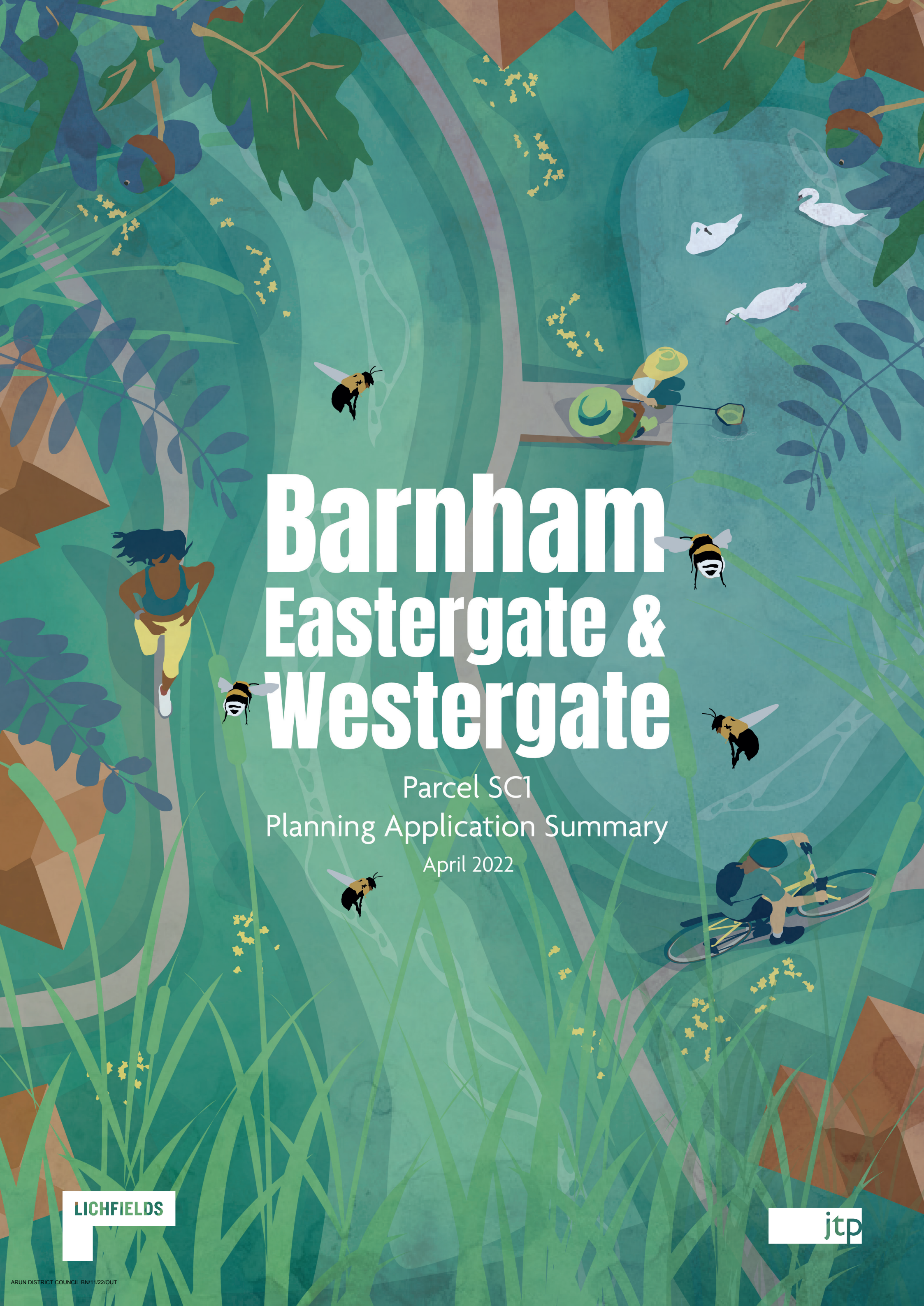




Barnham Eastergate & Westergate

Parcel SC1
Planning Application Summary
April 2022

LICHFIELDS

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1. Introduction

Purpose of this Document

1.1 An outline planning application for part of the Barnham Eastergate and Westergate (BEW) allocation (parcel SC1) is being determined by Arun District Council as local planning authority (application reference BN/11/22/OUT). The application has been submitted by The Southern Consortium (the Church Commissioners for England, Ashmarden Ltd and Hanbury (PM) Ltd) and is their first application relating to the BEW site allocation SD5 in the Arun Local Plan (2018).

1.2 Whilst not covering the entire allocation, the current application is integral to its delivery (which involves other third party landowners) through including significant levels of infrastructure, including the A29 realignment, necessary to support the new community. The current application will therefore make an invaluable contribution to housing delivery in Arun not only through its own provision but also by unlocking the wider SD5 BEW allocation.

1.3 The application comprises a suite of extensive documents on technical matters that must be assessed by the Council. These documents are publicly available on the Council’s website (<https://www.arun.gov.uk/planning-application-search>) using application reference number BN/11/22/OUT, or can be accessed from The Southern Consortium’s website (www.bewconsultation.co.uk). The purpose of this document is to:

- Provide a helpful overview of the planning application.
- Draw together the matters of interest to the local community from across the suite of application documents.
- Highlight where further key information can be found.

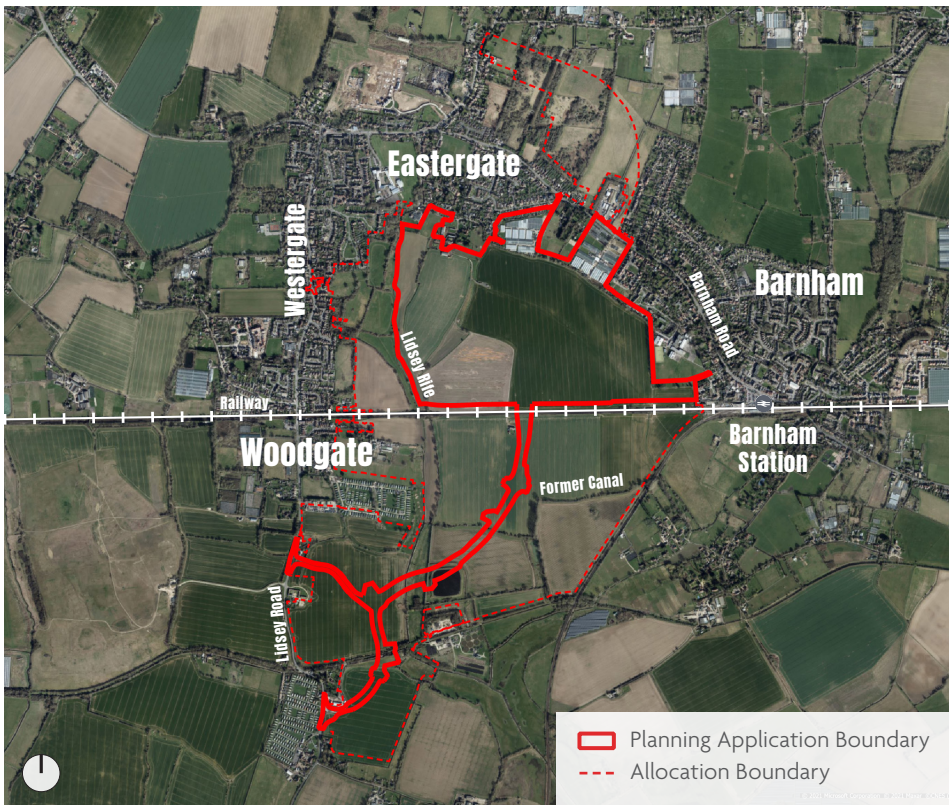


Figure 1 – Site Location Plan showing application site outlined in red

Application & Site Overview

1.4 The formal description of development for the application is:

“Outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide up to 1,250 residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class E/F2/Sui Generis), a Primary School plus 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.”

1.5 Applications for outline planning permission seek to establish whether the principle, scale and nature of a proposed development would be acceptable to the local planning authority. Once outline planning permission has been granted, detailed approval for the development will be sought through reserved matters applications.

1.6 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 to the Lidsey Bends. It covers 34% of the BEW allocation area. On its northern boundary is the ‘mini masterplan’ area where the Boweries (ref. BN/135/20/PL) and Warwick Nursery (ref. BN/153/20/PL) sites are; beyond this is the Barratt land parcel through which West Sussex County Council has secured planning permission for Phase 1 of the A29 realignment (ref. WSCC/052/20); to the west is the Cala land parcel; and to the south west is Woodgate Centre (ref. AL/107/21/PL). Further information on the site context and how this has informed the application masterplan is provided in Chapter 3 of the Design and Access Statement.

1.7 A Framework Masterplan for the BEW allocation was endorsed by Arun District Council on 25 November 2020 to guide future planning applications for development. It demonstrates how the requirements for the site allocation can be comprehensively delivered as an integrated community set within a high quality landscape. As part of this process, and following detailed design and technical work, the Council endorsed increasing the level of housing to be delivered across the BEW allocation to 4,300 homes.

1.8 The planning application proposals submitted by The Southern Consortium are entirely consistent with the Framework Masterplan, and further information can be found at Chapter 2 of the Design and Access Statement and page 8 of the Planning Statement.

Vision for BEW

1.9 The vision for the development is to create a unique place and sustainable community, shaped by landscape, ecological enhancement and sustainable connectivity, with distinct, linked residential neighbourhoods. BEW Parcel SC1 will be a place that:

- Embraces the local landscape including the Lidsey Rife;
- Incorporates leisure trails and active travel routes;
- Delivers strategic links through highway and cycle infrastructure; and
- Offers sustainable living with a strong community spirit providing community uses accessible to existing and new communities.

2. Description of Proposals

2.1 The application will deliver a high quality residential led development that will provide the infrastructure that is essential to realising the ambition and potential of the BEW allocation. The application masterplan has been informed by public consultation; firstly in relation to the Framework Masterplan, where a consultation process took place in August 2020, and then a dedicated consultation process for the current application which was undertaken in April and May 2021. Details of the public consultation are provided in the Statement of Community Involvement.

2.2 The proposals include:

- 1 1,250 new homes with a mix of house types and sizes, a 60 bed care homes/senior living accommodation, affordable housing and self-build plots.
- 2 A29 realignment south of Barnham Road comprising a 1.2km carriageway, two bridges, 4m segregated footway and cycleway, at grade crossings alongside associated drainage and landscaping.
- 3 A new Neighbourhood Centre at the core of the community providing 1,250sqm of shops, cafes, community facilities as well as a community hall centred upon a neighbourhood square to create a hive of activity at the heart of the application site and allocation.
- 4 Land for the first of two primary schools within the BEW allocation, alongside nursery and Special Educational Needs and Disabilities (SEND) provision, positioned adjacent to the Neighbourhood Centre, to serve the application site as well as the wider allocation.
- 5 40 hectares of multi-functional open spaces allowing the free movement of people and nature throughout the site; including the 20 hectare Lidsey Rife Linear Park delivered on the western part of the site providing a mosaic of habitats and play spaces for new and existing communities to enjoy.
- 6 Land for a cricket pitch and small pavilion for the use of the new and existing community.
- 7 Over 12km of walking and cycling routes within the scheme including throughout the Linear Park, a north-south connection to form part of the wider South Downs to Coast cycle route and along the route of the Westergate Cycle Scheme.
- 8 A variety of play spaces spread throughout the development and open space for children within the existing and new communities to enjoy.
- 9 Improved access to Barnham Station by way of a dedicated pedestrian and cycle link connecting to Gospond Road.
- 10 Majority of the East-West Link Road (with remainder to be delivered in the Cala land parcel) including new parking at the eastern end providing 200 spaces adjacent to Barnham railway station.



2. Description of Proposals

2.3 The Southern Consortium is mindful of concerns raised by local residents in terms of the impact of the proposed development on existing infrastructure. The development will be delivering on site the majority of the infrastructure as outlined.

2.4 Where on-site provision is not proposed, the approach has been discussed and agreed with the Council and relevant statutory providers to ensure that the development is appropriately mitigated as follows:

- **Healthcare:** The applicants have engaged with the NHS Coastal West Sussex Clinical Commissioning Group (CCG) on the primary health care requirements arising from the development, including GP surgeries. The CCG has confirmed that its preference is to expand existing off-site facilities, namely the Croft Practice in Barnham, with financial contributions sought.
- **Secondary schools:** A financial contribution will be made towards secondary school places.
- **Sixth form:** A financial contribution will be made towards sixth form provision.
- **Bus provision:** Discussions are ongoing with Stagecoach, and it is expected that financial contributions towards a new bus service will be agreed.
- **Off-site highways improvements:** Financial contributions will be made towards off-site highways improvements that have been identified by West Sussex County Council. A full review of these is provided in Section 6 of the Transport Assessment (Appendix D1 of the Environmental Statement) and is summarised in Table 6.6 of the Planning Statement.

2.5 The financial contributions will be secured as part of the Section 106 legal agreement between the Southern Consortium and the Council.

2.6 A second Neighbourhood Centre will be delivered as part of the land parcels south of the railway line, including a new library facility alongside retail, commercial and community facilities. A sports hub with sports pitches will also be delivered south of the railway in line with the Framework Masterplan.



Artist's impression looking towards Neighbourhood Square, mixed uses & primary school



Artist's impression of Lidsey Rife Linear Park



Artist's impression looking east along the Green Link



Artist's impression of Lidsey Rife Linear Park

3. A29 Realignment

3.1 The current application will allow for the phased delivery of the A29 realignment south of Barnham Road to the southern tie-in with the existing A29.

3.2 The proposed road will be delivered on a phased basis:

- The first section north of the railway to Barnham Road will be delivered alongside the proposed residential parcels to provide access.
- The second section comprising the bridge over the railway line and the road to the south including the Hanbury Link (to provide an earlier connection to the existing A29) will be delivered separately once funding and land is available – the route crosses third party land not in the ownership or control of the Southern Consortium.

3.3 At present it is assumed the A29 realignment will be funded by Section 106 contributions from across the BEW allocation with delivery from the north of the Site, on a phased basis, as described above. The proposed bridge crossing and remaining element for the A29 south of the railway line will need to come forward ahead of any future residential development within this part of the BEW allocation, and the timing of delivery will be informed by the funding available from the S106 contributions.

3.4 The inclusion of the full A29 realignment south of Barnham Road in the current application will ensure that there is certainty this important infrastructure can be accommodated within the BEW masterplan, and that it can be brought forward swiftly at the appropriate time once future planning permissions for the land south of the railway are in place.

3.5 This approach to the phased delivery of the A29 realignment is fully supported by the conclusions of the Transport Assessment. It assesses a range of highway capacity scenarios all of which include background traffic growth, committed developments and other Local Plan developments including other land parcels within the BEW allocation that are expected to come forward prior to or in parallel with this application. All scenarios are subject to the delivery of Phase 1 of the A29 realignment north of Barnham Road which is being delivered by West Sussex County Council. The scenarios include separate assessments of:

- Delivery of a section of the A29 realignment north of the railway line south of Barnham Road (i.e. without the connection over the railway to the southern tie in) – referred to as the 2031 scenarios; and
- The full delivery of the proposed A29 realignment from south of Barnham Road to the Lidsey Bends southern tie in – referred to as the 2038 scenarios (this also includes the full allocation delivery of up to 4,300 homes as per the endorsed Framework Masterplan).

3.6 The Transport Assessment models the impact on 27 junctions within the surrounding area. It concludes that all junctions will either operate within capacity, or that there is a deliverable strategy in place that will mitigate the impacts of the development improving junction capacity and performance. Table 6.6 of the Planning Statement summarises this assessment and sets out the mitigation measures identified for the junctions that require improvements to increase capacity.

3.7 The detailed technical work undertaken demonstrates that the proposed development can be delivered, with the identified highway mitigation measures, prior to the full delivery of the A29 realignment without leading to unacceptable highway impacts. The mitigation strategies include those identified by the Council in the Arun District Transport Study 2016– Stage 3, and the West Sussex County Council Enterprise Bognor Regis Transport Review (2017). Financial contributions towards the mitigation measures will be secured by legal agreement.

3.8 The Southern Consortium understands the concerns of the local community in respect to highway infrastructure, and has worked closely with West Sussex County Council at the pre-application stage to determine the scope and methodology for the transport assessment, which included review of Arun District Council Local Plan highways mitigation schemes. We are also working closely with the Council to explore third party funding opportunities, which could enable the full A29 realignment to be brought forward at an earlier stage subject to land availability.

4. Key Documents

4.1 The table below sets out the key documents submitted alongside the application with a summary of each. You may wish to refer to these documents for more information.

Document Title	Summary	Key Sections
Parameter Plans	The parameter plans set out development parameters within which future reserved matters applications will come forward to secure the detailed design of the scheme.	There are five parameter plans which relate to: - Land use: Sets out the distribution of residential, Neighbourhood Centre, education and open space uses. - Building heights: Shows the proposed maximum building heights of the development for the residential, neighbourhood centre and the school, and is intrinsically linked with the character areas shown on the Development Areas Character Parameter Plan. - Landscape and green infrastructure: Shows the distribution of open space and indicative locations for play space. - Character areas: Establishes three distinct areas which will be underpinned by the Design Principles Document. - Access and movement: Identifies the principal movement and access points into and around the Site.
Planning Statement	Provides an overview of the application and assesses the proposed development against planning policy.	Section 3.0 sets out an overview of the consultation and engagement that has been carried out. Section 4.0 provides a detailed overview of the proposals and paragraph 4.43 explains the indicative phasing that has informed the assessment of the application. Section 6.0 assesses the development against the relevant planning policy. It explains that the principle of development has been established by Arun’s Local Plan site allocation. The relevant policy matters assessed include: - Residential quantum and mix (paragraph 6.29) - Affordable housing (paragraph 6.43) - Design (paragraph 6.49) - Height (paragraph 6.56) - Density and character(paragraph 6.60) - Open space, play space and sports facilities (paragraph 6.65) - Access, parking and transport (paragraph 6.80) and highways impact (paragraph 6.106) - Flooding and drainage (paragraph 6.115) - Heritage and archaeology (paragraph 6.121) - Socio-economic (paragraph 6.131) - Telecommunications (paragraph 6.136) - Ecology and trees (paragraph 6.139) - Landscape (paragraph 6.150) - Air quality (paragraph 6.154) - Noise and vibration (paragraph 6.162) - Land contamination (paragraph 6.169) - Mineral resources (paragraph 6.171) - Section 106 heads of terms (paragraph 7.5) - Proposed planning conditions (Table 7.1)
Design and Access Statement	The DAS explains the vision, principles and concepts that have been applied to the development. It contains illustrative drawings and plans that show how the scheme could be delivered within the parameters.	Section 2 explains the endorsed Framework Masterplan. Section 3 describes the application site and constraints and opportunities. Section 4 sets out the design principles and concept plan for the development. Section 5 summarises the parameter plans. Section 6 includes an illustrative masterplan that shows how the scheme could be developed within the set parameters. Section 7 sets out details on access and movement within the scheme.

Table 1: Summary of Key Documents

4. Key Documents

Document Title	Summary	Key Sections
Design Principles Document	The DPD sets out key design principles for approval as part of the application. Compliance with these principles will be generally required as part of future submissions.	Section A sets out site-wide design principles. Section B sets out the built form character principles. Section C sets out the landscape character principles.
Landscape Strategy	This document provides illustrative material to describe the landscape masterplan and explain the design principles and concepts behind it.	Sections 2.0 and 3.0 set out the site context and summarise the landscape parameter plan. Section 4.0 sets out the open space proposals. Section 5.0 outlines the landscape strategies including the amenity infrastructure (5.3), and play and recreation strategy (5.4). Section 6.0 sets out details of the proposed landscape character areas.
Environmental Statement	The Environmental Statement provides a means of drawing together the findings of systematic analysis of potential environmental effects of the scheme, to assist the local planning authority and other stakeholders in their understanding of the environmental impacts of the development. The ES contains a number of different chapters which provide technical details on environmental matters.	Key Chapters of interest may include: Chapter D (Transport and Accessibility) Chapter E (Landscape and Views) Chapter F (Ecology) Chapter K (Water Environment and Drainage) Chapter G (Air Quality) Chapter H (Noise and Vibration) Chapter I (Historic Built Environment) Chapter J (Archaeology) Chapter K (Water Environment and Drainage) Chapter L (Socio-Economics) Chapter M (Climate Change and Resilience) Chapter N (Cumulative Impact Assessment) Chapter O (Mitigation and Monitoring) Key appendices of interest include: - D1 – Transport Assessment - K1 – Flood Risk Assessment - K2 – Drainage Assessment
Sustainability and Energy Strategy	The Sustainability and Energy Strategy sets out the Southern Consortium’s sustainable vision and ambitions for the site and is intended to be aspirational and illustrative with targets and opportunities that, given the long construction period, are subject to change as the development and energy and sustainable technologies evolve.	Section 2 describes the key drivers and policy informing the strategy. Section 3 sets out an overview of the approach to sustainable development at the site, including the five ‘capitals’ model for sustainable development. Section 4, 5, 6, and 7 consider the objectives and measures explored for the physical, social, economic, human and natural capital.

Table 1: Summary of Key Documents

5. Scheme Benefits

Economic Benefits



ECONOMIC OUTPUT:
NET TOTAL OF

£5.2m

ADDITIONAL ECONOMIC
OUTPUT IN THE FORM OF
GROSS VALUE ADDED (GVA) PER
YEAR IN THE LOCAL IMPACT
AREA AND UP TO £6.2M IN THE
WIDER IMPACT AREA.



A Neighbourhood Centre

WITH RETAIL, COMMERCIAL AND COMMUNITY
FACILITIES TO SUPPORT THE ALLOCATION AND
THE WIDER COMMUNITY. THIS IN TURN, ALONG
WITH THE PRIMARY SCHOOL PROVISION, WILL
SUPPORT 113 FULL TIME EQUIVALENT (FTE) JOBS.



20 HA
LIDSEY RIFE
LINEAR PARK



Over
300
CONSTRUCTION JOBS
CREATED PER YEAR



40 HA
OF MULTI-FUNCTIONAL
OPEN SPACES ALLOWING THE
FREE MOVEMENT OF
PEOPLE AND NATURE



1250
NEW HOMES INCLUDING A RANGE
OF AFFORDABLE
HOMES AND HOMES
FOR THE ELDERLY



Resident expenditure:
THE NET ADDITIONAL EXPENDITURE (IN TERMS OF MONEY
SPENT BY THE NEW RESIDENTS) WITHIN THE LOCAL IMPACT
AREA FOR THE DEVELOPMENT COULD BE C. £8.48M PLUS A
FURTHER ESTIMATED FIRST OCCUPATION EXPENDITURE (I.E.
INITIAL SPENDS TO MAKE A HOUSE “FEEL LIKE HOME”) OF £6.9M.



Neighbourhood
Centre A RANGE OF MIXED
USES INCLUDING
COMMUNITY USES



PRIMARY
SCHOOL
WITHIN THE
NEIGHBOURHOOD
CENTRE



Environmentally
RESILIENT



A29 DELIVERING
KEY STRATEGIC
INFRASTRUCTURE
AND HIGHWAYS
IMPROVEMENTS



4 km
CIRCULAR WALKING
& RUNNING ROUTE



Over 12 km
NETWORK OF PEDESTRIAN
& CYCLE ROUTES
FROM SLOW PACED RECREATION
ROUTES TO STRATEGIC CYCLE ROUTES

6. Next Steps

6.1 The application is available to view in full on Arun District Council's Planning Search under reference number BN/11/22/OUT. Comments can be submitted via the Council's website.

6.2 The Council will receive comments from both the public and Statutory Consultees. The Case Officer will assess the application and write a report to the Planning Committee. The Planning Committee will then consider and determine the application.

6.3 The Council has a target determination date of 27 May 2022. However, applications of this scale often require longer than this to be assessed and determined. We would expect the application to be considered by the Planning Committee in Summer 2022, subject to the consultation comments received, and ongoing discussions with the Council.



Artists' impression looking northwards towards St George's Church and cricket pitch, and new homes to the east



Artist's impression of Lidsey Rife Linear Park

