



Photo 6. View looking north east towards Orchard Park caravan park



Photo 7. View looking east from central rife/hedgerow



Photo 8. Western boundary along the Lower Bognor Road looking north



Photo 9. Polytunnels in the north of the Site Allocation



Photo 10. View across Site Allocation looking east

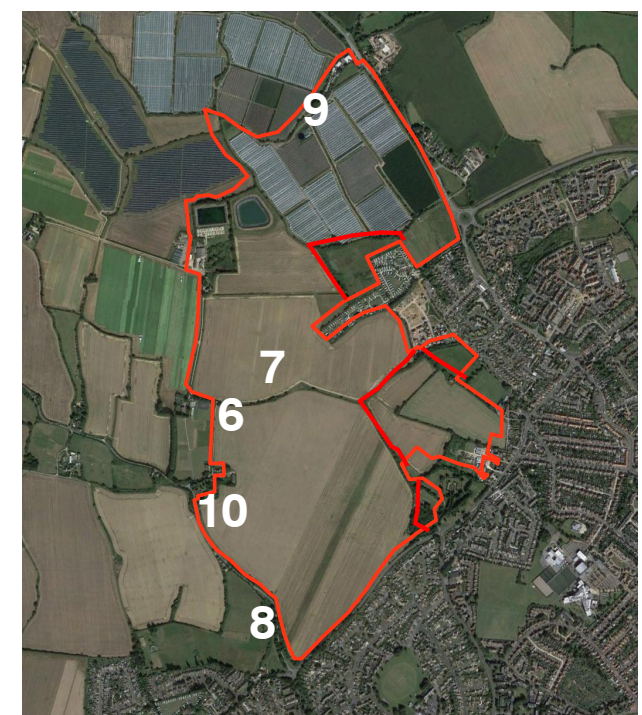


Fig 5.3.3 Key plan of photographs

5.2 Site Characteristics

5.2.3 Site Boundaries

- North boundary**
- Agricultural fields with polytunnels
 - Yeomans Honda car showroom
 - Primrose Cottage Boarding Kennels and Cattery

- North-west boundary**
- Agricultural fields
 - Park Farm
 - Reservoirs

- West boundary**
- The Hamlet of Lagness
 - The Grade II Listed Morells Farm
 - Old Forge Chapel B&B
 - Agricultural fields

- South-west boundary**
- Lower Bognor Road (B2166)
 - Agricultural fields

- North-east boundary**
- The Bognor Road (A259)
 - Recycle Southern Ltd Skip and Grab Hire (immediately opposite on the A259)
 - Existing housing on Babsham lane

- East boundary**
- Orchard Park Caravan Site and existing housing south of Loats Lane
 - Linden Homes development
 - Willows Edge development south of the North Bersted Bypass
 - Existing housing along Newbarn Lane and Winston Crescent
 - Jubilee Recreation Ground and Bersted Village Hall
 - Chalcraft Hall Care Home, City Irrigation and existing housing fronting Chalcraft Lane
 - Chalcraft lane Cemetery

- South-East boundary**
- Chalcraft Lane and existing housing backing onto Chalcraft lane



Fig 5.2.3 Site boundaries

5.3 Site Archaeology and Heritage

5.3.1 Site History

From the medieval period onwards, The Site the area was largely used for farming, with remains of ridge and furrow, field systems and field boundaries identified during the evaluation and on historic maps. Parts of the site were also covered by ancient woodlands, which subsequently removed and the land was cleared for the creation of the two crossing runways.

During WW2, Bognor Regis airfield was situated within the southern half of the Site Allocation. There are no visible remains on site, but associated features included two possible slit trenches, likely intended as air raid shelters.



Fig 5.3.1A Aerial view of part of the Site Allocation with WW2 Advances Landing Ground runways highlighted



5.3.1B Record of Aircraft shot down during WW2

5.4 Site Constraints

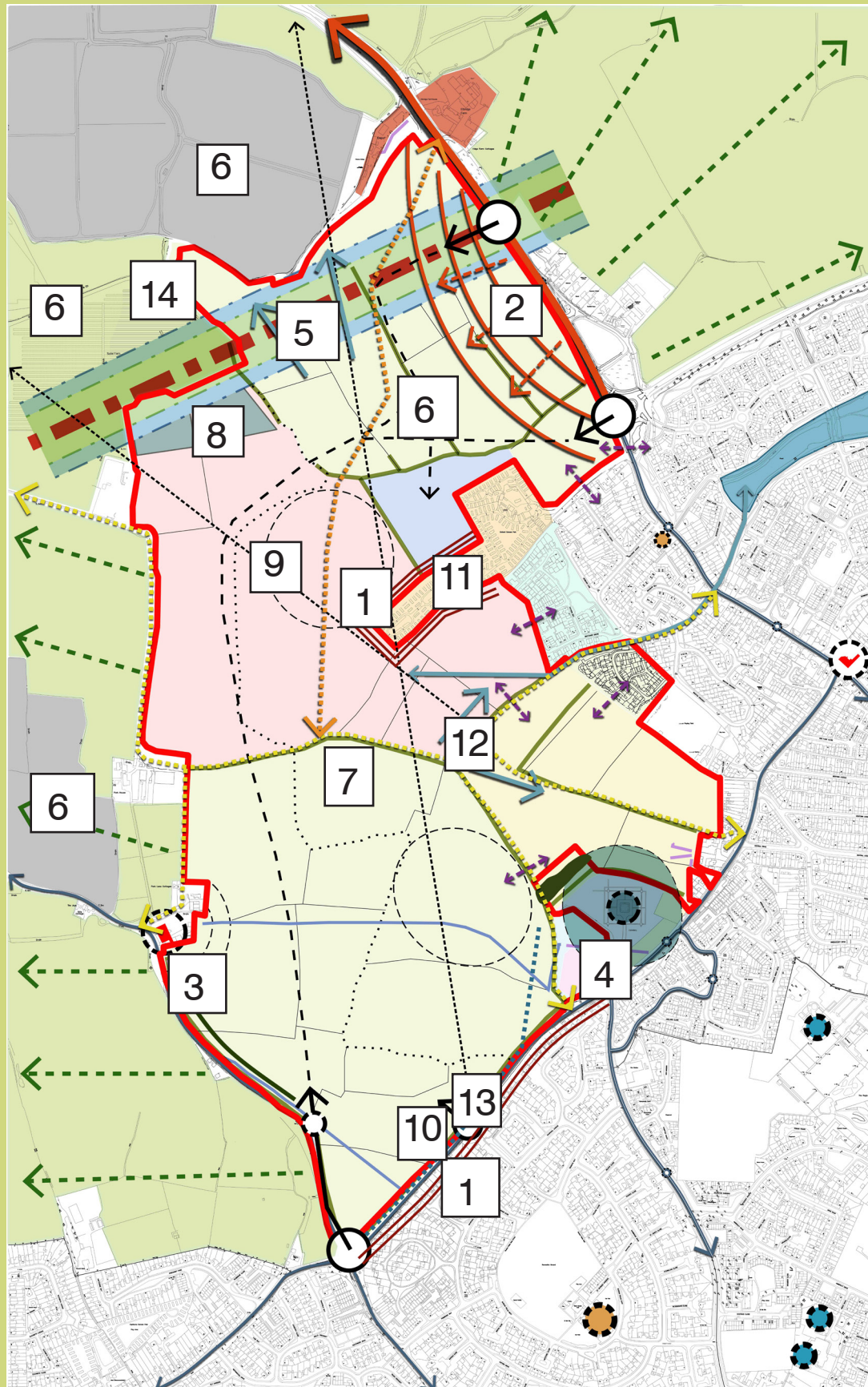


Fig 5.4 Site Analysis - Site Constraints

SITE CONSTRAINTS

The following constraints have been taken into account in the preparation of the Framework Masterplan:

1. Impenetrable barriers around edge of Site Allocation limit accessibility to/from wider area.
2. Acoustic/air quality along A259 restricts residential land uses.
3. Listed building setting should be respected.
4. Known high groundwater and flooding issue around cemetery.
5. Buried gas pipe line produces a no build zone restricting development and land uses.
6. Polytunnels and solar farm to north and west impact upon open views of countryside
7. Existing rifles across the whole Site Allocation should be considered and integrated across masterplan.
8. Existing reservoirs in the north to be removed and relocated if required elsewhere.
9. Generally flat topography with a slope towards northern boundary.
10. Historic buried anti-tank ditch and its easement running parallel to Chalcraft Lane.
11. Existing Caravan Park should have suitable boundary treatment.
12. Very long distance view of to Chichester Cathedral.
13. Very long distance view to the ridge line of the South Downs.
14. Bat corridor to be retained.

5.5 Site Opportunities

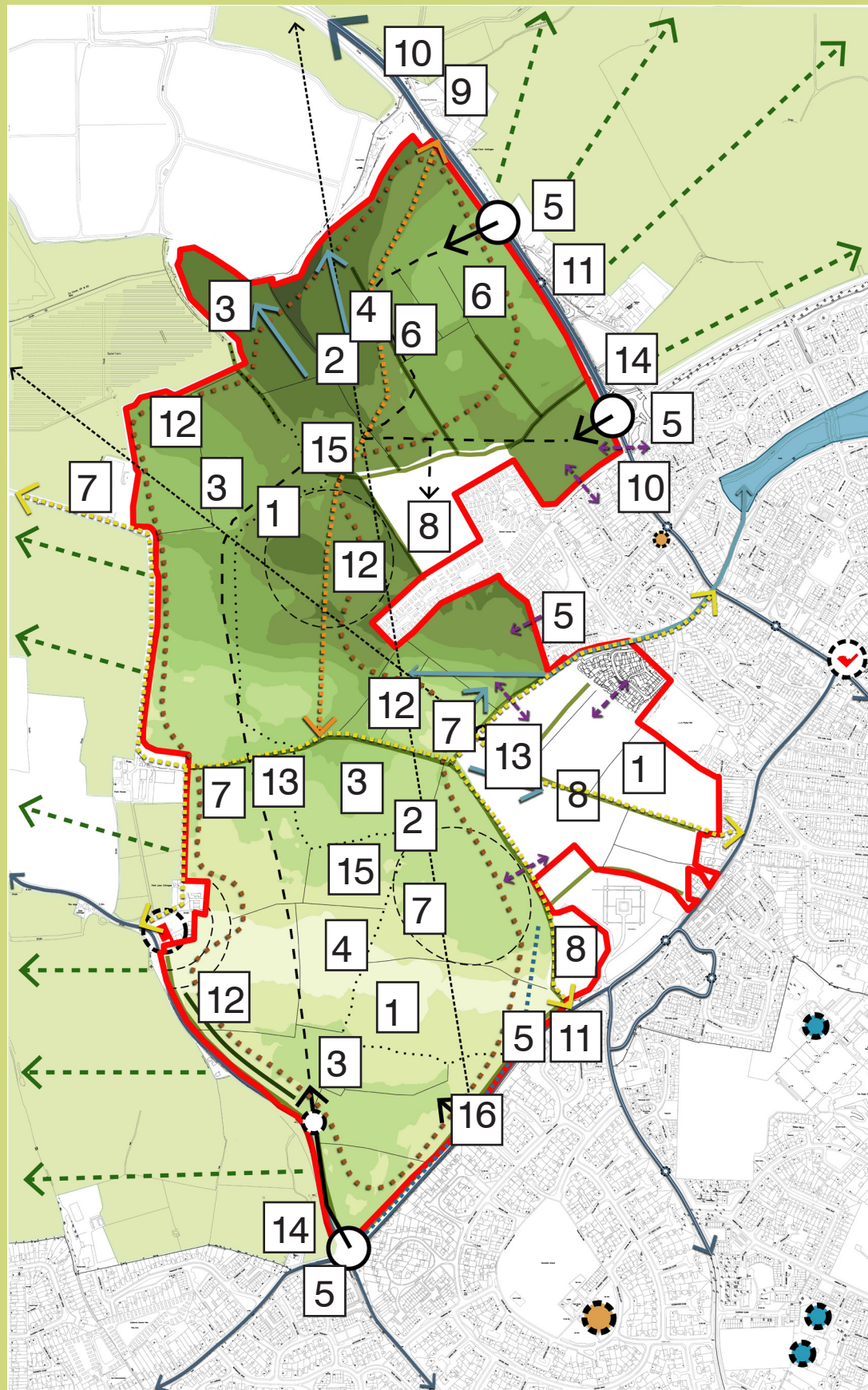


Fig 5.5 Site Analysis - Site Opportunities

SITE OPPORTUNITIES

The Site Allocation offers many opportunities taken forward in the Framework Masterplan proposals:

1. Delivering much needed new housing and employment growth, as identified in the Local Plan.
2. Landscape-led approach informed by historic field boundaries, former ancient woodland and rifes.
3. Existing topography enables Sustainable Urban Drainage Solutions (SuDS) to be formed naturally in shallow land depressions.
4. New local centres in a walkable neighbourhood should serve new and existing community.
5. Masterplan can enable improved connections to existing surrounding communities.
6. Acoustic/air quality along A259 provides a location for a buffer of employment land uses.
7. Very long distance view to Chichester Cathedral tower as a marker in masterplan.
8. Third party land masterplanned holistically to create a united masterplan approach.
9. Improvements to A259 including bus and cycle upgrades.
10. Links to existing local cycle routes and the National Cycle Network.
11. Integrated bus route infrastructure and access to existing local routes.
12. Health and wellbeing approach could be adopted around and through masterplan.
13. Public Rights of Way should be integrated across masterplan.
14. Improvements to existing roundabouts on A259 & Chalcraft Lane.
15. The Site Allocation lends itself to two distinct character areas.
16. Very long distance view to the ridge line of the South Downs.

5.6 Site Analysis

5.6.1 Analysis

A number of technical assessments have been undertaken in order to inform the Framework Masterplan proposals. The key elements can be summarised as follows:

1. Flood risk and drainage

The Environment Agency's Flood Map for Planning shows the Site Allocation to be located entirely within Flood Zone 1, and so is considered at low risk of flooding from rivers and the sea. The site is not classified as a floodplain and modelling confirm this does not change when taking account climate change.

There is an existing network of rife and land drainage ditches that cross the Site Allocation. These connect to, and form part of, wider catchments such as the Aldingbourne Rife and Pagham Rife.

As there is a known high-water table across the Site Allocation, monitoring of groundwater levels has been underway since October 2019. The data collected from this monitoring will be used to inform a suitable drainage design for the proposed development, using the existing rife and drainage ditches within the Site Allocation. The drainage design will ensure that there will be no flooding on site and the development will also not lead to flooding off-site.

2. Utilities

A search of existing utilities within the Site Allocation, including gas, water, electrical and communication services, has been undertaken, which has informed the Framework Masterplan proposals.

3. Ground investigations

A site investigation has been undertaken to establish the ground conditions of the Site Allocation. This information will be used to inform the drainage scheme proposed within the Site Allocation.

4. Ecology

The land has a long history of agricultural use. The majority of it has been annually ploughed which has means it has a low ecological value with most ecology only contained in the field hedge and boundary areas. A number of ecological assessments have been undertaken, including an Extended Phase 1 Habitat and Preliminary Protected Species Survey, alongside badger, bat, dormouse and reptile surveys. Further surveying work will continue to take place and inform future planning applications.

The site is also with 5 km of the Pagham Harbour Special Protection Area (SPA)/Ramsar/Site of Special Scientific Interest (SSSI). Both Arun District Council and Natural England have been consulted in relation to proposed mitigation measures.

5. Cultural Heritage

Initial archaeology evaluation work has identified deposits and activity dating back to the Pleistocene era. There is also evidence of the Site being used as a Second World War runway. There are, however, no known archaeological or historic features which present an overriding constraint to development.

Further investigation will be undertaken and a mitigation strategy, where necessary, will be prepared and submitted as part of future planning application(s).

A review of Historic England data also shows the site does not contain any Listed Buildings and it is not located within a Conservation Area. A number of heritage assets border the site, including Morrells Farmhouse (Grade II listed). The positioning of the built form and landscape treatment in proximity to the listed building must conserve the character and appearance of the setting of the heritage asset.

6. Landscape Visual Impact Assessment

Local views towards the Site Allocation are contained by and limited to the settlement edge of Bersted and a small geographic area to the east, south and west. The agricultural uses within the site also extend to the north and west while residential development adjoins to the east and south. The South Downs National Park is located over 6 km to the north. Chichester Cathedral spire is identified as a long distant skyline marker that can be seen from the centre of the allocation.

7. Highways and Linkages

Consultation with Arun District Council, West Sussex County Council and Highways England has been and continues to be undertaken in order to develop an appropriate strategy for the internal highway network of the site and the scope of off-site improvements that will need to be made. A new road/pedestrian/cycle link between the A259 and Chalcraft Lane as well as linkages and accessible pedestrian and cycle routes to Bognor Regis town centre are to be provided. Off-site highways mitigation, including the A29 Chichester Bypass and in particular the Bognor Road and Whyke Roundabouts is proposed. These works will be agreed with West Sussex County Council and secured through future planning applications.



5.6.1 The Grade II Listed Morells Farmhouse is located just to the west of the Site boundary, along Lower Bognor Road

5.6 Site Analysis

5.6.2 Summary of site Information

- Land is allocated for housing and other supporting infrastructure within the Local Plan
- Appropriate land uses and mitigation is required for noise and air issues associated with Chalcraft Lane and the A259.
- The topography allows for a naturally defined sustainable drainage strategy and utilisation of shallow land depressions.
- The allocation can accommodate for very long distant views to the Chichester Cathedral tower and the South Downs.
- Existing roads, footpaths and cycle routes will allow for connections between the allocation and existing communities.
- The site can provide links to the national cycle network.
- The new local centres should be located in accessible areas to create walkable neighbourhoods that serve both the new and existing communities.
- There are a number of historic field boundaries, evidence of ancient woodlands and rife to inform the masterplan.
- The development of the allocation will enable improvements to be made to the A259, including its existing roundabouts and Chalcraft Lane



5.6.2 Site Aerial

6.0

The Framework Masterplan

6.1 Breakdown of Structuring Elements	40
6.2 Structuring Elements Combined.....	44
6.3 Overall Project Concept	43
6.4 Interconnecting Sequence of Spaces.....	44
6.5 The Framework Masterplan	45

6.0 The Framework Masterplan

6.1 Breakdown of Structuring Elements

In order to achieve the Local Plan requirement for a comprehensively planned, high quality and imaginatively designed masterplan, a series of key individual elements were identified. Once defined, these have then been used to inform the overall project concept, identified in section 6.3. The breakdown of these structuring elements (figures 1 - 8) shows how each element contributes to the project concept. The project concept in turn informs the Framework Masterplan. As a result of the engagement process, a number amendments have been made to these structuring elements, particularly the provision of key, strategic views. The structural elements comprise:

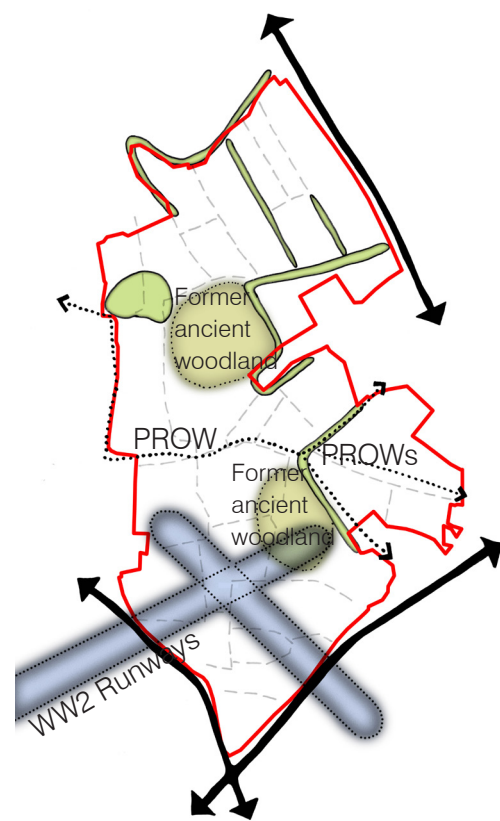


Fig 1. Existing influences - Public Rights of Way (PROWs), existing rife, the location of former ancient woodland and existing hedgerows (where of quality and worthy of retention) inform the layout of the masterplan.

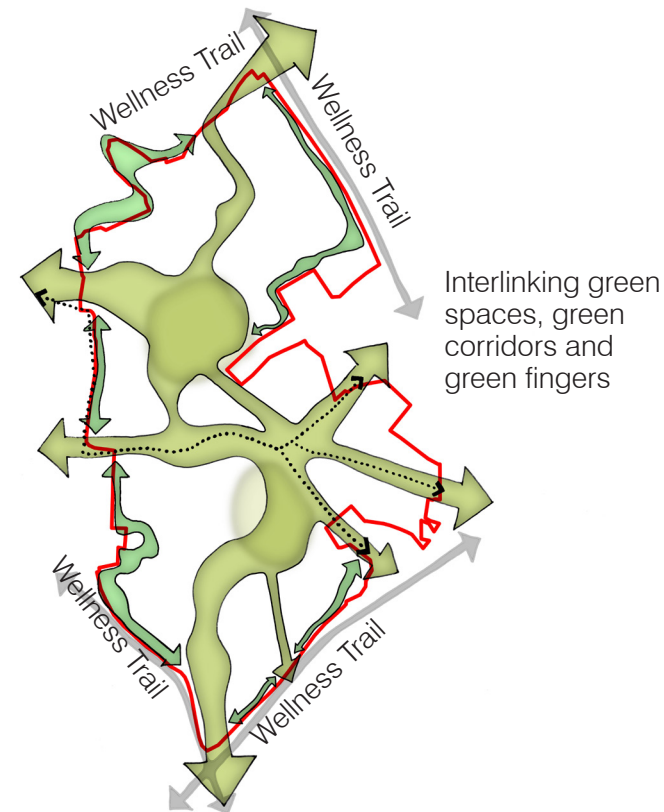


Fig 2. Connecting landscape & wellness trail - The creation of a series of green links, green corridors and a network of interlinking green spaces, plus the opportunity to provide a wellness/cycle/walking trail to the perimeter of the Site Allocation. Two largest green spaces are placed in the location of the former ancient woodlands. The placing of the main north south and east west central green links in addition to the perimeter and other connecting green links maximises the number of homes that have a green outlook.

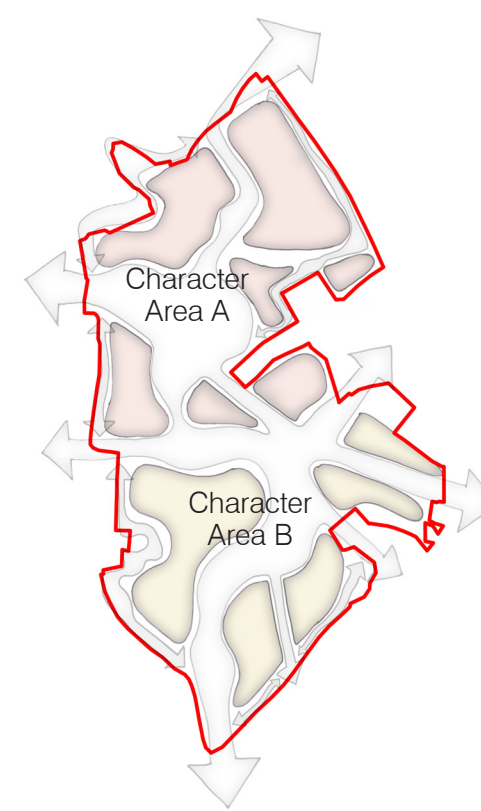


Fig 3. Two character areas - The existing topography lends itself to the creation of two character areas. Both north and south of the existing PROW.

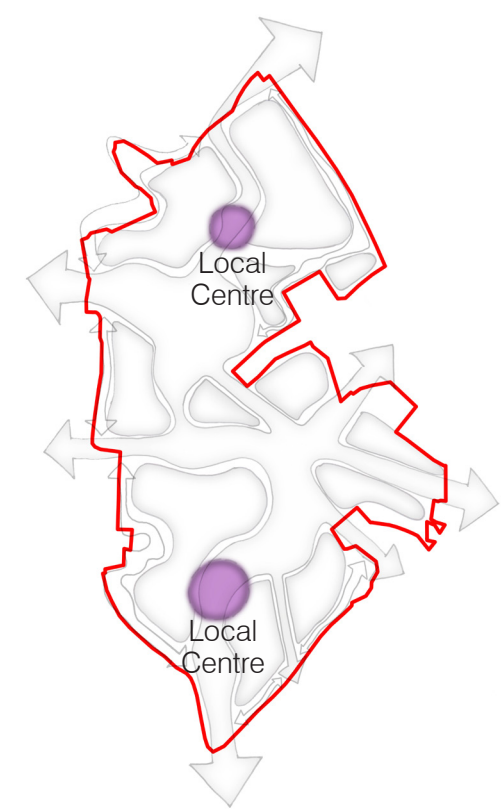


Fig 4. Local centres - The creation of two local centres (in purple above), to serve each of the two character areas. This will ensure residents are within easy reach of amenities and will encourage the use of sustainable modes of transport. The two local centres will become Community Hubs and will include shops and a Tier 7 library as per the Local Plan requirement.

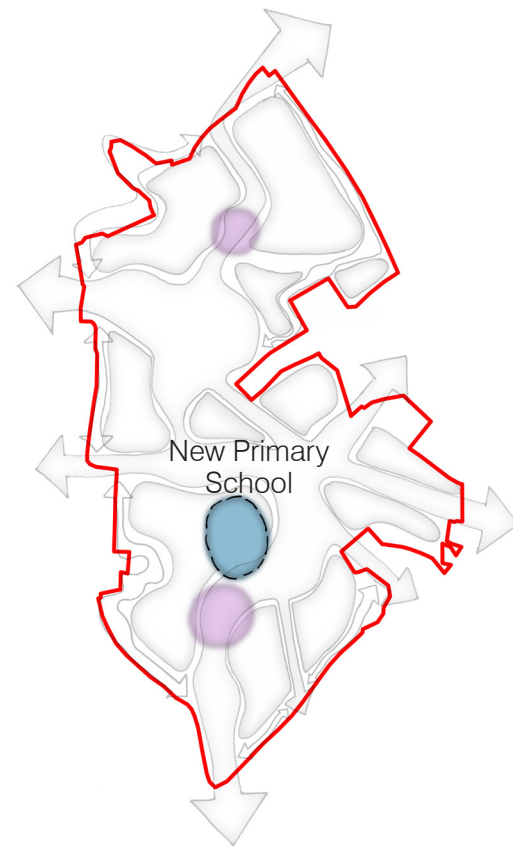


Fig 5. New primary school - The education element of the masterplan will be met by the provision of a new three-form entry Primary School with nursery and special educational needs provision. This should be co-located adjacent to one of the local centres and will assist in creating the heart of the Community Hub. This element has been located adjacent to the local centre in the southern character area, making this the main local centre. The northern local centre becomes a secondary local centre serving the community in that part of the masterplan.

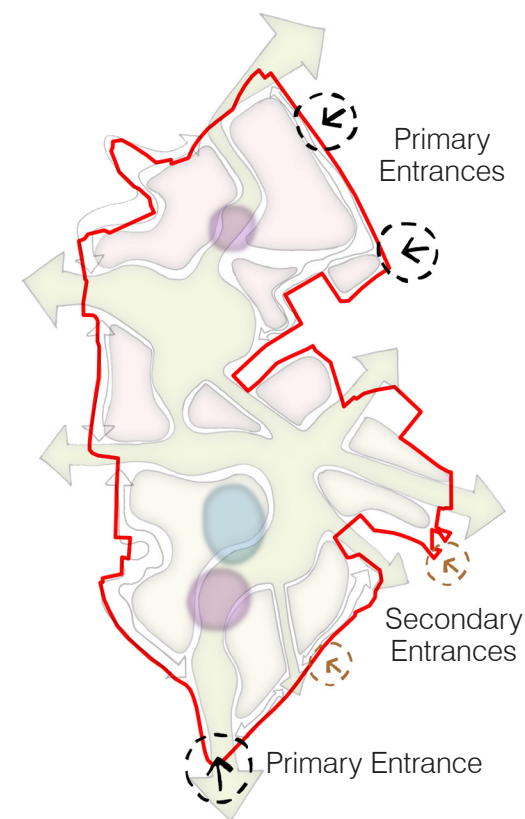


Fig 6. Entrances to The Site - Three main entrances to the site allocation, two in the north and one in the south, will allow connectivity throughout the masterplan. Two further secondary entrances in the south will allow for local access only.

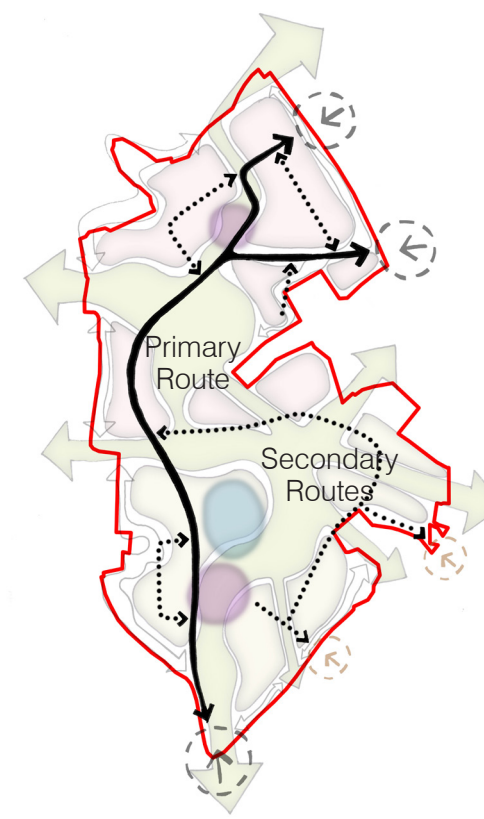


Fig 7. Primary and Secondary routes - A primary route (spine road) will be created to link the 3 main entrances, thereby creating a road/ pedestrian/ cycle link between the A259 in the north and Chalcraft Lane to the south. Secondary routes will be created as spurs off the primary route and for local access to each area of the masterplan.

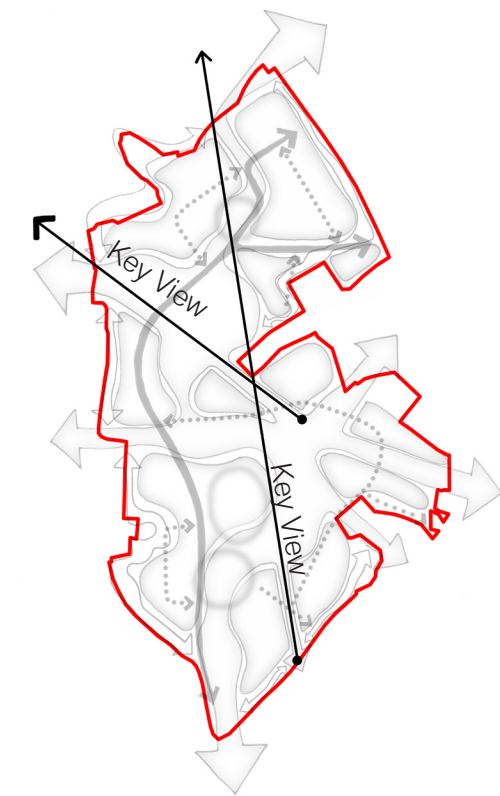


Fig 8. Views of the Downs and Chichester Cathedral Spire - The High Level Development Principles require the retention of a very long distance view of the Downs from Chalcraft lane. In addition there is a desire to retain a very long distance view of Chichester Cathedral Spire. These key views will be maintained and framed with further detail analysis carried out at the next stage to create a network of views across and within the Site Allocation.

6.2 Structuring Elements Combined

When the structuring elements are combined (figure 9) they inform the overall project concept (figure 10), which in turn informs the Framework Masterplan.

A summary of the breakdown of structural elements:

1. Work with existing influences
2. Connect landscape with green links and provide a wellness/cycle/walking trail
3. Create two character areas
4. Create two local centres
5. Provide a new primary school
6. Provide well considered new entrances to the Site Allocation
7. Provide a network of primary and secondary routes within the Site Allocation
8. Retain and frame key views of the South Downs and Chichester Cathedral Spire

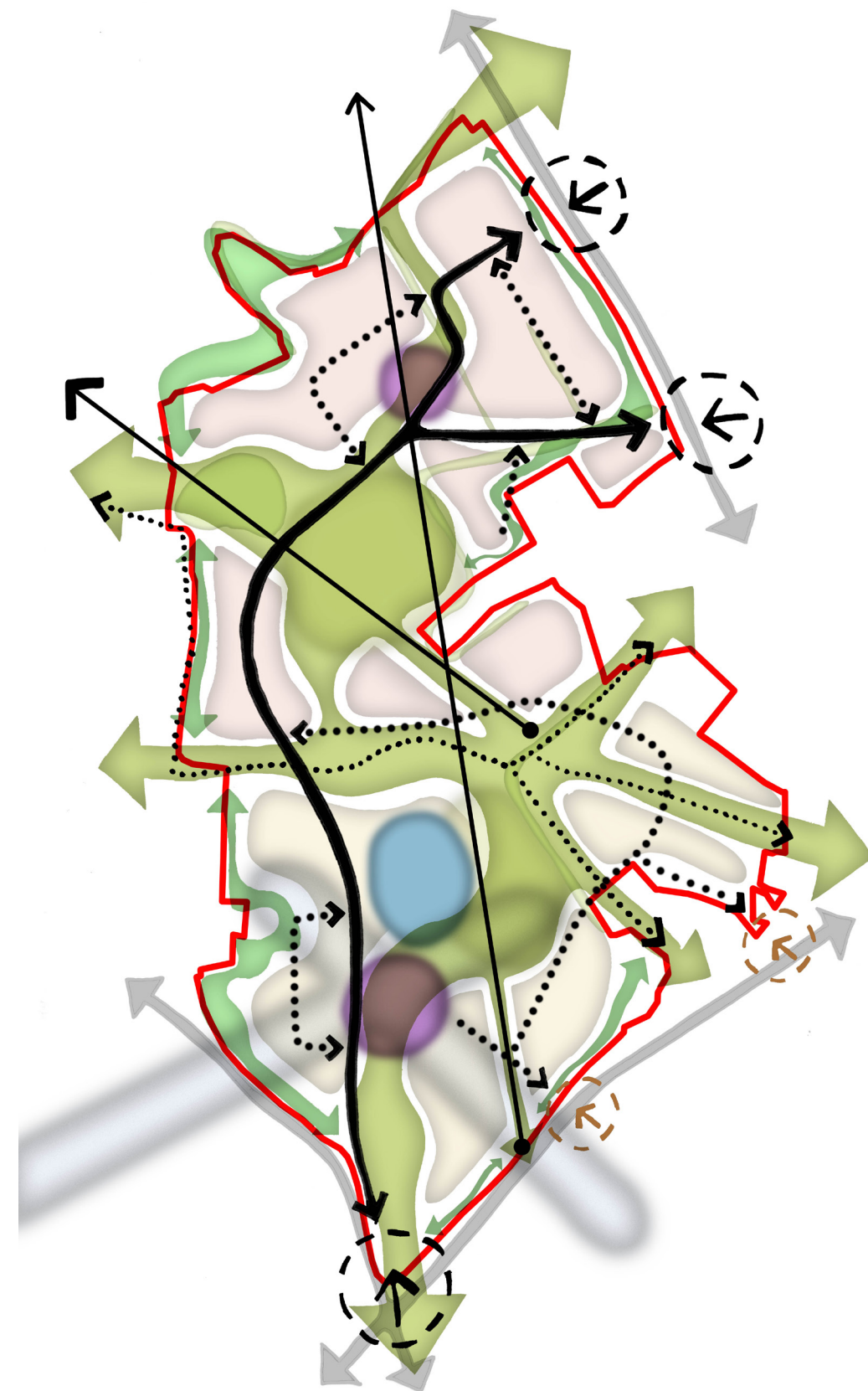


Fig 9. Structuring Elements Combined