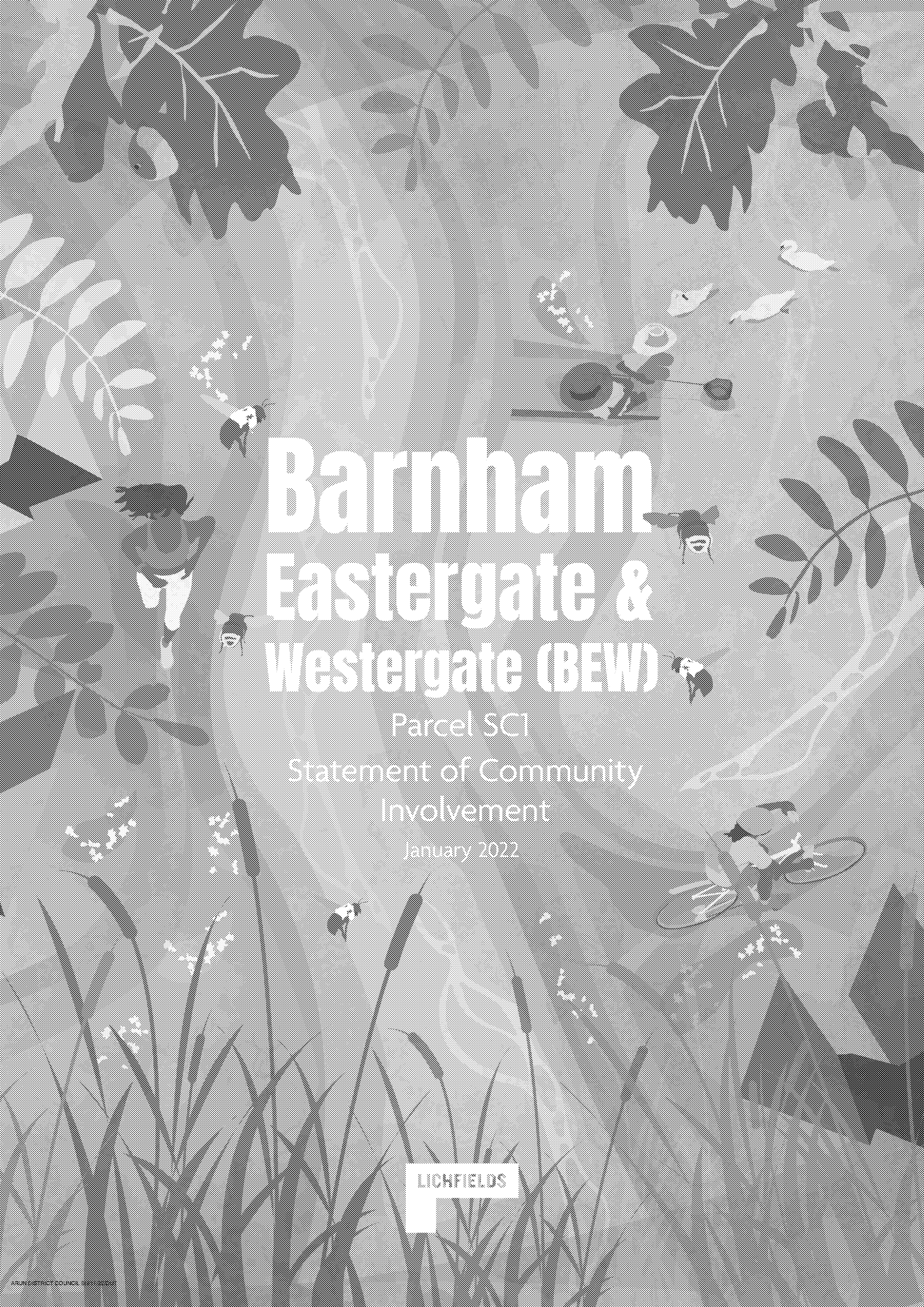




Barnham Eastergate & Westergate (BEW)

Parcel SC1

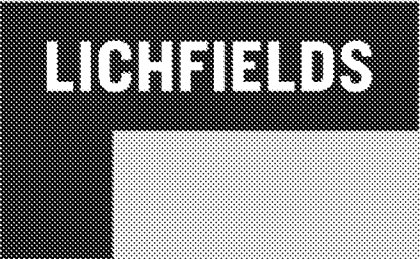
Statement of Community
Involvement

January 2022

LICHFIELDS

**Proposed Residential Led
Development
BEW Parcel SC1
Statement of Community
Involvement**

LICHFIELDS



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Appendices

Appendix 1 Framework Masterplan consultation catchment area

Appendix 2 Framework Masterplan consultation leaflet

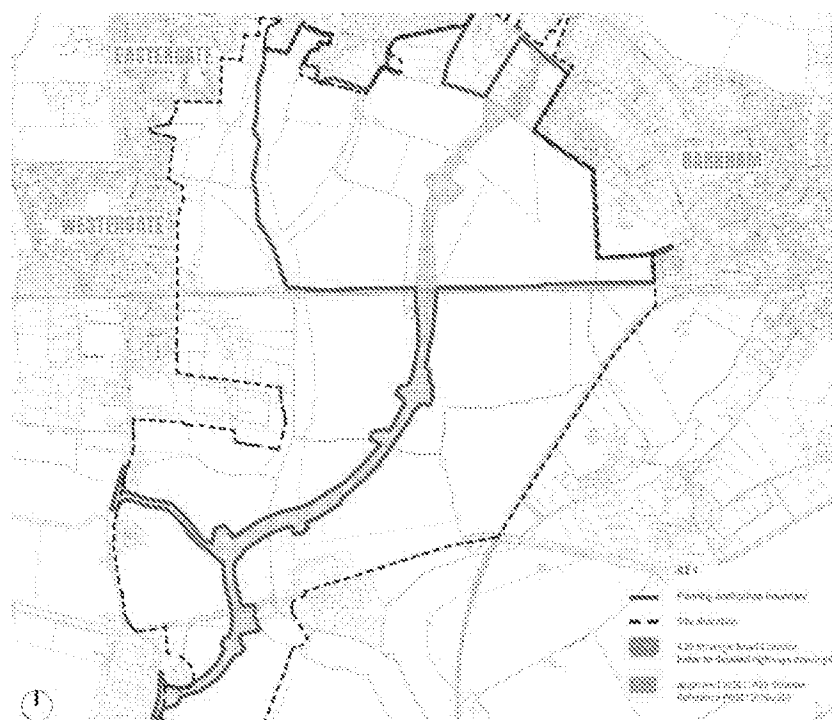
Appendix 3 Outline Planning Application consultation catchment area

Appendix 4 Outline Planning Application consultation leaflet

1.0 Introduction

- 1.1 This Statement of Community Involvement (SCI) has been prepared by Lichfields on behalf of CC Projects Ltd, Ashmarden Ltd and Hanbury (PM) Ltd in support of the Outline Planning Application for BEW Parcel SC1. The application site comprises the land south of Barnham Road and north of the railway line, as well as the route of the A29 realignment south of Barnham Road including an early connection to the existing A29 (referred to as the ‘Hanbury Link’). The applicants have been promoting the site as ‘The Southern Consortium’ and will be henceforth referred to as such.

Figure 1.1 Application site boundary



Source: Design and Access Statement, JTP

- 1.2 Land at Barnham, Eastergate and Westergate is allocated for development in the Arun District Council (ADC) Local Plan (2018) for 3,000 homes, alongside other social infrastructure – including two new primary schools, two local centres which will include shops and a Tier 7 library facility – and transport infrastructure including the realignment of the A29. The Site is allocated as SD5 Barnham/Eastergate/Westergate.

- 1.3 In November 2020, ADC formally endorsed the Framework Masterplan for the site, which sets the overarching principles for the development of the site. The Southern Consortium is the majority landowners within the allocation and as a next step they have developed proposals for the following development on land within the Site Allocation:

“Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.”

- 1.4 The purpose of this SCI is to provide a summary of the engagement and consultation process that has been undertaken by the landowners with relevant stakeholders and local residents in developing the proposals, prior to submission of the Outline Planning Application to ADC, including the consultation which formed part of the Framework Masterplan process.
- 1.5 ADC's Statement of Community Involvement 2018-2021 encourages early and meaningful engagement. The consultation undertaken in advance of the submission of the Outline Planning Application has adopted the approach promoted within this guidance. It has sought to ensure widespread awareness of the project, whilst inviting comment on the proposals so that residents and other stakeholders have a chance to influence the Outline Planning Application proposals. This document details the approach taken and the nature of the comments received.
- 1.6 This SCI should be read in conjunction with the Framework Masterplan endorsed in November 2020 and the Outline Planning Application documents, drawings and accompanying Environmental Statement.

Structure of the Statement

- 1.7 This statement is structured as follows:
- Section 2.0 provides background information on the Site Allocation;
 - Section 3.0 summarises the relevant planning policy and guidance on public consultation;
 - Section 4.0 summarises the proposed development;
 - Section 5.0 provides an overview of the engagement that has taken place to date;
 - Section 6.0 details the feedback received; and
 - Section 7.0 provides a conclusion.

2.0 Background

The Site Allocation

2.1 The Site Allocation comprises 270 hectares of land which is currently in agricultural and horticultural use. It is located in the central part of Arun District, to the north of Bognor Regis and north-west of Littlehampton.

2.2 The surrounding area comprises predominantly agricultural fields to the south, with the Lidsey Rife running north to south in the western part of the allocation. The area to the north, east and west of the site is more urban comprising the existing settlements of Barnham, Eastergate and Westergate.

The Landowners

2.3 The site allocation is formed of multiple land ownerships and promoters. The Southern Consortium is promoting the largest area of land within the central and southern areas of the allocation.

2.4 Other key landowners/promoters within the allocation include:

- 1 Barratt David Wilson Homes
- 2 CALA Homes
- 3 Pye Homes
- 4 Landacre Developments
- 5 Domusea Developments
- 6 West Sussex County Council

2.5 Separate planning applications will be submitted by the different landowners/promoters for their respective parts of the allocation.

Local Plan Allocation

2.6 The site is allocated in the Arun District Local Plan (2018) under Policy H SP2c SD5 for at least 2,300 homes within the plan period (2011-2031) and up to 3,000 in total (a further 700 beyond 2031). The Policy also requires any development proposals to meet the following key design and infrastructure requirements:

- 1 Housing designed around a Linear Park which follows the Lidsey Rife.
- 2 To preserve the separate identities and avoid the physical coalescence of the three villages of Barnham, Eastergate and Westergate through the delivery of green infrastructure, including avoiding physical coalescence along the B2233.
- 3 A Community Hub which will include retail, commercial and community facilities; a new Tier 7 library facility; and healthcare facilities to serve BEW (SD5) and Fontwell (SD6).
- 4 A new A29 route through the allocation and includes a bridge over the railway.
- 5 An east-west route north of the railway line to join the existing A29 route and new A29 route and continue eastwards towards Barnham railway station.
- 6 Access to Barnham railway station to be maximised through attractive routes for all modes of transport including additional car parking to serve facilities in Barnham's centre including the station.

- 7 Westergate Link cycle scheme alongside further cycle routes to/from Bognor and linkages.
- 8 A new two-form entry primary school, a new one-form entry primary school and nursery places.
- 9 Two new sports pitches and changing facilities.
- 10 New employment provision.

2.7 Policy H SP2 requires a masterplan to be prepared for the Site Allocation and endorsed by the Council to incorporate high quality design giving a sense of place and a permeable layout. This has been discharged through the endorsement of the Framework Masterplan by ADC in November 2020.

3.0 Relevant Planning Policy and Guidance

National Planning Policy and Guidance

- 3.1 The National Planning Policy Framework (NPPF) sets out the overarching policy priorities for the planning system against which planning policy documents will be prepared and development management decisions made.
- 3.2 The NPPF sets out the benefits of pre-application engagement and front loading, in the context of local decision-making (para. 39-46). It highlights that early engagement has significant potential to improve the efficiency and effectiveness of the planning application process for all parties. The NPPF sets out that Local Planning Authorities (LPAs) and statutory consultees should encourage developers to engage with them and should provide advice in a timely manner through the pre-application process before applications are submitted.
- 3.3 It also identifies that LPAs have a key role in encouraging all applicants to engage with the local community before submitting their applications. Significantly, in relation to design the NPPF states that applications which have been the subject of effective engagement, and where feedback is incorporated, should be viewed positively:
- “Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.” (Paragraph 132)*
- 3.4 In addition to the NPPF, the Localism Act 2011 introduced new legislation requiring developers to consult on certain developments; to respond to, and report on consultation.

ADC Statement of Community Involvement 2018-2021 (Adopted November 2018)

- 3.5 ADC has prepared a Statement of Community Involvement (SCI, November 2018) to set out the processes and procedures ADC will follow in carrying out its statutory planning role. This document sets out the methods that should be used in undertaking consultation for both minor and major planning applications.
- 3.6 ADC expects applicants or their agents to provide an opportunity for identified stakeholders to be involved in the project and adopt at least one of the consultation methods listed (including public meetings, workshops and town and parish council meetings), but that the appropriate level of consultation will vary depending on the complexity and scale of development proposed. The key principles of the consultation strategy for the Framework Masterplan and planning application were prepared and agreed in collaboration with ADC officers and forms part of the Planning Performance Agreement between CC Projects Limited and Hanbury Properties and the Council. It has been amended through the process to adapt to the Covid-19 restrictions.
- 3.7 It should be noted that ADC also published the Statement of Community Involvement – Immediate Review (June 2020) to put in place temporary consultation measures as a result of the new restrictions imposed due to the Covid-19 pandemic. This document does not replace the SCI 2018-2021 and does not cover development management consultation.

4.0 Proposed Development

- 4.1 This section provides a summary of the proposed development. Full details of the proposed development are set out in the accompanying Planning Statement prepared by Lichfields, the Design and Access Statement prepared by JTP and the Landscape Strategy prepared by Fabrik.

Description of Development

- 4.2 The proposed development comprises an application for Outline Planning Permission for BEW Parcel SC1. This covers the land between Barnham Road and the railway line and the realignment of the A29 including the early connection to the existing A29.
- 4.3 The description of development is as follows:
- 4.4 *“Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.”*
- 4.5 Matters of internal access arrangements, layout, scale, appearance and landscaping are reserved for future determination, except in relation to the A29 realignment including the early connection to the existing A29 (referred to as the Hanbury Link).
- 4.6 A series of Parameter Plans have been submitted with the application for approval. These plans set the development parameters within which future Reserved Matters applications will come forward. These sit alongside the Design Principles document which will guide the placemaking and design of future development.
- 4.7 The proposed development would make sustainable use of this accessible site. The site is allocated for development in the Local Plan and the application proposal will bring forward and facilitate the Council’s aspirations for the area. It would provide high quality infrastructure, a Neighbourhood Centre including a primary school, in addition to delivering up to 1,250 residential dwellings, including affordable homes.
- 4.8 The development aims to create a new sustainable community that will cultivate community spirit and respond to the existing landscape. The masterplan promotes connectivity with the land in the wider Site Allocation and existing communities and presents a walkable, community-focused development with a unique character, promoting healthy lifestyles across the site.
- 4.9 An Illustrative Masterplan has been produced by JTP in support of the application. This demonstrates one way in which development could come forward through the Reserved Matters process, in compliance with the proposed Parameter Plans.

5.0 **Process of Engagement**

5.1 This section summarises the scope of consultation and engagement undertaken with ADC, key stakeholders and members of the public in preparing the Framework Masterplan and Outline Planning Application.

5.2 Due to the Covid-19 pandemic, the proposed consultation strategy was significantly altered to ensure that as many people as possible could view and comment on the proposals without having to make contact with others. As such, through discussions with ADC planning officers a strategy for public consultation was agreed, predominantly comprising the use of a website, leaflet drop, questionnaires, local press advertisement and presentations to key Councillors and stakeholders.

Framework Masterplan

Pre-Application Meetings

5.3 A number of formal pre-application meetings have taken place with ADC officers, focusing on different master planning issues for the Site Allocation as follows:

- 1 **6th February 2020** – Meeting to discuss the key principles and approach to be taken with respect to the Framework Masterplan.
- 2 **12th March 2020** –meeting to present and discuss the initial Framework Masterplan proposals.
- 3 **7th May 2020** –meeting to discuss green and blue infrastructure, sustainable transport and provide an update on the progress of the Masterplan.
- 4 **17th June 2020** –meeting to discuss the east-west road land parcel.
- 5 **25th June 2020** - meeting to discuss phasing and infrastructure delivery.
- 6 **13th July and 11th August 2020** – meetings to discuss sports pitch provision and relationship with southern local centre.

Advisory Group Meetings

5.4 An Advisory Group has been set up by ADC to provide local Councillors and key stakeholders with a forum to discuss the emerging proposals for the Site Allocation. This group is comprised of the following members: Councillors and Officers from ADC and West Sussex County Council, Barnham and Eastergate Parish Council, Aldingbourne Parish Council and Walberton Parish Council. The other landowners within the Site Allocation are also part of the group along with statutory consultees such as the NHS, Network Rail, Southern Water, Highways England and Sport England.

5.5 The emerging Framework Masterplan was presented to the group on three separate occasions over spring/summer 2020 during its design evolution, and these are detailed below. Comments and written feedback from these presentations has informed the Framework Masterplan design. The first few of these presentations covered the same topics as those discussed with planning officers.

5.6 The following meetings have taken place to date:

- 1 **April 2020** – A video and audio recording of the presentation (due to Covid-19 restrictions) was provided for the Advisory Group. Members of the Group were provided with the opportunity to submit any queries/comments. These were responded to by the

project team. This presentation provided attendees and members with background information, including the allocation in the Local Plan, and the initial work undertaken to prepare the Framework Masterplan.

- 2 **May 2020** – The same format as the April 2020 meeting was adopted i.e. a video and audio recording of the presentation along with the opportunity to provide comments. This presentation explained the proposed strategies developed to deliver site specific green and blue infrastructure as well as transport and connectivity.
- 3 **13th August 2020** – The meeting was conducted via video conferencing. A summary was provided of the proposals within the Framework Masterplan alongside the public consultation for local residents and stakeholders. This also provided an opportunity for advisory group members to raise any queries and for the project team to provide responses.

Meetings with the Parish Councils

- 5.7 As part of the strategy agreed with ADC, individual meetings were proposed with each of the two Parish Council Chairs whose parishes are located in, or adjacent to, the Site Allocation. These were targeted before the commencement of the wider three-week public consultation with residents in order for the Parish Councillors to be fully informed of the Framework Masterplan proposals and to ask any questions they may have. This would allow for them to be in an informed position should other Members within the Parish Council or local residents contact them with any queries.
- 5.8 The meeting with Barnham and Eastergate Parish Council Chair took place via Microsoft Teams video call on 5th August 2020.
- 5.9 In addition, through liaison with Aldingbourne Parish Council it was established that there was limited availability of councillors during the period running up to and during the public consultation for the Framework Masterplan. As a result the project team attended the Parish Council meeting (via video call) on 1st September 2020 where the Framework Masterplan proposals were presented to members.

Meeting with Key Stakeholders

- 5.10 Meetings/correspondence has also taken place with the following key stakeholders:
 - 1 West Sussex County Council (education)
 - 2 West Sussex County Council (highways)
 - 3 Coastal West Sussex Clinical Commissioning Group
 - 4 Environment Agency
 - 5 Southern Water
 - 6 Highways England
 - 7 St Phillip Howard Catholic School
 - 8 Eastergate Primary School

Public Engagement

- 5.11 In accordance with the NPPF and ADC's SCI, the evolution of the Framework Masterplan was informed through community consultation involving local residents and key local groups.
- 5.12 A public consultation took place over a three-week period, between 5th and 26th August 2020. Due to social distancing requirements, a website was prepared which provided details on the

proposals and an opportunity for people to send comments electronically via an online form or via email.

- 5.13 In order to ensure that local residents were informed of the public consultation, a leaflet drop to approximately 4,000 households was carried out ahead of the consultation (see Appendix 1 for Framework Masterplan consultation catchment area). This leaflet (Appendix 2) included a summary of the proposals as well as a response form which could be completed and returned via Freepost.
- 5.14 In addition, Barnham and Eastergate Parish Council provided a link to the consultation on their own website.
- 5.15 A Facebook page directing people to the website was also provided by The Southern Consortium.
- 5.16 Hard copies of the website material were made available at Eastergate Hall as agreed with Barnham and Eastergate Parish Council so that residents unable to access the website could still view the consultation material. In recognition that some residents may not be able to access the internet, the leaflet provided details of who to contact if a hard copy of the consultation material was required. Fewer than ten of these were requested and posted to the respective households.
- 5.17 To ensure the public consultation reached as many people and households as possible, the potential was explored to place an advert in the Bognor Regis Post. However, due to Covid-19, at the time the newspaper was not being published in hard copy form and there was limited capacity for inclusion on the website. It was, therefore, not possible to include a notice in the newspaper while the online consultation was taking place. However, a notice was included online between 12th and 26th August at the top of their website which directed people to the consultation website. Comments received after the 26th August 2020 were also reviewed and taken into account.
- 5.18 Overall, the website was visited 2,138 times during the consultation period by 1,624 individuals. Of this, 53% of total visits to the website were directed via the Facebook page.

Framework Masterplan endorsement

- 5.19 The Framework Masterplan was formally submitted to the Council in September 2020. The Council then undertook its own period of consultation on the submitted version, running from 28th September to 26th October 2020. The responses received to the Council's consultation were summarised in the officers report¹ for the Development Control Committee. The Framework Masterplan was subsequently discussed at the Committee meeting on 25th November 2020. Members voted in favour to endorse the Framework Masterplan, noting the significant consultation work and liaison with the Advisory Group which had helped to inform it.

Outline Planning Application

- 5.20 Following formal endorsement of the Framework Masterplan, the Southern Consortium has continued with the preparation of an Outline Planning Application for BEW Parcel SC1 within the site allocation at Barnham, Eastergate and Westergate. The remainder of this section summarises the further engagement undertaken as part of this latter process.
- 5.21 As with the Framework Masterplan stage, due to the Covid-19 pandemic, an online consultation strategy was agreed with the ADC planning officers as the most appropriate approach.

Pre-Application Meetings

5.22 Formal pre-application meetings (via videoconferencing) continued with ADC officers throughout the preparation of the Outline Planning Application, alongside weekly meetings on application matters to discuss emerging queries or details of the proposal. A summary of the formal meetings is provided below:

- 1 **23rd November 2020** – meeting to discuss a first draft of the parameter plans.
- 2 **17th February 2021** – meeting to discuss updated drafts of parameter plans and the proposed ‘Green Link’ pedestrian and cycle link.
- 3 **25th February 2021** – meeting with the Leisure and Green Space officers to discuss the play space strategy.
- 4 **22nd April 2021** – presentation and discussion on the transport modelling including the scenarios tested to show that the adjacent emerging schemes have been accommodated in the modelling.
- 5 **9th June 2021** – meeting to discuss the approach to the Section 106 legal agreement.
- 6 **29th June 2021** – meeting to discuss the approach to phasing across the allocation.

5.23 Alongside meetings with ADC officers, meetings have been held with statutory consultees, including:

- 1 West Sussex County Council (WSCC) Education Team to discuss the triggers and requirements for the primary school provision.
- 2 WSCC Highways Officers – please see the accompanying Transport Assessment
- 3 Environment Agency and Southern Water – please see the Environmental Statement Water Environment and Drainage chapter.

Advisory Group Meetings

5.24 The emerging proposals for the Outline Planning Application were presented to the Advisory Group three times between January 2021 and October 2021 as they progressed. Each meeting was conducted via videoconferencing. Comments and written feedback from these presentations has informed the Outline Planning Application design.

5.25 The following meetings took place:

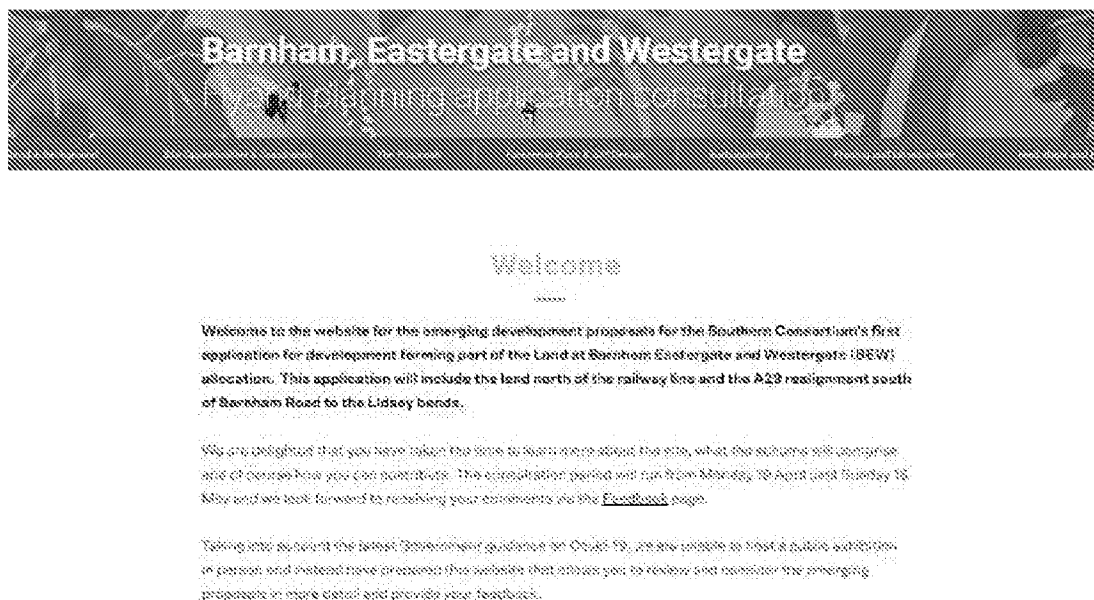
- 1 **21st January 2021** – A presentation was delivered which outlined plans for upcoming further consultation and sought feedback on the approach. It also provided an update on the approach to sustainability and a discussion took place concerning the emerging drainage infrastructure strategy. A question and answers session followed.
- 2 **13th April 2021** – A presentation was delivered that provided more detail of the emerging Outline Planning Application and a preview of the public consultation information. Further detail was also provided on the sustainability strategy and the latest drawing of the emerging design the A29 realignment was presented. Discussion focused on the proposed ‘Green Link’ pedestrian and cycle link to the south of Barnham Road.
- 3 **13th July 2021** – A review of the feedback received from the public consultation was provided alongside an overview of the planning application content. In response to queries from the April meeting on the Green Link, a briefing note including further detail on the design approach was provided.

- 4 **14th October 2021** – An update on the proposed phasing across the allocation was presented to the Advisory Group for review and comment. This will ultimately be appended to the Framework Masterplan.

Public Engagement

- 5.26 In accordance with the NPPF and ADC's SCI, the evolution of the Outline Planning Application was informed through community consultation involving local residents and key local groups.
- 5.27 A public consultation took place between 19th April and 16th May 2021, which was subsequently extended until 24th May 2021 (five weeks in total). Due to Covid-19 and taking into account the latest Government guidance at the time, a website was prepared which provided details on the proposals and explained how feedback could be provided.
- 5.28 To ensure residents were informed of the consultation, a leaflet was issued to residents within the catchment used for the Framework Masterplan consultation (approximately 4,000 households) ahead of the public consultation (see Appendix 3 for catchment). During the course of the consultation, Lichfields was informed that some residents had not received the leaflet and so arranged for a further leaflet drop to these households and extended the consultation period as a result.
- 5.29 The leaflet circulated (Appendix 4) included a summary of the proposals as well as a response form which could be completed and returned via Freepost. Feedback could also be provided electronically via the consultation website or via email.
- 5.30 In recognition that some residents may not be able to access the internet, the leaflet provided details of who to contact if a hard copy of the consultation material was required. No hard copies were requested.

Figure 5.1 Extract of 'Welcome Page' of consultation website



6.0 Public Consultation Feedback

- 6.1 This section summarises the feedback received from the public consultations carried out on both the Framework Masterplan (held between 5th and 26th August 2020) and the Outline Planning Application proposals (held between 19th April and 24th May 2021).

Framework Masterplan

- 6.2 In total, 63 responses were received via the freepost feedback forms, a further 103 responses were received via the website form and 57 responses were received via email. It should be noted that some of the email responses received were from respondents who also provided feedback via the leaflet or website. The responses received are summarised below.
- 6.3 Responses and feedback were also received from the following community groups:
- 1 Barnham and Eastergate Parish Council
 - 2 Aldingbourne Parish Council
 - 3 Arun District Bridleways Group
 - 4 Walberton Parish Council
 - 5 Friends of the Old Ford to Hunston Canal
 - 6 Arundel, Angmering and Findon Labour Party branch
- 6.4 One question was included in the form to allow for respondents to highlight their key concerns and allow for a wide range of responses. This question was as follows:

Q1. Please help inform the Framework Masterplan and future proposals by providing your thoughts on aspects, such as landscape/recreation and play, surface water drainage and flooding, movement and transport, community facilities, and types of housing. In addition, we would be interested to understand which local destinations you think future residents will travel to by car, bicycle and foot?

- 6.5 The following sets out the top ten responses relating to specific issues received through the consultation.
- 1 Provision of a doctor's surgery/healthcare/dentists – 75 responses
 - 2 Flooding concerns (including concerns relating to housing on a floodplain) – 61 responses
 - 3 Increase in traffic will have a negative impact on the local highways network – 39 responses
 - 4 The new A29 should re-join further south/bypass Shripney – 37 responses
 - 5 Objection to the housing numbers/scale of the development – 25 responses
 - 6 Concerns relating to the provision of affordable housing and whether any would be provided for local people – 24 responses
 - 7 Concern that no secondary school is being provided – 22 responses
 - 8 Provision of bridleway within the proposals – 22 responses
 - 9 Concern that the development will result in the loss of wildlife and that mitigation should be included – 20 responses
 - 10 Existing sewage system/utilities cannot cope/the capacity should be reviewed – 16 responses

- 6.6 Other common responses included that the development would have a negative impact on village identities or individuality (15 responses), that the BEW area needs a sports complex containing swimming pool or the existing sports centre should be extended (13 responses), that the number of roundabouts proposed on the new A29 would increase journey time/discourage use (12 responses) and in relation to employment opportunities and jobs for new residents (12 responses). Comments were also received about design of housing being unique, affordability of the housing, loss of greenfield/agricultural land and the phasing of infrastructure and community facilities.
- 6.7 Feedback from the Parish Councils on the Framework Masterplan proposals is summarised in Table 6.1.

Table 6.1 Summary of Parish Council feedback

Barnham and Eastergate Parish Council	Aldingbourne Parish Council	Walberton Parish Council
- Support for: connectivity; presentation of housing numbers; approach to drainage strategy not to move surface water flooding elsewhere; and green corridor connecting the existing schools in the north of the site. - A new bus route is welcomed and should serve the northern parcel. - Northern A29: Route of A29 realignment north of Barnham Road is too close to existing residential properties. - Phasing: The A29 realignment must be delivered before housing comes forward. - Community infrastructure: - GP facilities required - Sports facilities should be for multi-sport use and identification of cricket pitch is premature. - It must be clear how the community infrastructure plan works. - Further engagement is needed on the detailed design of the land parcel, north of Barnham Road.	- The proposed sports hub will have a direct impact on Aldingbourne community facilities. The focus should be extending existing facilities. - The proposed cricket pitch is close to an existing cricket pitch and so is not necessary. - If the Woodgate level crossing is not closing the justification for a light controlled junction connecting the east-west road to the existing A29 falls away. - The CALA land parcel is on a biodiversity corridor and will impact on wildlife and landscape etc. The Cala development should be moved further east and the area retained as green space. - The linear park would lead to the loss of agricultural land and loss of landscape integrity and recreational value. - The doctors surgery must be in the first phase of development - It is understood that it is proposed to widen the Lidsey Rife which is a chalk stream. - The A29 realignment will have a knock on effect on the wider road network and rat running.	- Endorse the response from Barnham and Eastergate Parish Council. - Disappointed Walberton residents were not included in the leaflet drop. - The plan will effectively merge the communities of Barnham, Westergate and Eastergate and the area almost touches the centre of Barnham which is the main local services centre. To not cover the implications of this in the presentations or publications is a failure of communication. (e.g. doctors provision; is the station car parking to replace or in addition to existing). - If a new junction is included at the top of Yapton Lane then Barnham Centre, Walberton and Lake Lane will become popular rat runs.

Barnham and Eastergate Parish Council	Aldingbourne Parish Council	Walberton Parish Council
- Provision must be made for bridleways. - The station car parking is welcomed but a more direct route to the station should be found and number of spaces justified. - Upgrading of the canal footpath to a cycleway would be welcomed subject to overcoming technical issues. - Confirmation is required on whether the waterways on site are chalk streams.	Further engagement is needed with the local community to inform placemaking.	

6.8 A full response to the key issues raised is included in Section 7.0.

Outline Planning Application

6.9 Consultation on the proposals for the Outline Planning Application ran between 19th April until 24th May 2021, resulting in the following:

- 123 responses received via freepost leaflet questionnaire;
- 148 responses received via the online website feedback form; and
- 41 responses received via email.

In total 312 responses were received to the consultation.

6.10 This relatively high level of response shows the level of engagement and public interest in the development of the site. A summary and qualitative analysis of the responses is set out below.

Question 1: What are your thoughts on the current proposals for the proposed development?

6.11 The following sets out the top ten responses relating to specific issues received through the consultation.

- 1 Infrastructure, in particular the A29 realignment, should be in place before any houses are built – 83 responses
- 2 Provision of a doctor's surgery/dentist/healthcare – 73 responses
- 3 General impact on traffic and existing highways – 52 responses
- 4 Proposals represent overdevelopment (too many houses proposed) – 50 responses
- 5 Impact on drainage/water supply/sewage network – 32 responses
- 6 Concern that no secondary school/nursery is being provided – 27 responses
- 7 Potential for increased flood risk – 18 responses
- 8 The new A29 should join further south/bypass Shripney – 13 responses
- 9 Impact on wildlife and biodiversity – 13 responses

10 Loss of green space/farmland – 13 responses

6.12 12 responses also expressed support for the development in principle. Some of these advised that this was subject to certain provisions, most notably the delivery of infrastructure and the A29 realignment prior to the construction of any homes.

6.13 Further comments were received on potential impact of pollution/impact on air quality (7 responses), bridleways (7 responses), the extent to which the housing would be affordable for local people (6 responses), improvements to public transport (5 responses), cycle and pedestrian routes (4 responses), and building heights (3 responses). Comments were also received on the views from the South Downs National Park, the benefits of school/infrastructure provision, and desire to see a football pitch.

Question 2: Please provide your thoughts on the local characters and features that you would like to see reflected in the new development.

6.14 Many characters and features were suggested in response to this question. They can be summarised below:

Table 6.2 Responses to Question 2

Architectural features	Landscape	Facilities
Brick and flint buildings – distinctive Sussex character of older houses in the area should be featured in the design of houses, traditional materials used (14 responses)	Plenty of trees/hedgerows/shrubs (18 responses)	Nature trails/pedestrian routes including for dog walking (twelve responses)
Homes that are not too modern but blend into the semi-rural environment (3 responses)	Focus on retaining biodiversity and provision for wildlife (17 responses)	Cycle routes (eight responses)
Houses to be fitted with solar panels and heat pumps (2 responses)	Green and open spaces (17 responses)	Bridleways (three responses)
Mixed styles of housing across the development (one response)	Woodland areas and wild landscaped spaces (five responses)	Children's play areas (two responses)
Having regard to BENP Neighbourhood Plan Design Guide (one response)	A pond or water feature (four responses)	Community Centre (two responses)
	A rural feel (two responses)	Litter bin provision (two responses)
	Hedges on either side of the A29 for wildlife (one response)	
	Retaining key views and vistas e.g. towards and away from St George's Church (one response)	

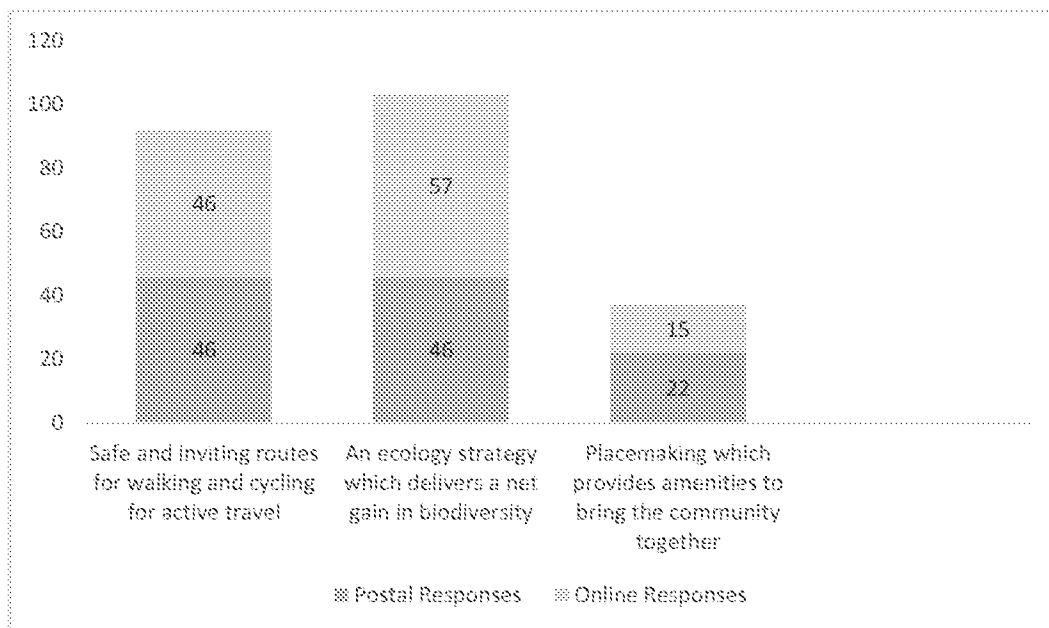
6.15 Some responses to this question did not wish to see the proposed development go ahead and suggested the existing landscape should be maintained.

Question 3: Which of these sustainable features do you think is most important?

6.16 Respondents were invited to select one of the following responses to answer question 3:

- 1 Safe and inviting routes for walking and cycling for active travel
- 2 An ecology strategy which delivers a net gain in biodiversity
- 3 Placemaking which provides amenities to bring the community together

6.17 The responses received are set out in the chart below:



6.18 As demonstrated in the chart above, of the 198 responses received to this question, the majority of respondents considered an ecology strategy which delivers a net gain in biodiversity to be the most important of the sustainable features presented. This answer was selected by 103 (52%) of respondents. This was closely followed by safe and inviting routes for walking and cycling for active travel with 92 (46%) of responses.

Question 4: The proposals include a number of landscaped areas and areas of public open space. What types of landscaped areas would you like to see?

6.19 A number of this responses to this question expressed a desire for development to be prevented and the existing fields to be retained. Many responses provided suggestions for the types of landscaped areas they would like to see. These are summarised in the list below. Consistent with the response to question 3, the majority of responses referred to features for wildlife and biodiversity, including woodland areas, floral trees and more 'wild' and 'natural' landscapes.

6.20 A number of responses focused on play areas, the accessibility of public space. Fewer responses requested sports facilities or water features.

6.21 Responses are set out below in alongside the number of responses received.

- Trees and Plants
 - Trees – 37 responses
 - Flowers/ Managed floral areas – 16 responses
 - Hedgerows – 11 responses
 - Include existing mature trees - 1 response

- Biodiversity
 - Areas that encourage biodiversity and habitats for native species – 17 responses
 - Bee hotels/nest boxes – 4 responses
- Features of public open space
 - Play areas – 34 responses
 - Community orchard/allotments – 13 responses
 - Covered and uncovered seating outdoors – 11 responses
 - Bin provision – 7 responses
 - Picnic areas – 6 results
 - Dog walking areas – 6 responses
 - Bridleways – 4 responses
- Accessible paths for wheelchairs and prams – 4 responses
- Sculpture – 1 response
- Disabled access to landscaped areas – 1 response
- Play areas made of natural materials which don't stand out – 1 response
- Water Features
 - Stream – 6 response
 - Wildlife pond – 2 responses
 - Flood ponds – 1 response
- Sports Facilities
 - Football pitch – 7 responses
 - Skate and scooter park – 5 responses
 - Cricket pitch – 2 responses
 - Pavilions – 1 response

Question 5: Are you supportive of the provision of land for a cricket pitch within the scheme?

- 6.22 Online, this question was presented as a yes/no question, in which 67 (54%) of respondents answered 'no' and 56 (46%) of respondents answered 'yes'.
- 6.23 The postal form allowed people to write their own response. The response was mixed with many respondents noting that there is an existing cricket pitch at Eastergate. Examples of responses are below:
- "No. Nope, only caters for a minority. Need a doctor's surgery, skate park, netball courts, picnic area /BBQ area."*
- "One already in Eastergate. If the land is not built on, what about a woodland to provide an area to walk and support local wildlife."*
- "Yes okay in principle, but must be a good area away from houses."*
- "I think there are far more important requirements than a cricket pitch. Perhaps a multi purpose sports provision."*
- "yes, why not!?"*
- 6.24 Overall, the response to the cricket pitch was mixed with many respondents suggesting the space could be better used for alternative uses. These included a football pitch, a sports club, netball courts, bowling green and skate park; these each received a few responses.

Other Responses

6.25 At the end of the online and postal forms, respondents were invited to provide any other comments on the proposals. Those respondents who emailed, in general, did not respond directly to the above questions but provided general comments. These are summarised below.

6.26 Many responses repeated the points made in response to questions 1-5 above. In particular, many emphasised the desire to see the highways improvements completed before housing is built. These comments are not repeated below.

Health Facilities

6.27 A number of respondents expressed a desire to see an increase in health facilities, in particular GP surgeries.

“We have highlighted above provisions of GP services needs to be addressed. An extra 1250 homes as you know will mean the number of new patients will increase hugely.”

“A medical centre would be required in place of a cricket pitch, as the Croft surgery [Barnham Road] could not cope with the substantial numbers of extra patients even if the surgery is expanded/rebuilt. It is already at overcapacity due to the nearby housing developments built in recent years.”

Design and Accessibility

6.28 A number of responses noted the importance of high-quality design and accessibility in the development.

“There's plenty of uninspiring new builds locally. Often the landscaping is poor, there's no privacy from neighbouring homes you could lean over and touch and the gardens are simply turf and fence panels. There's very little housing for people to aspire to so there's an opportunity here to provide some quality 3-5 bedroom homes in the 600-800k bracket that a lot of middle-income families want.”

“With respect to the housing development, I would kindly request that some of these properties are designed with consideration given to Approved document M - Requirement M3. There is a severe shortage of wheelchair accessible properties in the district and the inclusion of circulation space is of no detriment to those who are able bodied.”

Flooding and Sewage

6.29 A number of responses raised concerns about the potential flood risk at the site and the ability of the existing sewage system to cope with the proposed development. Examples of these responses are below:

“My greatest concerns are the facts that there is already a lack of suitable pipes and processing for sewage in particular. We already have an ongoing problem in Barnham with inadequate provision being stressed by existing building works. Where are the new reservoirs to provide water to the area?”

“A lot of the houses will flood as you are building on a flood plain.”

“You have been careful to say that you are dealing with the potential flooding of the site BUT I am well aware that housing developments that have already been constructed have caused flooding in the surrounding area. Obviously, I cannot prove it but I have seen a great increase in standing water after the briefest of showers where I live. This has only been so in the last 2 - 3 years.”

Affordable Housing

6.30 A number of responses mentioned the provision of affordable houses as part of the proposed development and raised concerns about the affordability of these homes. Examples of these responses are below:

“Why is the allegedly affordable homes (affordable to whom?) always last to be completed on these sites, are the poorest the least of the developers priorities, history would support this theory, why are they not first to be built?”

“How many affordable houses and flats will be in this development? The problem is my affordable and your affordable are worlds apart.”

“On another note we feel a lot of these homes will be purchased by people as second homes, not actually affordable to people trying to get onto the property ladder, more needs to be done to help them.”

Feedback from Parish Council

6.31 Feedback from the Parish Councils on the Outline Application proposals is summarised in Table 6.3.

Table 6.3 Summary of Parish Council feedback

Barnham and Eastergate Parish Council	Aldingbourne Parish Council
• Raised concerns over delivery of relevant infrastructure to support the new homes • A29 should be constructed prior to houses being built • Query how the northern section of the A29 will be designed south of Barnham Road, with regard to connection at the railway line • Query on the road that runs west to the land behind the Wilkes Head in Eastergate and how this will link to the existing A29 • Query whether current modelling shows that infrastructure (primary school and commercial centre et al.) can also be delivered with the homes before full delivery of A29, or solely homes	• The southern position of the roundabout is liable to flooding and it is dangerous due to the Lidsey Bends. • Concerns were raised that the A29 is to be a major trunk road but will be slowed down due to the number of roundabouts and crossings leading to poor air quality. • The Linear Park should be swapped with the Cala development (i.e. provided within Aldingbourne). The Cala land parcel has greater biodiversity value and so would be better suited to the Park. • There is a lack of cohesive thinking by all involved including Arun District Council. • Clarification was sought on the matters that they could comment/object to as part of the consultation

Feedback from other stakeholder groups

Friends of the Old Ford to Hunston Canal

6.32 Feedback was received from the Friends of the Old Ford to Hunston Canal group, who requested that existing PROWs are marked more clearly on the next version of the map of the A29 realignment.

6.33 The feedback raised points concerning the A29 realignment's treatment of bridging the Portsmouth to Arundel Canal east of the Lidsey Bends, and the creation of an East-West Greenway to accommodate walkers, cyclists and horse riders.

6.34 A response to these issues is set out in Section 7.0.

Arun District Bridleways Group

- 6.35 Feedback was received from the Arun District Bridleways Group; the following points were raised:
- 1 The A29 realignment should be built prior to the houses.
 - 2 All active travel routes should be fully inclusive of equestrians (who are predominantly female in comparison with cyclists who are predominantly male). Facilities are poor in the area and horse riding is popular in the area.
 - 3 If safe routes are not provided for equestrians, they are forced into busy traffic which is dangerous.

6.36 A response to these issues is in Section 7.0.

Aldingbourne, Barnham and Eastergate Community Land Trust

- 6.37 The following feedback was received from the Community Land Trust:
- Request to be consulted regarding their objectives for affordable homes to meet the needs of local people.
 - Highlight need for comprehensive placemaking.
 - Looking to acquire properties across BEW with an initial focus on the Eastern part.
 - Concern that insufficient infrastructure has been provided and that this needs to come alongside development in a timely manner.

6.38 These matters are addressed as relevant in Section 7.0.

7.0 Response to Engagement

- 7.1 The following section details the responses to the main points raised during the public consultations both for the Framework Masterplan and Outline Planning Application and responds to these on the basis of relative importance based on our analysis of the feedback in the most recent consultation.

Infrastructure provision

- 7.2 The majority of responses raised concerns regarding the timing of the delivery of the new A29 realignment and particularly noted that based on their current experiences the provision of any additional housing prior to the delivery of the full A29 realignment would be unacceptable. Comments also queried the provision of community infrastructure including schools and GP services.

A29 realignment and traffic impact

- 7.3 Policy H SP2c SD5 states that the construction of the new A29 route “*will be regarded as not only mitigating the effect of additional development traffic from the strategic site, but also providing significant additional benefits to the primary local road network and reducing the potential for future congestion in the wider area.*” This position is based on the Council’s evidence base supporting the Local Plan and as such the delivery of the A29 realignment is expected to have a positive impact on the local highways network. In particular, it is understood that the delays on the existing A29 are primarily due to the congestion at the Woodgate Level crossing and the War Memorial junction; both of which will be bypassed by the realigned A29 scheme.
- 7.4 Phase 1 of the realigned A29 scheme (between Fontwell Avenue and Barnham Road) will be delivered by WSCC and planning permission was granted in June 2021 (ref. WSCC/052/20). With respect to this planning application, no development will be occupied until Phase 1 of the A29 scheme has been implemented. Phase 1 of the A29, in conjunction with the off-site junction improvements identified in the Arun Infrastructure Delivery Plan (and will be secured as necessary by legal agreement/conditions in relevant planning applications across the allocation), will relieve congestion on the local highways network.
- 7.5 As a result, the current highways modelling indicates that the new homes proposed in this application can be served by the Barnham Road roundabout access (forming the main access into the application site). The highways modelling includes the Barratt land parcel, mini-masterplan and Cala parcel within the baseline (i.e. included within the model before the proposed development is tested). The modelling has been reviewed by WSCC highways officers and is submitted as part of the application. It is proposed that the A29 south of Barnham Road (Phase 2) will be delivered in stages alongside the residential parcels starting in the north and working south to the Lidsey Bends. The phased delivery of the road is not expected to lead to any wider highway issues as a result of the current application coming forward; this is confirmed by the highways modelling.
- 7.6 Comments also referred to the requirement for forward funding for the road, and a desire to see the A29 realignment fully delivered ahead of development. The current position is that there is no third party funding available for the delivery of Phase 2 of the road and so the phasing of the application is based on the expectation that this part of the road will be developer funded through financial contributions secured by each application within the site allocation. The delivery of the road therefore needs to be balanced against how the funding will be secured. The

Southern Consortium continues to work with Arun District Council to explore options for facilitating the delivery of the full length of the road as quickly as possible.

- 7.7 Notwithstanding, the Transport Assessment has modelled the potential impact of the proposed development on the local highway network. This assessment has considered several scenarios, including the impact of the proposed development alongside other land parcels within the allocation and other approved developments, and modelled this on 27 junctions within the surrounding area. A summary of this assessment is provided at paragraph 6.106 of the Planning Statement. It concludes that all junctions will either operate within capacity or that there is a strategy in place that will mitigate the impacts of the development or improve performance. These results show that the proposed development can be delivered alongside the other allocation land parcels north of the railway line (in third party ownership) prior to the delivery of the A29 southern tie-in (i.e. prior to full delivery of the A29 realignment).

Healthcare facilities

- 7.8 Several respondents highlighted concerns about the provision of a doctor's surgery and dentists to support the new development or that the existing local provision was not sufficient.
- 7.9 The applicants have engaged in discussions with Arun District Council and the NHS Coastal West Sussex Clinical Commissioning Group (CCG) on the primary health care requirements arising from the development, including GP surgeries. The Outline Planning Application will provide flexibility for healthcare uses to be provided on-site, but we understand that the CCG's current preference is for expansion of existing off-site facilities, namely the Croft Practice in Barnham. Financial contributions will be agreed as part of the legal agreement for this and other applications, for the CCG to deliver these facilities to meet the needs of the new development.

School provision

- 7.10 Several responses welcomed the inclusion of land for a primary school, although some questioned why the existing primary schools could not be expanded to cater for the development. A few responses objected on the basis that there would not be primary school provision on site however this appears to be a misunderstanding. Respondents also queried secondary school and nursery provision or highlighted that it would be a requirement.
- 7.11 In terms of primary schools, the application will include land for a new primary school which will be located adjacent to the Neighbourhood Centre and this was shown in the consultation material. Alongside the primary school will also be nursery and SEND (special educational needs and disability) provision. This will serve the needs of the proposed development and will create additional capacity for the wider allocation. Discussions have taken place with WSCC on the proposed education provision and this has informed the scale of the primary school proposed. Discussion took place on expanding the existing primary schools however WSCC advised that the provision of new schools is currently its preferred approach.
- 7.12 ADC is proposing to build a new secondary school at Ford. The developments within the BEW allocation and other new developments within Arun will make financial contributions to fund the new school. These will be secured through legal agreements tied to individual planning permissions coming forward.

Community facilities and employment

- 7.13 Comments were received in relation to the need for additional community facilities to support the new housing and also questioning the employment provision within the area to support the new residents.

7.14 In response, we note that the application includes a Neighbourhood Centre of up to 1,250sqm to provide retail, commercial and community facilities in line with the requirements of Arun Local Plan Policy SD5. The requirement to deliver these facilities derived from the Local Plan evidence base to support the new community at BEW and contribute to placemaking objectives and further facilities will be provided as part of the wider allocation as presented in the Framework Masterplan. In addition, the application includes a care home to provide accommodation for older people.

7.15 In relation to employment needs, Policy H SP2c SD5 requires new employment provision as part of the site allocation. The facilities within the Neighbourhood Centre will be employment generating and further detail on this is provided in the socio-economic chapter of the Environmental Statement. Future residents will also include those relocating from within the district and West Sussex that will not lead to a new job requirement. Notwithstanding, the Local Plan allocates circa 75 hectares for employment land across the district to support strategic economic growth and job creation for the District. The proximity of Barnham station to the allocation and the enhanced connectivity to it as proposed, will support new residents to access workplaces.

Cumulative impact

7.16 Comments in the recent consultation also raised concerns that this application would be considered in isolation with no consideration of the applications coming forward for other parcels within the wider site allocation.

7.17 In response, we note that the Framework Masterplan set out the broad design principles for how the allocation would be delivered to create an integrated new community, including the location of key parts of infrastructure within the allocation, including Neighbourhood Centres, green infrastructure and cycle/walking infrastructure. All planning applications within the allocation are expected to conform with the Framework Masterplan.

7.18 In addition, the Environmental Statement accompanying the application includes a Cumulative Impact Assessment (Chapter N). This considers the potential impacts arising from the proposed development alongside other approved or emerging developments (for which an application is pending) near the application site. Furthermore, a separate cumulative assessment is undertaken to review the potential impacts in the context of the other development parcels within the wider strategic allocation.

Housing need

7.19 A number of respondents in both consultations raised concerns in relation to the number of houses proposed, as well as the overall scale of the development. Some respondents specifically queried the increase in housing numbers for the allocation site above the 2,300 dwellings allocated by policy in the Local Plan period, however these comments were generally raised at the Framework Masterplan stage.

7.20 As noted in the consultation material, the BEW site is allocated for development in the Arun District Council Local Plan by Policy H SP2c SD5 which was adopted in 2018. This allocates the wider site for 2,300 homes within the Local Plan period (up to 2031) and a further 700 homes after this (3,000 in total). As part of this Local Plan process the Council prepared an evidence base including assessing the housing need in Arun District Council and developed a strategy for meeting this need, which included the BEW site allocation.

7.21 The proposed number of homes to be delivered on the site allocation is informed by the design and technical work undertaken. The careful testing of appropriate housing types and densities, alongside the generous provision of open space of multiple types, demonstrates that the

allocation site can comfortably accommodate an increased number of up to 4,300 homes. This was endorsed by Arun District Council as part of the Framework Masterplan on 25 November 2021 and the Masterplan comprehensively planned for the increased number of homes by incorporating the necessary infrastructure.

- 7.22 The current application is for up to 1,250 homes, a Neighbourhood Centre and primary school and associated infrastructure; and represents an efficient use of land as per NPPF guidance. The scale of this development comfortably fits within the quantum of development considered suitable on the allocation site, both when considered in isolation and alongside the emerging developments within the allocation that are expected to come forward in the short term.

Affordable Housing

- 7.23 A number of responses were received in relation to the provision of affordable housing, including requests for affordable housing for local people; enquiries as to how much affordable housing would be provided; and opinions that housing would be unaffordable.
- 7.1 The ADC Local Plan housing mix policy (H DM1) requires developments to deliver a balanced mix of market and affordable dwelling sizes including family sized accommodation based on the most up to date SHMA recommendations. Policy AH SP2 requires 30% of dwellings on sites to include affordable housing unless it can be proven this is not viable. The tenure split of these affordable units should comprise 75% social rented and 25% intermediate housing (i.e. shared ownership). This policy also requires affordable housing to be visually indistinguishable from market housing and with large groupings of single tenure dwellings avoided. Affordable housing will be allowed in small clusters throughout development schemes. A suggested dwelling mix is also provided in the policy. BE NP Policy H1 requires affordable housing in line with ADC Local Plan policy with a portion to be delivered through a Community Land Trust.
- 7.2 The application proposes to deliver up to 1,250 residential units (Class C3). The Parameter Plans and Design Principles document set out the overarching approach to the layout and quantum of development. As the Site is expected to be developed over 10 years, ranges for the housing mix have been proposed to allow for flexibility over the lifetime of the development. The ranges have been prepared with consideration to existing and expected market demand for the private (market sale) dwellings and ADC's Local Plan Policy AH SP2 (Affordable Housing) and the Strategic Housing Market Assessment for the affordable dwellings. The number of dwellings to be accommodated in each development parcel and its respective mix of accommodation will be determined during subsequent reserved matters applications.
- 7.3 A Viability Assessment will be submitted as part of the planning application and will confirm the proposed level of affordable housing. The proposed level of affordable housing is expected to be the maximum viable level in compliance with Local Plan Policy AH SP2. Discussions with ADC regarding the tenure, location and timing of the affordable housing will take place during determination and will be secured by a Section 106 agreement.

Environmental considerations

- 7.4 This section summarises the comments received during the consultations on environmental matters and explains how these have been considered and informed the proposed scheme.

Traffic and public transport infrastructure

- 7.5 We have responded to concerns regarding the increase in traffic impacting the highways network under the section on infrastructure, noting that, subject to the delivery of Phase 1 of the A29 realignment and necessary off-site transport improvements, the proposed development is considered to be acceptable in highways terms. Comments were also received on the alignment

and design of the A29 scheme, namely the implications of the number of roundabouts on the journey times.

- 7.6 The proposed route of the A29 is guided by the safeguarded route in the adopted Arun Local Plan under Policy TSP3 and the route consulted on by West Sussex County Council in March 2019. In line with this, the proposed route re-joins the existing A29 north of Shripney but south of the 'Lidsey bends'. The realigned A29 has been tested previously by WSCC as part of their business case for the new road and the findings from this has informed the design. As part of the planning application preparation further transport modelling has been undertaken and is presented in the Transport Assessment (TA). The design continued to progress through the pre-application discussions with WSCC which involved the inclusion of an additional roundabout in the southern section of the road to respond to WSCC comments on the design of junctions with future land parcels within the allocation. In addition, further detail on the approach to landscaping along the A29 has been included in the submission.
- 7.7 Concerns were also raised regarding the need for improved public transport. In relation to bus provision, discussions have been ongoing with Stagecoach during the pre-application stages of the project to agree the principles for the requirements for future bus services along the realigned A29. Further detail is provided in the Transport Assessment submitted as part of the application.
- 7.8 In terms of walking and cycling infrastructure, the proposed pedestrian and cycle routes were welcomed by many. The A29 drawing provided as part of the consultation material included information on the pedestrian crossings of this route as well as the pedestrian and cycle path alongside the road. In response to feedback received from WSCC during pre-application discussions, a 4m segregated footway/cycleway will be provided alongside the A29. Further detail is provided in the Design and Access Statement setting out how this could connect into the existing pedestrian and cycle routes surrounding the site to respond to the feedback received.
- 7.9 A small number of responses requested that the proposed development aligns with the aspirations to create a 'greenway' along the Portsmouth to Arundel canal which runs along the south of the allocation. The canal route falls outside the application boundary (except where crossed by the A29 realignment). It is an aspiration to provide a pedestrian and cycle connection east from the A29 realignment along the route within the allocation boundary. However, as there will be no development surrounding or connecting to this route as part of the current application, this is not proposed to form part of the current application. It is intended to explore this further as part of the application for the land south of the railway line when this comes forward.
- 7.10 The inclusion of a bridleway within the application was requested by a few participants. The Southern Consortium has considered this as part of the current application. Bearing in mind that there are currently no bridleways within or around the edge of the site and given the other significant infrastructure requirements for this application, it is not proposed to include a bridleway within the current application. Notwithstanding, the Southern Consortium is committed to exploring the provision of a bridleway as part of the application south of the railway line when this comes forward and could at this time extend into the current scheme if considered appropriate.

Flooding and drainage

- 7.11 A large number of comments highlighted concerns in relation to flooding, which also included reference to the site and surrounding area being subject to existing surface water drainage issues.

- 7.12 The drainage strategy will promote a sustainable approach to managing rainfall runoff from the development. A comprehensive surface water drainage strategy has been developed to manage the increased surface water runoff from the development in a safe manner, so that runoff is contained within the site, and any outlet into the watercourses is at a controlled rate less than the current natural runoff. This therefore prevents flooding both on the site, and further downstream and offsite. The strategy has had full regard to the potential impacts of climate change as well as other ecological and hydrological considerations. The surface water drainage strategy has been informed by the Lidsey Surface Water Management Plan and groundwater monitoring on the site since October 2019 with results showing generally high ground water across the site. The Sustainable urban Drainage System (SuDS) features for the development will include attenuation basins which manage the surface water runoff generated.
- 7.13 Pell Frischmann has worked closely with Arun and West Sussex drainage engineers on the proposed drainage strategy to ensure that this is acceptable.
- 7.14 The existing sewage system and foul drainage management is a significant concern locally and comments sought certainty that the proposed development would not add to the existing problems.
- 7.15 Southern Water is currently in the process of identifying strategic improvements that are needed to its wastewater treatment works to increase the capacity to receive foul water flow. Discussions remain ongoing with Southern Water and further detail of this is provided in the ES Water Environment and Drainage Chapter.

Biodiversity and open space

- 7.16 The proposal to create publicly accessible open space with biodiversity enhancements was welcomed by many respondents. However, several also objected to the potential loss of natural habitats and wildlife. In addition, some respondents expressed concern relating to the loss of the existing amenity and natural space and that the proposed Linear Park would not replace this.
- 7.17 Within the application site, the majority of land comprises agricultural fields which is of low ecological value, except for trees and hedgerows. The Lidsey Rife is an area of higher ecological value and is proposed to be maintained and enhanced as part of the Linear Park. Whilst a small part of the rife benefits from existing Public Rights of Way the proposed Linear Park will substantially increase the amount of accessible green space for the existing and new community. In addition, further areas of accessible open space will be provided via the green corridors and connections throughout the site which will enable local residents to benefit from a much larger area of usable open space. Existing trees and hedgerows within the site will be retained where possible and the proposed new open space will serve as a buffer to the Lidsey Rife and the wildlife within.

Air quality and noise

- 7.18 Several comments objected to the scheme on the basis of a resultant negative impact on noise and air quality, predominantly from the A29 realignment.
- 7.19 The Environmental Statement accompanying the planning application includes chapters on noise impact and air quality respectively. This concludes that subject to the implementation of the recommended mitigation measures the proposed development should not have significant adverse effects in these respects. The mitigation will be secured by way of condition attached to the planning permission or via the legal agreement (where appropriate) to ensure that these measures are implemented. In terms of potential construction impacts, it is expected that planning conditions will require details of measures to control noise and dust to be submitted to

the Council and approved prior to works starting on site, such as through a Construction and Environmental Management Plan.

Loss of agricultural land

- 7.20 A small number of respondents objected to the loss of agricultural land as part of the application.
- 7.21 The principle of the loss of the agricultural land was assessed during the examination of the Local Plan and considered acceptable as demonstrated by the allocation of the site for development.

Design matters

- 7.22 This sections considers the comments received in relation to the design of the proposed homes and open space, reflecting on the feedback received on the specific questions on the character of the proposed development and the types of open spaces that local residents would like to see.

Housing Design

- 7.23 A number of respondents identified that the houses should be high quality and unique. Individual responses were received commenting specifically on the type and mix of housing, including the incorporation of bungalows, exclusion of flats, and support for European style design. Specifically as part of the consultation on the planning application, comments were sought on the local characters and features that existing residents would like to see reflected in the scheme. A number of respondents requested that traditional Sussex materials such as brick and flint are used in the development, and that the design responds to the site's semi-rural context.
- 7.24 The Outline Planning Application is the next step following the Framework Masterplan in ensuring that the new development will function well and add to the overall quality of the area. This includes how the development will establish a strong sense of place and create a distinctive place to live. High Level Design Principles were prepared in collaboration with ADC officers and endorsed by the Council in February 2020. They inform the Outline Planning Application and require a high standard of design from future development proposals to create vibrant and distinctive places in accordance with the National Design Guide and Arun Design Guide. The outline application is an early stage in the design process and so specific details of the appearance and layout of buildings is not provided. Notwithstanding, a Design Principles Document has been prepared to guide development within the application site and draws on feedback received as part of the consultation process. In addition, Section 6.3 of the DAS explains how the scheme has been designed to respond to the local context. Further design information on the appearance of buildings will be provided at the reserved matters stage.

Density and Height

- 7.25 A number of respondents commented on density and building heights, with some suggesting that a low density with a rural feel would be suitable. Some comments queried the inclusion of taller buildings (up to 5 storeys in the Neighbourhood Centre) as part of the scheme and that this is not reflective of the local character.
- 7.26 The High Level Development Principles identify that where the allocation abuts existing settlements these land parcels may reasonably be regarded as an urban extension. Conversely, where it presents a new community, physically separate from the existing communities, a modern and contemporary design approach is encouraged. Accordingly, it is important that the Outline Planning Application accommodates some flexibility to allow development to respond to

these differing characters. As such, as set out in the endorsed Framework Masterplan document, a range of residential densities are proposed across the site between approximately 20 to 40 dwellings per hectare with densities of up to 60 dwellings per hectare proposed in and around the new mixed use centres to give them vitality and to support non-residential uses.

- 7.27 The application Design Principles Document and Design and Access Statement set out information on the character areas within the application site and how the proposed density and building types will vary across the site including building height. Taking account of the comments received, the application proposes lower building heights and densities where the site sits adjacent to the existing villages (e.g. south of Barnham Road and near Barnham station). The proposed taller building heights of up to 5 storeys in the Neighbourhood Centre draws on the feedback received from planning officers to create a distinctive new character for the 'new settlement' part of the site.
- 7.28 The range of different densities and housing types will assist in place-making and the creation of a vibrant community through the provision of housing which meets a variety of needs.

Identity of individual villages

- 7.29 Respondents identified concerns about how the proposed development would impact on the separate identities of the existing villages and that the development would result in the area becoming a large developed area incorporating the surrounding villages. These comments were generally received at Framework Masterplan Stage.
- 7.30 The design principle around growth that forms part of the Outline Planning Application proposes new, distinct clusters of development in a landscape setting. As part of this design principle, the scheme parameters incorporate the Lidsey Rife Linear Park and Green Ring which will create a buffer between the urban extensions and the separate new settlement. The parameters also incorporate green corridors to the north and south of Barnham Road.

Landscape design

- 7.31 The planning application consultation sought views on the types of landscape areas respondents would like to see included in the scheme and whether local residents are supportive of a cricket pitch as part of the scheme. As explained in Section 6, the feedback identified a range of natural landscape features that residents wanted to see included in the scheme, including trees and hedges, picnic areas, accessible paths, safe play spaces etc.
- 7.32 Valuable feedback was received on the types of landscaped areas and features within this that people would like to see. The Landscape Strategy has drawn on this in developing an illustrative landscape masterplan as an example of the way the design principles and parameters can be interpreted for the site. At the core of the landscape strategy is the Lidsey Rife Linear Park which will comprise a new public park which will respect and maintain the water and ecological functions of the Rife as well as create accessible areas for recreational activity adjacent to this. As can be seen from the illustrative landscape masterplan, the scheme seeks to include a large number of trees and retain existing hedgerows within the scheme. In particular, and as raised by consultation responses, the A29 realignment includes trees and planting along the proposed A29 realignment which will soften its appearance within the landscape.
- 7.33 The feedback on the proposed cricket pitch shows that the local community is divided on its inclusion in the site, with many of those objecting to the cricket pitch suggesting the space is used for alternative sport provision. This location is in the setting of the Grade II* listed St George's Church and as such it was considered that the cricket pitch would present a low intensity use that could be acceptable in this context. Drawing on feedback received, the inclusion of a cricket pitch or green space in this location will maintain key views with St

George's Church. Consideration has been given to the use of the space for other sports facilities such as football pitches, however due to the need for floodlights to be provided this option has been discounted and feedback from Arun officers has identified a need to continue to include land for a cricket pitch in the submission. In addition, the proposals should be considered in the context of the wider Framework Masterplan and the Sports Hub that is proposed to be come forward in the land parcel south of the railway line.

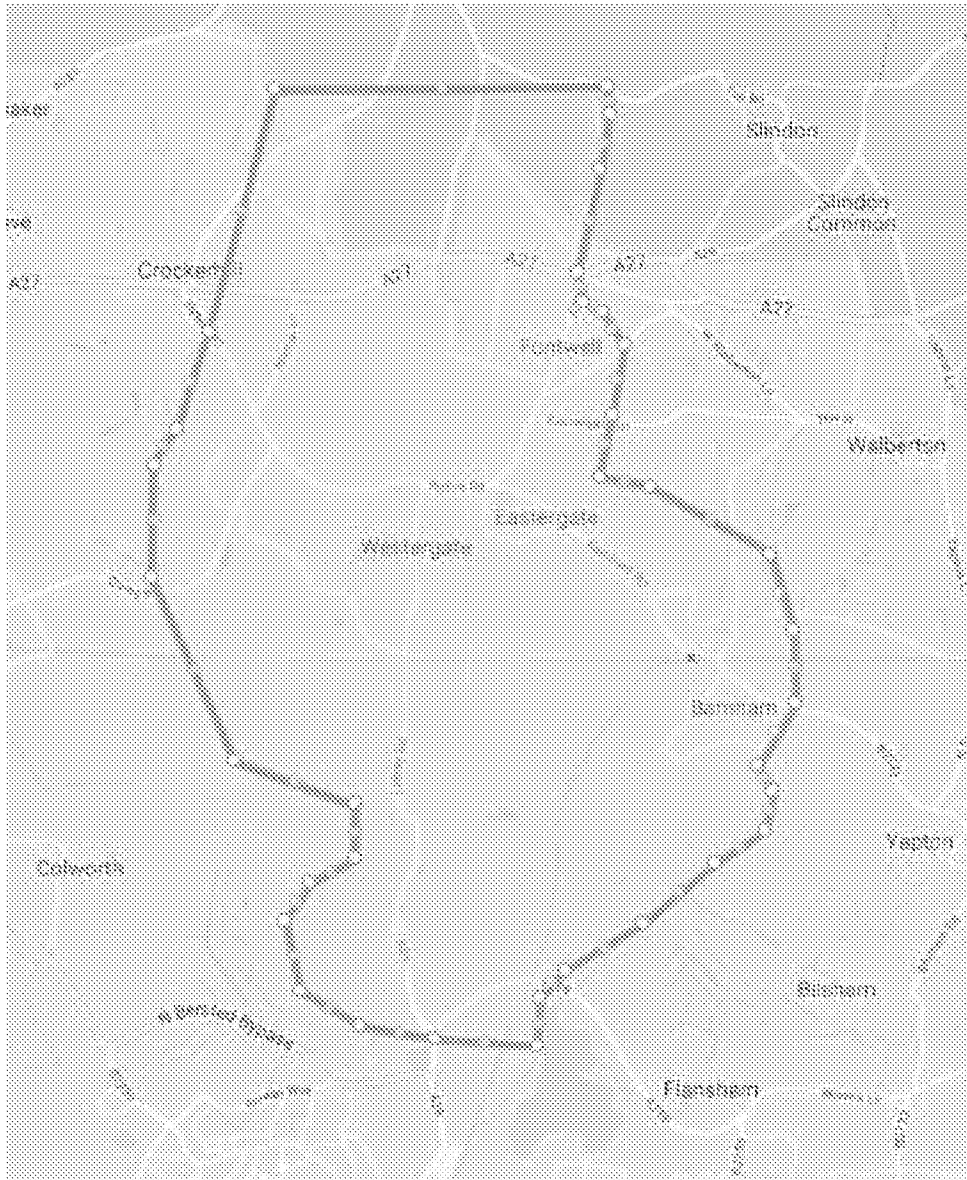
Sustainability

- 7.34 The Framework Masterplan seeks to deliver a development that is fit for the future and the applicants are keen to define a pathway to deliver the sustainability aspirations for the site. As part of this process, the consultation included a specific question on the types of sustainability features that the local community considered the most important. The majority of responses considered safe and inviting routes for walking and cycling and delivering biodiversity net gain as the most important features.
- 7.35 The application proposes to deliver these features with the Environmental Statement ecology chapter concluding that the development will represent a net gain in biodiversity terms relative to the existing situation. In addition, a network of off-road pedestrian and cycle routes are proposed with further details provided in the Design and Access Statement. A Sustainability Strategy has been prepared to form part of the planning application and identifies a number of potential measures that will be considered further going forward during the Reserved Matters process.

8.0 Conclusion

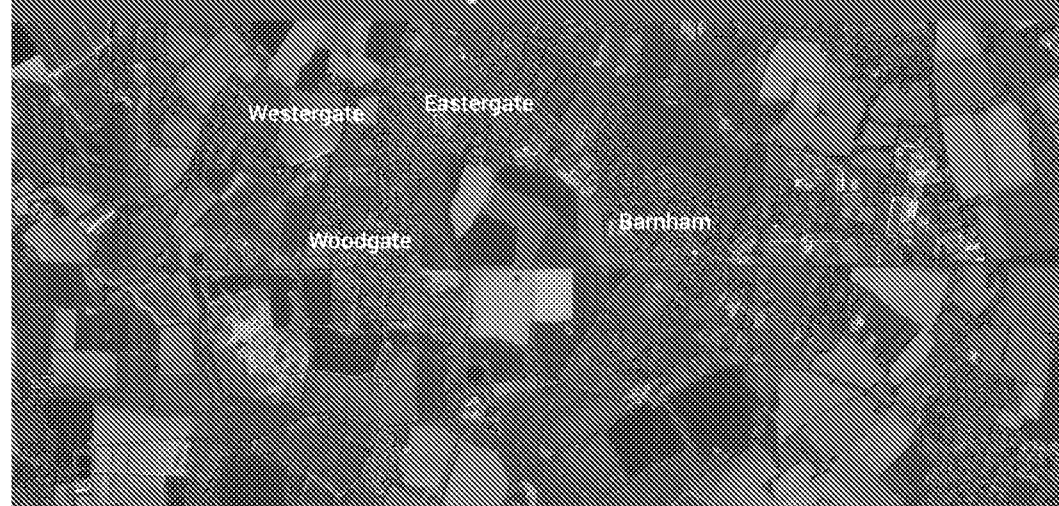
- 8.1 The consultation process undertaken to date has been instrumental in developing the Outline Planning Application proposals for BEW Parcel SC1. The meetings with ADC and stakeholders on the Advisory Group have informed the evolution of the development and the input from local residents has ensured that the proposals have been properly considered and justified.
- 8.2 The Outline Planning Application for BEW Parcel SC1 has directly responded to feedback received from officers of ADC, the public through the consultation period and discussions with key stakeholders. This Statement has set out responses to the key issues and concerns raised by the local community and explains how these have been addressed in the Outline Planning Application, where appropriate, or in future applications.
- 8.3 The Outline Planning Application will also be subject to an additional consultation held by ADC which will give local residents, businesses and key stakeholders a further opportunity to comment on the proposals, to lodge their views and to make formal representations to ADC.
- 8.4 As future reserved matters and discharge of condition applications are developed for the more detailed proposals the Applicants will have regard to all further comments received.

Appendix 1 – Framework Masterplan Consultation Catchment Area



Appendix 2 – Framework Masterplan consultation leaflet

Barnham, Eastergate and Westergate Framework Masterplan Consultation



We would like to invite you to view details of the emerging Framework Masterplan for the Barnham, Eastergate and Westergate strategic allocation (shown on the image overleaf). The Arun District Council Local Plan (2018) has identified that this land is suitable for a new community including new homes and associated infrastructure, including two new primary schools and two local centres.

The Framework Masterplan forms the first stage in the masterplanning process and will set the overarching principles for the development across all of the strategic allocation. The Framework Masterplan will provide details including land uses (e.g. housing, community and open space), where these will be located and the access points and key routes through the site.

Due to current restrictions we are not able to hold a public exhibition at this time. Therefore, we have prepared an interactive website that allows you to consider the emerging proposals and provide your feedback. Additionally, the Framework Masterplan key diagram is provided overleaf, along with a comments card that can be returned to us, via freepost.

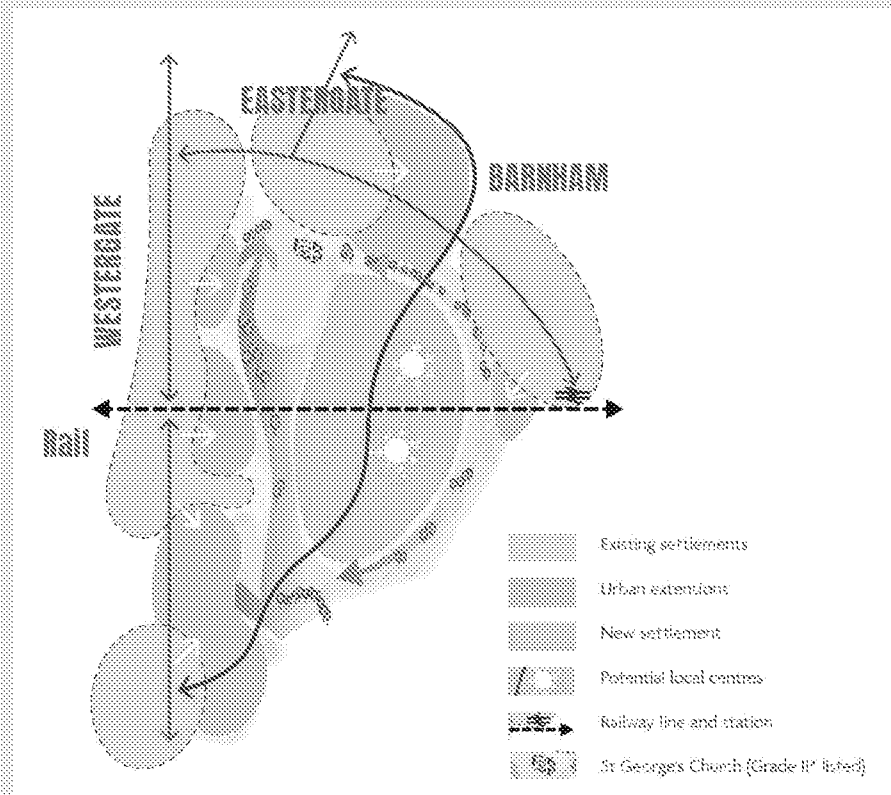
Share your views

Comments on the Framework Masterplan can be submitted via the website, which will be live from **Wednesday 5th August 2020**, or by post using the attached comments card by **26th August 2020**. Your comments will help inform the emerging plans for the strategic allocation through the Framework Masterplan document which will then be submitted to Arun District Council for endorsement.

If you are unable to gain access to the website please contact Victoria Barrett-Mudhoo at Lichfields on [redacted] and we will arrange for a hard copy of the [redacted] to you. Any questions or comments should be emailed to [redacted]

Vision and Further Detail

The vision for the new settlement at Barnham, Eastergate and Westergate is for a sustainable community arranged in attractive and well designed neighbourhoods which positively relate to the surrounding villages and the West Sussex landscape, delivering major benefits to the local community and environment.



In preparing the Framework Masterplan additional design and technical work has been undertaken since the adoption of the Local Plan. The Local Plan allocated the site (Policy HSP2c SD5) for 3,000 homes, including 2,300 homes within the Local Plan period up to 2031. Through careful testing of appropriate housing types and densities, alongside the generous provision of open space of multiple types, the site can comfortably accommodate an increased number of up to 4,300 homes. The Framework Masterplan plans for this additional number of homes and will ensure sufficient infrastructure is provided to support the uplift in homes. This position is supported in principle by Arun District Council Planning Officers.

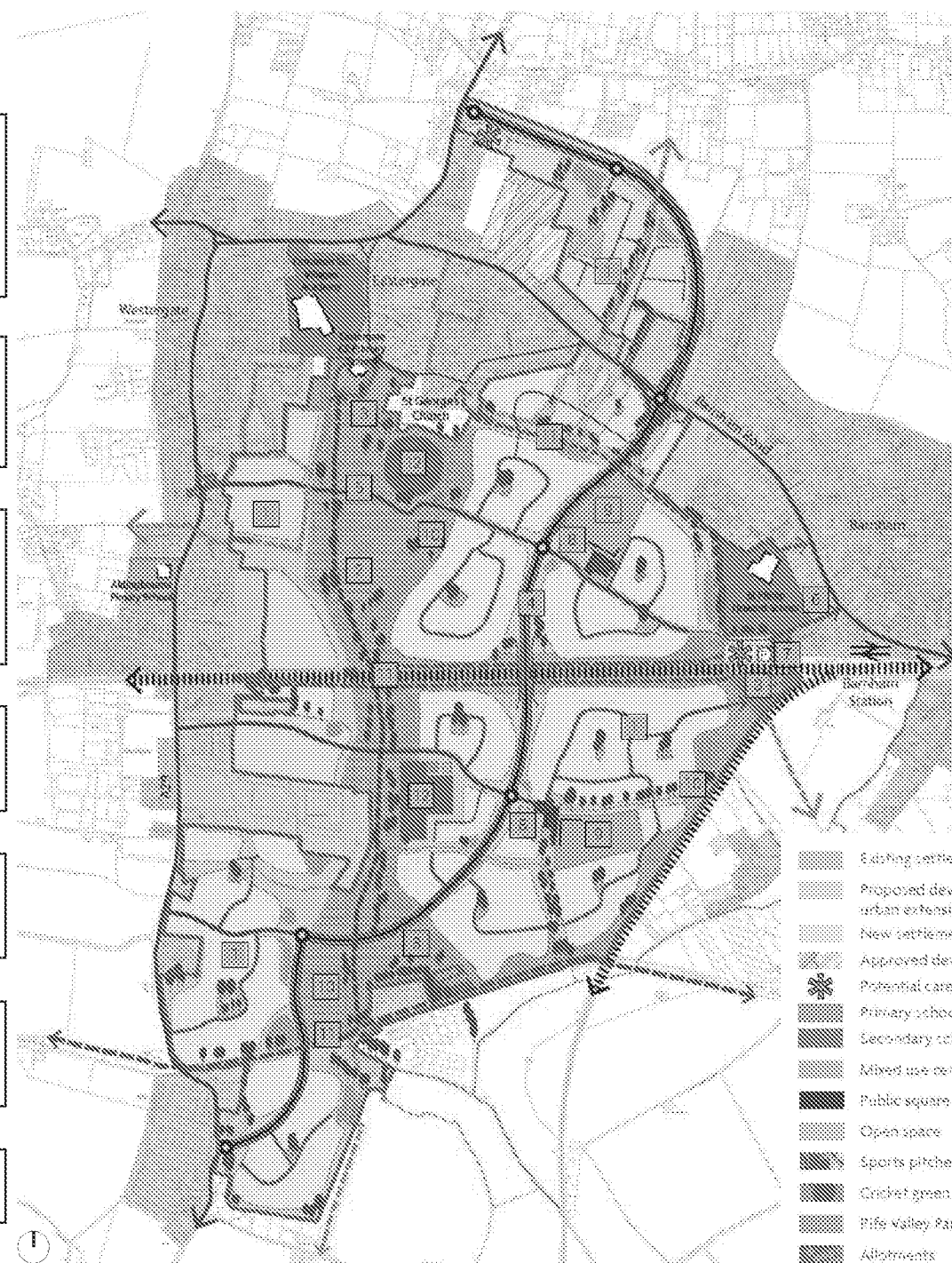
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Lichfields
The Minster Building
21 Mincing Lane
LONDON
EC3R 7AG

Framework Masterplan

- 2,300 homes to be delivered up to 2031, with up to 2,000 homes to be delivered after 2031, including affordable housing as appropriate growth to existing settlements and a distinct new settlement
- A new publicly accessible Linear Park along the Lidsey Rife accommodating new pedestrian and cycle routes and informal landscape
- A multifunctional green network of over 100 hectares of public open space including informal open green space, children's play, allotments, community gardens and orchards
- A realigned A29 to relieve pressure on the existing highways network and increase capacity
- An east to west vehicular connection from Westergate Street to the realigned A29 enhancing connectivity
- Potential for improved connectivity to Barnham Station, including provision of pedestrian and cycle connectivity
- Additional car parking provision for Barnham Station



- Two local centres providing small-scale retail, library facility, community opportunities and other employment generating uses to serve local needs
- Two new primary schools with early years/nursery and special educational needs provision
- A range of planting and habitat types to provide opportunities for biodiversity and conservation
- A network of pedestrian and cycle links across the allocation that will connect with the surrounding villages
- Provision of sports pitches including an artificial pitch and a cricket pitch

Have your say...

Please help inform the Framework Masterplan and future proposals by providing your thoughts on aspects, such as landscape / recreation and play, surface water drainage and flooding, movement and transport, community facilities, and types of housing. In addition, we would be interested to understand which local destinations you think future residents will travel to by car, bicycle and foot?

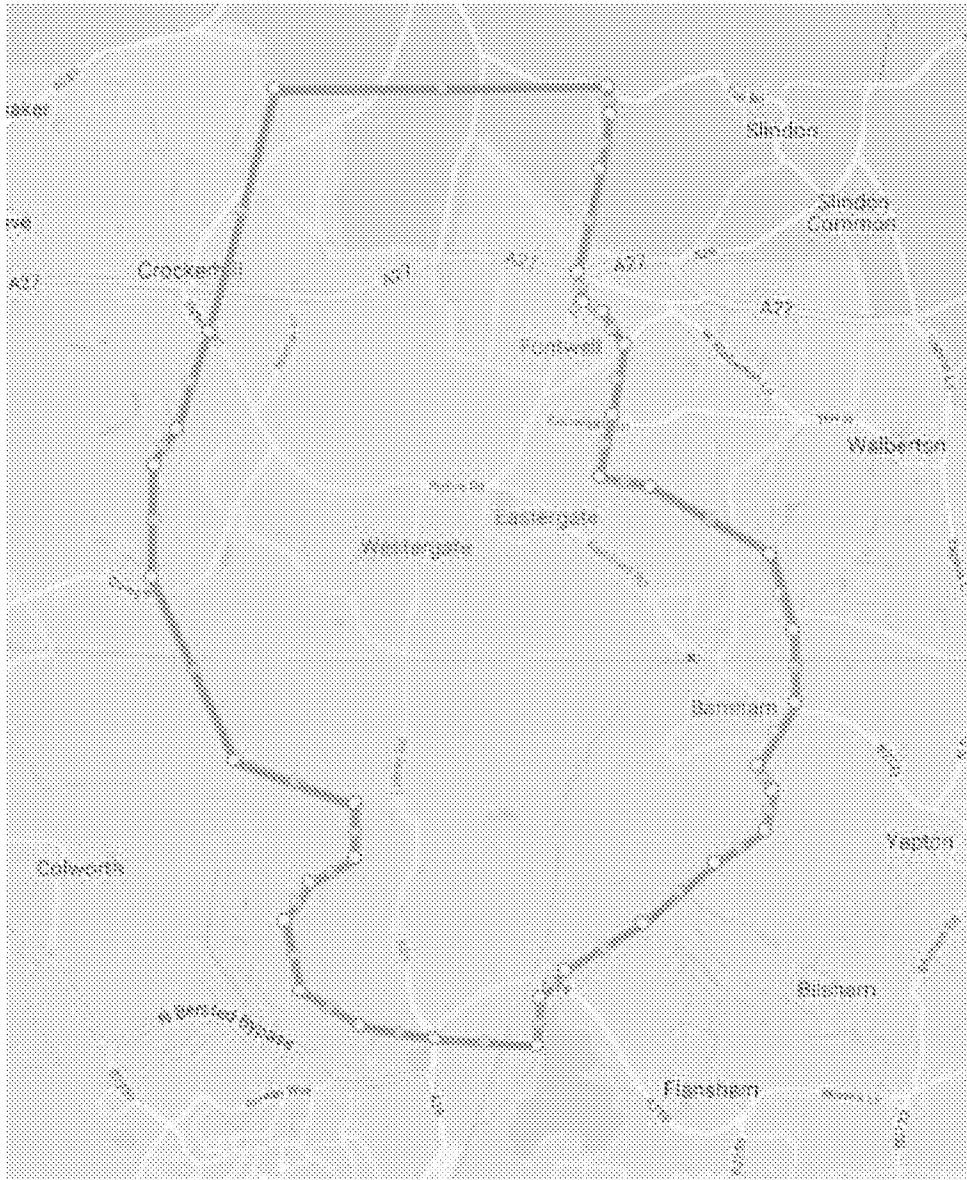
- 1 Your views:
(Any questions or comments also can be emailed to dp@lichfields.uk)

- 2 Please provide your postcode (for statistical purposes only)

- 3 If you would like to receive future updates on the proposals please provide a contact email address:

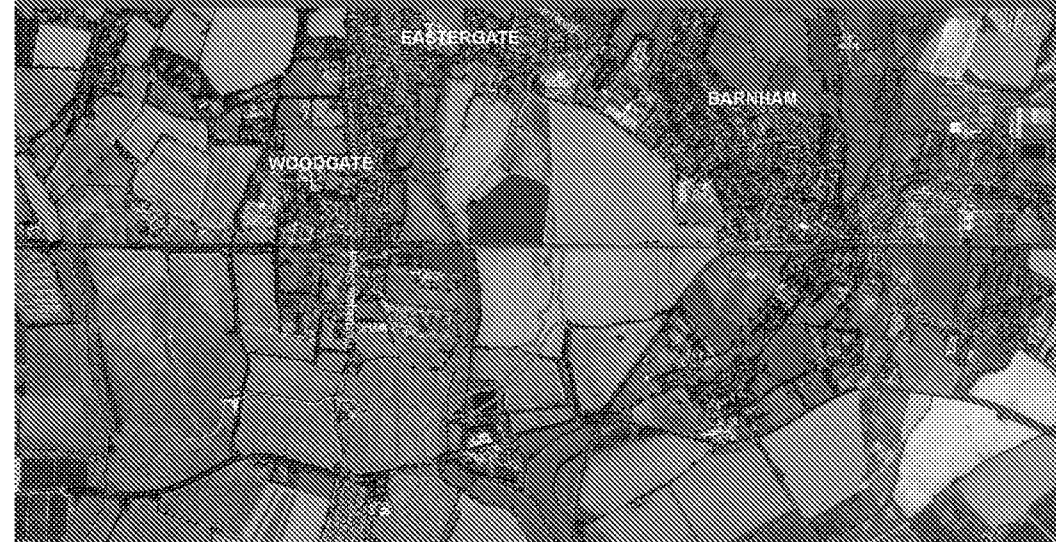
Privacy Statement
Nathaniel Lichfield & Partners Limited ('Lichfields') is registered with the Information Commissioners Office (registration number Z6193122). Completion of the survey constitutes your explicit consent for us to process your data for the purposes outlined. Your responses will be analysed by Lichfields on behalf of our clients. The Church Commissioners for England and Harbury Properties, Lichfields will use your personal information for the purposes of keeping you informed about the project and for understanding public opinion on the project. Responses to this consultation may be made publicly available, but any personal information will be kept confidential. Your anonymised comments may be shared with Arun District Council as part of the Framework Masterplan and planning application submission. Your personal information will be properly safeguarded and processed in accordance with the requirements of privacy and data protection legislation. Your personal data will be deleted at the conclusion of our assignment. You have the right to: withdraw your consent at any time; request to see what information is held about you; have inaccurate information about you corrected; have your personal information removed from our system (unless we are required by law or a statutory purpose to keep it); or complain to the Data Protection Officer where you believe your data has not been handled in accordance with the law. You can do this by contacting the Data Protection Officer by email: dpo@lichfields.uk or by post to: The Data Protection Officer, Lichfields, The Minster Building, 21 Mincing Lane, London, EC3R 7AG.

Appendix 3 – Outline Planning Application consultation catchment area



Appendix 4 – Outline Planning Application consultation leaflet

Barnham, Eastergate and Westergate Southern Consortium Planning Application



Community Consultation

In summer 2020, hundreds of residents from Barnham, Eastergate, Westergate and the surrounding area provided valuable feedback on the Framework Masterplan for the Barnham Eastergate Westergate site allocation, which was endorsed by Arun District Council in November 2020.

We are now working up proposals for a hybrid planning application for the first stage of development brought forward by the Southern Consortium, comprised of The Church Commissioners for England and Hanbury Properties. The application will seek:

- Outline planning permission for 1,250 new homes, neighbourhood centre, primary school, and associated infrastructure on land north of the railway line.
- Detailed planning permission for the A29 realignment south of Barnham Road to the Lidsey bends.

Detailed design matters for the outline proposals (which are not the subject of this consultation) would be submitted to the Council for approval at a later date.

Share your views

This consultation is a further opportunity to feed back on the development proposals before the planning application is submitted to the Council in summer 2021. It will run for four weeks from **19 April until 16 May 2021**.

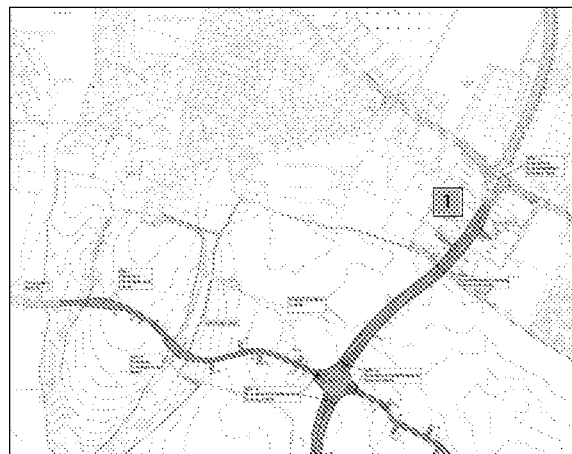
We have prepared a website that allows you to consider the emerging proposals and provide your feedback:

Comments can also be submitted by freepost using the enclosed questionnaire.

If you are unable to gain access to the website, please contact Victoria Barrett-Mudhop at Lichfields on [REDACTED] a hard copy of the website. Any comments can also be emailed to [REDACTED]

A29 realignment phase 2

The Southern Consortium is delivering the second phase of the A29 realignment leading south from Barnham Road and re-connecting to the existing A29 south of the Lidsey Bends.



1 Access from Barnham Road to connect with the WSCC phase north of Barnham Road.

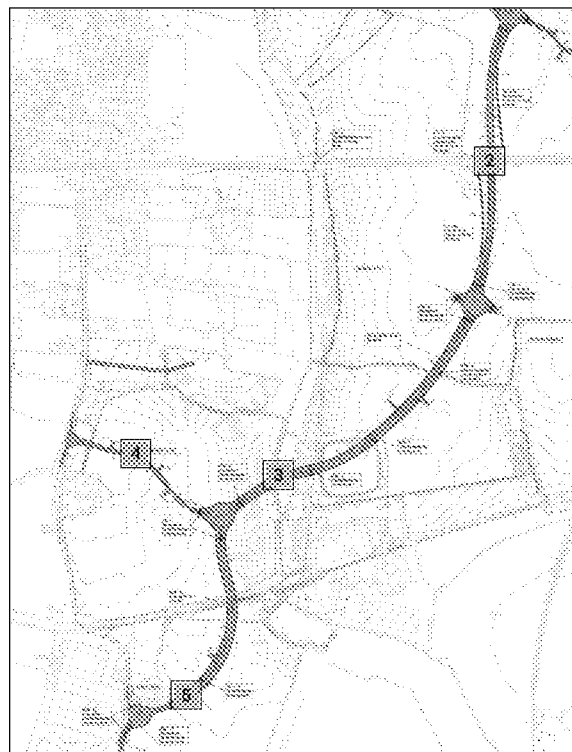
2 A bridge over the existing railway line.

3 A second bridge over the Lidsey Rife.

4 A westerly connection to the existing A29 south of the railway line.

5 Southern access onto the existing A29.

6 4m wide segregated cycle way and footway either side along the whole realignment.



Visit www.bewconsultation.co.uk or scan the QR code:



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