of Barnham and Eastergate on its eastern boundary. It is defined by the built edge of Westergate, with residential properties in Pine Close, Old School Place and Elmcroft Place accessed that are accessed off Westergate Street (A29) located to the west of the site and the residential properties in St Richards Road to the north. To the south of the site is the railway line and the Lidsey Rife is located to its eastern boundary.

The site is irregularly shaped and measures around 19.35 hectares. It is a largely open area of land that is in agricultural use, with existing trees and hedgerows and accommodates existing Public Rights of Way.

Figure 2.1: Aerial Image of the Site



3 The Proposals

The planning application seeks hybrid consent, with full permission sought for the site access off Westergate Street and through Pine Close; east-west link road through the site, including a bridge over the Lidsey Rife and associated works and outline permission with all matters reserved (except for access) for up to 400 homes and associated works.

Figure 3.1: Indicative Site Layout Plan



Figure 3.2: Access and Movement Parameter Plan

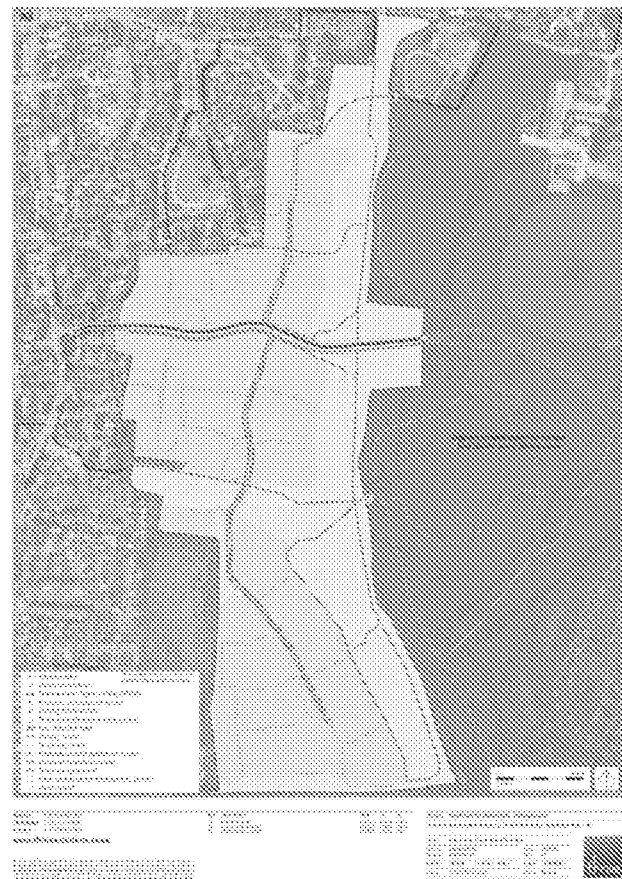
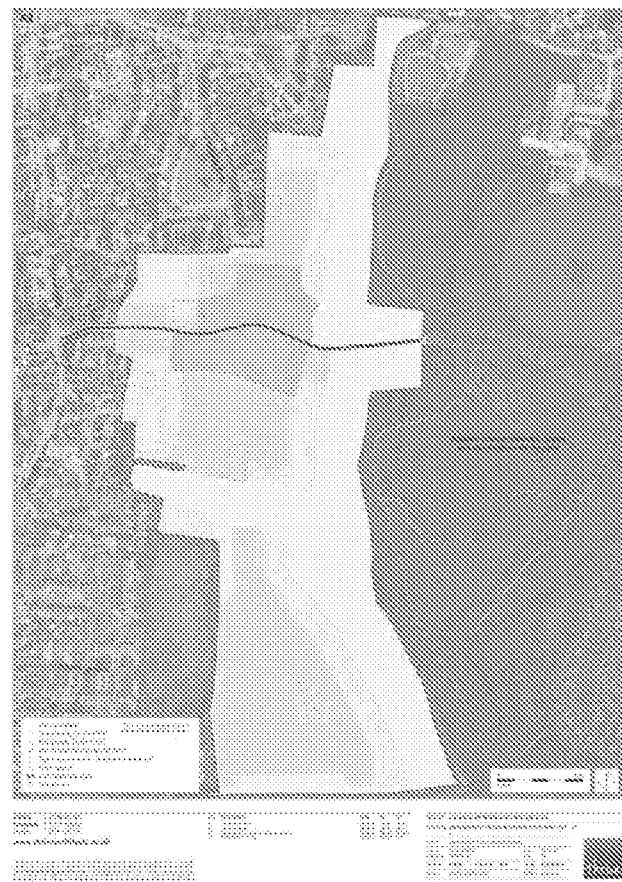


Figure 3.3: Density Parameter Plan



[illegible]

Legend

- High-Speed Rail Route
- Stations
- Interstates
- State Routes
- County Boundaries
- City Boundaries
- Water
- Topography

Scale

0 10 20 30 Miles

North Arrow

Map Data

Source: U.S. Department of Transportation, California High-Speed Rail Authority

Map Title

California High-Speed Rail Route Map

Map Date

2008

Map Version

1.0

Map Author

California High-Speed Rail Authority

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Alternatives Considered

A range of different alternatives to the proposals have been considered, including the 'do nothing' option. The Local Plan Inspector has already confirmed the acceptability and sustainability of the development of the site and to 'do nothing' would mean that the site will contribute nothing towards the three objectives to sustainable development and will not result in the potential benefits arising from the proposed housing, including facilities and open spaces or deliver the District's growth aspirations set out in the Local Plan or help to meet the District's housing land supply.

The illustrative layout and parameter plans were developed with regard to site's opportunities and constraints and the principles contained within the BEW Framework masterplan that was endorsed by Arun District Council in November 2020 and the location of the housing and open spaces has been influenced by potential landscape impacts and also to avoid any areas of flood risk and ecological sensitivity, to respect existing vegetation where possible (especially veteran trees) and the setting of heritage assets.

4 Environmental Impact Assessment

Environmental Impact Assessment (EIA) is required for developments that have the potential to have significant environmental effects. The need for EIA is derived from the European Union Directive on the "assessment of the effects of certain public and private project on the environment" (EU Directive 2014/52/EU), which has been incorporated into UK legislation by the latest version of the EIA Regulations, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Schedule 1 developments are those identified in the Schedule 1 of the Regulations where EIA is mandatory.

Schedule 2 developments are those developments identified in Column 1 of the table in Schedule 2 of the Regulations where "any part of that development is to be carried out in a sensitive area; or... any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development". EIA is required for any Schedule 2 development that is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

The development proposal falls within column 1 of Schedule 2 of the EIA Regulations which relates to 'Infrastructure Projects', with development 10(b) relating to "urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas".

The site exceeds the indicative threshold of 0.5ha identified for urban development projects in the EIA Regulations where a development can be Screened to determine the need for EIA. It was accepted however that the proposals are EIA development.

A request for a Scoping Opinion for the proposals was submitted to Arun District Council in June 2022 and a Scoping Opinion was adopted by them on 21st November 2022 that confirms the extent of the EIA and information to be presented in this ES.

The Environmental Statement has been prepared by a team of specialist consultants. This is the non-technical summary of the information contained within the Environmental Statement.

5 Transportation

A full Transport Assessment has been prepared to support the application; the results of which are summarised in the ES Chapter. The chapter assesses the traffic impact of the Proposed Development on key local junctions and roads.

This ES chapter has provided an assessment of the impact of the proposed development on users of the highway and transport network within Westergate and surrounding area using industry standards guidance for the environmental assessment of traffic associated with new developments. The assessments have identified that only two locations will experience discernible environmental effects as results the proposed development.

The first is the A29 Westergate Street north of the proposed development, which will experience detrimental impact on pedestrians and cyclists as a result of increases in traffic flow and an increase in traffic delay associated with the proposed site access junction. The impact is however mitigated by the proposed junction, providing improved pedestrian crossing facilities along the A29. In providing the western end of the East-West link road, it will also facilitate a long-term reduction in traffic flows along the A29 Westergate Street by providing a connection from the proposed development to the realigned A29. Until the full A29 realignment is complete however, the bridge over the Lidsey Rife will act as a pedestrian, cycling and bus only link into the wider strategic site, thereby prioritising trips by non-car modes and preventing through traffic.

The second location to experience a detrimental impact is Pine Close, where this forms part of the proposed access junction and connection into the proposed development. These impacts relate to increases in traffic in comparison with very low baseline flows. The impact on pedestrians and cyclists however is mitigated by the provision of a new footway on Pine Close, improved cycle facilities and provision of signalised pedestrian crossings on the site access. The proposed development will also upgrade a number of existing public rights of way and permissive paths within the site for the community to use as alternatives to the A29.

The proposals will also implement a Travel Plan to prioritise pedestrian, cycle and public transport usage and reduce car trips generated by the development.

6 Landscape & Visual

The site is located within Landscape Character Area SC9 Chichester to Yapton Coastal Plain. The site is not subject to any statutory or non-statutory landscape designations and the site is considered to be of medium-high landscape value, with medium susceptibility, resulting in a medium-high sensitivity.

The study area is closely associated with the viewpoints, with visibility reducing to the east and south. The two longer distance views at Nore Folly and Hainaker Windmill are sufficiently distant that the site is difficult to identify. The study area is considered to be relatively uniform and possessing some heritage assets and is therefore considered to be of medium value, with medium susceptibility, resulting in a medium sensitivity.

The site is reasonably well contained within the landscape. Visibility is limited by residential properties to the west and north. The land to the east is gently rolling with some visual cut off longer distance views toward Barnham.

Overall it is considered that there would be a moderate adverse effect on landscape receptors arising from the completion of the proposed development, with impacts sought to be mitigated by the proposed landscape scheme. This effect is localised and focused principally on the site itself and immediate environs within approximately 500m of the site boundary.

The majority of those viewpoints within or on the boundary of the site are predicted to experience adverse effects moderate or moderate–major significance. Viewpoints to the east would experience a reducing degree of effect, and are predicted to experience adverse effects of minor significance. No effect is predicted on the most distant views.

7 Ecology

The site is not located within a sensitive area, as defined by the Regulations and does not contain any protected habitat, with the closest sensitive area being the Singleton and Cocking Tunnels Special Area of Conservation (SAC). An updated Preliminary Ecological Appraisal (PEA) of land east of Westergate to identify any potentially important ecological features that may be affected by the proposed development. As part of this assessment, the following surveys were undertaken:

- Data request submitted to the Sussex Biodiversity Records Centre (SxBRC)
- Habitat survey assigning UK Hab types
- Preliminary Roost Assessment (PRA) of trees on site

The following important ecological features were identified on site following the conclusion of the above survey work and may be subject to adverse impacts in the absence of suitable mitigation / compensation:

- Confirmed presence of foraging and commuting bats (including Barbastelles (*Barbastella barbastellus*) and Bechstein's Bat (*Myotis bechsteinii*))
- A Common Pipistrelle (*Pipistrellus pipistrellus*) and Soprano Pipistrelle (*Pipistrellus pygmaeus*) summer day roost within one retained tree
- Confirmed low populations of Slow Worms (*Anguis fragilis*) and Common Lizards (*Zootoca vivipara*)
- High potential for foraging and commuting Badgers
- Confirmed presence of Birds of Conservation Concern (BoCC)
- Moderate – high potential for Hedgehogs
- Low potential for riparian mammals

In the absence of any mitigation measures, the proposed development is anticipated to result in certain adverse effects, including:

- Moderate adverse impact to habitats through habitat loss and damage via construction activities
- Major adverse impact to bats of regional value through habitat loss, light pollution
- Moderate negative impacts to reptiles from habitat loss
- Major negative impacts to nocturnal mammals from increased lighting

- Adverse impact to nesting and breeding birds from habitat loss
- Significant adverse Impact to Water Voles through habitat loss and potential pollution incidents
- Minor negative impact to invertebrates from habitat loss

Suitable avoidance and mitigation measures have however been designed into the development to address the potential impacts and ensure residual impacts are unlikely. Mitigation measures outlined within the document include the following:

- Habitat retention, outside of development areas
- Dark corridors for bats
- Lighting strategy for bats
- Reptile mitigation strategy
- Precautionary measures for nesting and breeding birds
- Tree protection fencing

Based on the above, it is concluded that the development proposals will not have any significant ecological impacts.

8 Air Quality

An air quality assessment has been undertaken to determine the potential effect of the scheme on local air quality during both the construction and operational phases. The baseline air quality conditions for the area the Scheme falls within are good overall and there are no Air Quality Management Areas (AQMA) within the District.

For the construction phase, a qualitative assessment of the potential impacts on local air quality from construction activities has been carried out for this phase of the Scheme using the IAQM Construction Dust guidance assessment methodology. This identified that overall there is a High Risk of dust soiling impacts and a Low Risk to human health due to increases in particulate matter concentrations as a result of construction activities. However, through good site practice and the implementation of suitable mitigation measures that will be controlled by the site's Construction Environmental Management Plan (CEMP), the impact of dust and particulate matter less than 10 micrometres in diameter (PM10) releases would be significantly reduced. The residual effects of dust and PM10 generated by construction activities on air quality are therefore negligible and not significant. The NRMM and associated plant equipment which will be used for the Scheme will have a negligible effect on local air quality during the construction phase.

In addition, a quantitative assessment of the potential impacts of the operational phase of the Scheme was undertaken using ADMS-Roads dispersion modelling software to predict the changes in Nitrogen Dioxide (NO₂), PM10 and particulate matter less than 2.5 micrometres in diameter (PM2.5) concentrations that would occur due to traffic generated by the Scheme.

The results show that the Air Quality Standards (AQS) for NO₂, PM10 and PM2.5 will be met at all assessment receptors in 2038, the anticipated opening year of the Scheme, both without and with the scheme in operation. The predicted changes in NO₂, PM10 and PM2.5 concentrations as a result of the operation of the Scheme are all equal to or less than 3% of the relevant AQS and total concentrations are <75% of the AQS. Therefore, according to the assessment significance criteria, the residual effects will be negligible and not significant. The concentrations at

future receptor sites in the 'with Scheme' scenario are predicted to be very low for NO₂, PM₁₀ and PM_{2.5}. Further to this, mitigation measures have been identified and provided as per the construction dust assessment undertaken and applicable guidance's.

The cumulative effects of the Scheme and locally committed developments will also be negligible for both the construction and operational phases.

Based on the above, it is considered that the development proposals comply with national and local policy for air quality.

9 Noise & Vibration

A noise and vibration assessment has been undertaken to determine the potential effect of the scheme both during the construction and operational phases and recommendations have been made for appropriate management of noise and vibration during the construction period. The impact of changes in levels of traffic noise due to the development (along with other committed developments) has been determined and where necessary, recommendations have been made for mitigation measures.

Baseline conditions have been determined at the site by noise measurement. The future baseline conditions for the assessment of road traffic noise have been assessed based on traffic flow data from the project transport consultants.

The effect of construction activities are considered to be minor adverse in the short-term. Construction vehicle movements will have a negligible temporary effect, with no effects from future vehicle movements associated with the development. A CEMP will be developed to ensure that construction noise levels are minimised and target compliance with relevant national and local standards/guidance.

The detailed design of the development will incorporate noise mitigation measures, including a noise barrier to the southern site boundary and appropriate specification of the proposed dwellings' façade to provide suitable internal and external noise levels for future occupiers.

Suitable management of construction vehicles and construction noise and vibration, with the proposed mitigation measures, will result in a negligible residual effect.

Implementation of the proposed mitigation measures will result in a potential minor adverse significance and negligible effect.

10 Built & Heritage

A heritage and archaeological assessment for the site has been undertaken, this has confirmed that the site is not located within a conservation area and does not contain any listed buildings or other features of recognised heritage importance, although there are listed buildings and two conservation areas within the study area.

Consideration has been given to potential impact of the proposed development to the two conservation areas and other built assets. The Eastergate Conservation Area has a generally urban character with a close-knit grouping of buildings of various styles and ages fronting the main roads reflecting the historic development of a village at a road junction. The proposed development will have no impact on the fabric or setting of any built asset within The Square Conservation Area and there will be nil impact to the settings of any built asset within The Square Conservation Area.

The Church Lane Conservation Area will retain the characteristics of a rural agricultural settlement based on the manor House [C16th] St Georges Church [Norman] and farm buildings. The attractiveness of individual buildings and their grouping a variety of brick and flint walling and boundary hedges contribute to the special character of reviewed conservation areas. The substantial and significant provision for 'buffer zone' landscaping contained within the application will protect and maintain and protect these characteristics.

The site is not located within an area of archaeological significance and a desk based assessment has been undertaken and the results of a geophysical survey has been reviewed and it is not considered that the site holds significant archaeological potential, although it is likely that a standard planning condition for further site investigation would be attached to any permission. This approach will follow current Sussex archaeological standards for site investigation and reporting to enhance the existing database for archaeology within the site area / region and allow construction of more accurate predictive models for similar sites to be made.

A review of other applications for the strategic allocation suggests significant development within the wider area. It is considered that the substantial provision for buffer corridor areas to the east of the application site however will allow for and maintain extensive and protected 'open views', and potentially enhance public access to appreciate these views, from and towards the Church Lane Conservation Area.

The assessment has concluded that the proposed development would not have any significant impacts on archaeology or built heritage.

11 Water Environment, Flood Risk & Drainage

A water and drainage environment assessment has been undertaken to consider the potential effects of the proposed development on the water and flood risk.

The site topography comprises a level field system, elevated above shallow valley areas and areas of flood plain, which are shown on the Environment Agency flood risk map as following the Lidsey Rife and the Westergate Stream. Most of the site falls within Flood Zone 1 (low risk), with areas of flood risk being located within the site following, following the Westergate Stream and Lidsey Rife.

The potential effects that were identified during the construction phase area:

- Increased flood risk associated with temporary works within fluvial and surface water flood zones;
- Increased pollution of surface water and groundwater features;
- Increased sediment of surface water features due to surface erosion; and
- Affecting the integrity of the existing drainage and foul system.

The potential effects that were identified during the operational phase were:

- Increases flood risk to the Proposed Development including people and property beyond the scheme;
- Polluted surface water runoff containing silts and hydrocarbons that may migrate or be discharges to surface water features or groundwater resources via the new road surfaces and highway drainage systems; and
- Effect on the current limited capacity of the foul system.

A temporary drainage solution will be put in place at the construction phase as a mitigation measure to manage/control the flows off site, the risk of flooding and pollution events during construction.

A CEMP will also be in place during the construction phase as additional mitigation with measures to prevent both chemical and physical contaminants entering the surface water and groundwater bodies, with any fuel storage areas being located outside of the flood risk area and appropriately bunded.

At the operation phase, a drainage strategy will be put into place as part of the scheme design to ensure that there are no detrimental effects from flood risk or degradation of receiving waterbodies. The general principles applied for the Proposed Development will be to control surface water run-off using suitable Sustainable Drainage Systems (SuDS) in accordance with relevant policy and guidance.

All development has been placed outside Flood Zone 3 and the 1 in 100-year plus 36% (increases in flows) for climate change, to ensure that the development does not increase the risk of fluvial flooding on site or downstream. Floor levels should be set a minimum of 150mm above finished external levels to minimise the risk of water intrusion, thereby increasing resilience in line with standard building regulations.

Following the implementation of appropriate mitigation measures, the proposed development will not result in any adverse significant residual effects on the water environment.

12 Socio-Economics and Human Health Impact Assessment

A socio-economic impact assessment of the proposed development has been undertaken which covers the settlements of Westergate, Eastergate, Barnham and Bognor Regis, and a Wider Zone of Influence (composed of the local authority area of Arun District).

The construction phase of the Proposed Development will offer a number of economic benefits in terms of jobs created and construction gross value added (GVA). The construction phase is anticipated to create 547 construction jobs or 84 full-time jobs per annum over the anticipated 6-year build period. Furthermore, the construction expenditure is forecast to generate a total of £33.7m GVA across the build period.

During the operational phase, additional local spend associated with residents of the Proposed Development is expected to create demand for 9 new retail jobs and 17 new leisure jobs in the local area. This will generate a total operational GVA of £7.2m.

During the construction phase, a Construction Partnership agreement will be established to assist in ensuring that local residents can take advantage of employment opportunities in construction of the Proposed Development where possible.

A Construction Environmental Plan and a Construction Transport Management Plan will also be established to protect the environment, amenity and safety of the area local to the Proposed Development.

During the operational phase, a Travel Plan will be established and implemented to encourage sustainable modes of travel.

A number of developments have been identified in terms of relevance to assessing cumulative impact, as determined through the scoping report and discussions with the Council. Including the Proposed Development, the cumulative sites are expected to provide a total of 2,964 new dwellings in the local area, and are expected to generate 151 new direct jobs.

During the construction phase, the Proposed Development is considered to have a minor-neutral beneficial impact on the receptors of employment and the labour market, unemployment, qualifications and skills and social and recreational facilities. On all other receptors the Proposed Development is expected to have a negligible impact.

During the operational phase, the Proposed Development is considered to have a moderate beneficial on the receptor of housing, a minor-neutral beneficial impact on the receptors of population, deprivation, employment and the labour market, unemployment and social and recreational facilities. On all other receptors the Proposed Development is considered to have a negligible impact.

13 Ground Conditions & Contamination

A baseline was established to understand the site's conditions. This assessment involved reviewing various sources of data, including historical maps, information about groundwater and water flow, historical records on soil, details about groundwater usage, geotechnical information, flood risk data, potential risks from unexploded ordnance, the history of land use (industrial, commercial, agricultural), and risks related to gases like radon. This comprehensive review of baseline data is essential for making informed decisions about the proposed development's environmental impact.

Based on information collected during the preparation of the report dated September 2021, including a preliminary conceptual site model and chemical analysis from an intrusive investigation indicated that no tested substances in the soil exceeded the recommended soil guideline values. These values were compared against the standard guidance for a 'Residential with homegrown produce' land use, and they fell within acceptable limits.

The construction and post-construction phases of this proposed development have the potential to impact the environment in several ways:

- **Potential Pollution Incidents:** There's a risk of pollution incidents occurring during construction, including releasing contaminants or mobilising existing land pollutants, which can harm the environment.
- **Groundwater Interruption:** Construction activities may disrupt existing groundwater patterns, potentially affecting the availability and quality of groundwater resources.
- **Surface Water Flow Interruption:** Changes to the landscape during construction can interrupt surface water flows, potentially leading to drainage issues and impacts on aquatic ecosystems.
- **Soil Erosion:** Disturbed soil can be vulnerable to erosion, especially during and after construction. This can result in sedimentation in nearby water bodies, negatively impacting water quality.
- **Water Quality Concerns:** Stormwater runoff from newly constructed areas can carry pollutants and contaminants into water bodies, posing risks to aquatic life and drinking water sources.
- **Waste Generation:** Construction activities generate waste materials, both during and after the construction phase. Proper disposal or recycling of these materials is essential to prevent environmental harm.

Careful planning, responsible construction practices, and adherence to environmental regulations and best practices are crucial to mitigate these potential impacts. This will help ensure that the development proceeds in a way that minimises harm to the environment and protects both natural ecosystems and public health.

To address these potential issues, there are effective mitigation measures that can be put in place. These measures include:

- **Design Considerations:** Designing storage areas for stockpiling fuels and hazardous materials away from watercourses and flood-prone areas, which will significantly reduce the risk of spills and leaks contaminating nearby soils and water bodies.
- **Controlled Excavation:** During excavation, strict control and management of waste materials are essential to prevent any uncontrolled release of contaminants into the environment. This involves careful handling and disposal of materials to minimise the risk of pollution.
- **Proper Disposal:** Any excess materials excavated from the site should be disposed of in accordance with the Waste Acceptance Criteria (WAC) classification under the Landfill (England and Wales) Regulations 2002. This ensures that materials are disposed of in a manner that minimises environmental impact and complies with regulatory standards.

By implementing these measures, the potential negative effects on the environment, public health, and property can be significantly reduced, promoting responsible construction practices and safeguarding both the natural surroundings and the well-being of communities.

Following the planned mitigation measures, any remaining impacts on the construction workers and the public are expected to be minimal. Likewise, when it comes to the environment—soils, groundwater, and nearby water bodies—the planned mitigation measures are designed to keep any remaining effects extremely low.

For the people who will occupy the site, these measures are expected to have minor positive effects, making it a safer and more environmentally friendly place.

By incorporating well-suited techniques and design solutions in the development, the development will ensure that no pathways are formed to reach sensitive controlled water receptors. As a result, any lingering effects on these areas are likely to be negligible.

14 Minerals

The land has been designated as within a Mineral Safeguarding Area (MSA) and Mineral Consultation Area (MCA) for Sharp Sand and Gravel as defined in the West Sussex County Council (WSCC) Joint Minerals Local Plan (JMLP), July 2018 (Partial Review March 2021). MSA's are defined to protect finite mineral resources from sterilisation by surface developments.

A Minerals Resource Assessment (MRA) is required under the JMLP Policy M9 to determine the extent and nature of the safeguarded mineral deposit and, if present, to assess the viability and practicality of prior extraction of the mineral. It is concluded that there is no need for new sites to come forward during the plan period up to 2033.

There are no permitted or proposed mineral extraction sites within close proximity of any of the sites that might be affected by the scheme. Current local planning policy and local aggregate assessments report that there is no need for new sites to come forward during the plan period up to 2033.

An MRA has been undertaken to assess the potential of the proposed development to sterilise safeguarded mineral deposits within West Sussex. The MRA has concluded that no economically viable mineral has been identified within the site and there is not considered to be any conflict with the relevant mineral policies.

15 Climate Change & Resilience

An assessment has been undertaken of the potential effects of the Development on climate change. This includes the effects of the Development on climate change (climate change mitigation) and the vulnerability of the Development to climate change (climate change adaptation/resilience).

Construction of the Development is likely to result in emissions of Carbon Dioxide (CO₂) from upfront and in-use carbon. Effects from construction transport emissions are anticipated to be Minor Adverse and not significant in comparison to the baseline.

Indicative results based on operational vehicle projections for traffic modelling scenarios for 2031 indicate the Development, committed developments and wider growth will result in an uplift of 7,778 vehicle trips per day for the chosen road links. In total, the uplift in vehicular trips represents 3,142.71 tCO₂e/year of vehicular emissions locally. Following embedded and additional mitigation, residual effects from operational transport are considered to be Minor Adverse and not significant.

The implementation of the energy hierarchy for the Development will comprise demand reduction measures. Dwelling heat and hot water demand will be met by low carbon technology using measures such ASHP or solar PV. These measures will reduce operational energy emissions below the Part L baseline by 70% and render the Development net zero carbon ready. This will result in a Minor Adverse effect, which is not significant.

The removal of existing vegetation on-site will reduce the carbon sequestration potential of the Site by 26.45 tCO₂e/year. As planting matures new and existing planting be able to sequester more carbon, resulting in a Negligible effect which not significant.

Projections for the 25km grid square where the Site is located project that summers are going to get drier and hotter, whereas winters will get wetter and milder. The Development is host to receptors of varying sensitivity to climate change, such as future users, infrastructure, the natural environment and flood risk.

Following embedded and additional mitigation measures, residual effects from climatic changes on future site users, infrastructure, the natural environment, and flood risk are not significant.

16 Conclusions

The Environmental Statement accompanies a hybrid planning application that has been submitted to Arun District Council for the development of land east of Westergate with the development site access off Westergate Street and through Pine Close; east-west link road through the site, including a bridge over the Lidsey Rife and associated works and outline permission with all matters reserved (except for access) for up to 400 homes and associated works.

It has been demonstrated that the proposed development is necessary in order to help deliver the wider Barnham, Eastergate, Westergate strategic housing allocation, including the delivery of the links with the wider strategic site. This development will also help to meet an identified shortfall in housing to assist in meeting the District's housing land supply.

The proposals have been prepared in consultation with the community and other key stakeholders, with feedback on the proposals. Pre-application discussions have also been undertaken with Officers at Arun District Council.

As part of the development process a range of alternative sites have been considered and approaches to the development of the site, to select the preferred development strategy. As part of this process a range of alternative development options, layouts and construction methodologies have been considered to minimise impacts on the environment, with mitigation measures designed into the schemes wherever required.

A range of technical issues have been considered and assessed within the Environmental Statement, with appropriate forms of mitigation identified where necessary. It has been concluded that with the mitigation the proposals are unlikely to have any significant environmental impacts either alone or in combination with other development proposals.



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