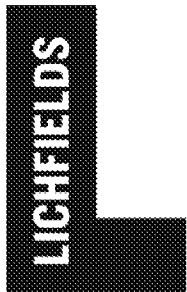


Land at Barnham, Eastergate, Westergate (Parcel SC1) Environmental Statement

Non-Technical Summary

Southern Consortium

January 2022 *{updated December 2023}*



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1.0

Introduction and Methodology

1.1 This document is a summary in non-technical language of an Environmental Statement ('ES') prepared on behalf of the Southern Consortium, consisting of C.C. Projects, Ashmarden Limited and Hanbury (PM) Limited ('the Applicant'). It sets out the findings of an Environmental Impact Assessment ('EIA') of the Proposed Development known as 'BEW Parcel SC1'. The application site is on the Sussex coastal plain east of Chichester, north of Bognor Regis, and north-west of Littlehampton.

1.2 This document was first submitted to Arun District Council in January 2022. An ES Addendum was subsequently submitted in December 2022 to address comments received from statutory and non-statutory consultees, some of which have requested the provision of further environmental information in order to assess the Proposed Development. As such, this document has been reviewed and updated to reflect the outcomes of the ES Addendum (December 2022); updates are shown as red text.

Figure 1.1 Updated Site Location from Development Site Location



1.3 The document includes the following information: -

- Section 1.0: Background to the assessment process and the Proposed Development;

- Section 2.0 to 3.0: Description of the Development Site and the Proposed Development;
- Sections 4.0: a topic by topic review of the findings of the EIA;
- Section 5.0: a review of whether direct or indirect impacts (other than those addressed in Schedule 4) may arise when the scheme is considered with other schemes in the area;
- Section 6.0: provides a summary of the outcomes of the assessment;
- Section 7.0: details of how to obtain a full copy of the ES;
- Section 8.0: a list of abbreviations and a glossary of key terms; and
- Section 9.0 to 10.0: copies of the Parameter Plans showing the maximum built or landscaping 'envelope' that has been tested as part of the EIA, and the illustrative masterplan showing how it is envisaged the Proposed Development could look in the future (which has not formed the basis of the EIA but is provided for illustrative purposes).

About the Applicant

2.1.1 The Applicant is the Southern Consortium, made up of C.C. Projects, Ashmarden Limited and Hanbury (PM) Limited. The landowners have been collaborating since at least 2009 with a view to realising the development potential of this site and more recently, they have been promoting the site and Framework Masterplan through public consultation and the Local Plan process.

Background

2.1.2 The Development Site is identified in the Arun Local Plan 2011-2031 as one of 11 strategic housing sites. These are areas of land that have been identified to make an important contribution to the future housing supply within the area in the period 2011 to 2031.

2.1.3 The Arun Local Plan identifies the Barnham/Eastergate/Westergate strategic allocation under policy H SP2c (SD5) for at least 3,000 homes (and a further 700 homes beyond the local plan period). The Policy also requires any development proposals to meet the following key design and infrastructure requirements:

- a Preserve the separate identities and avoid any further physical coalescence of the three villages of Barnham, Eastergate and Westergate through the delivery of green infrastructure. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233,
- b the design of development and landscaping shall ensure that there is continuity between the existing landscape setting and villages,
- c the design and layout of the development shall take account of the location of the railway line crossing the Site,
- d housing shall be designed around a Linear Park which follows along the Lidsey Rife,
- e A comprehensive strategy for surface water management will be developed in line with specific recommendations for this locality, in the Arun Strategic Surface Water Management Study;
- f significant views to and from the South Downs shall be incorporated within the Site,
- g provide a Community Hub which has been designed and will include;
 - i new well-connected local centre, with connections to the train station at Barnham,
 - ii the location and scale of the local centre shall support and respect the relationship with existing facilities within the six villages area;

- iii new retail, commercial and community facilities
- iv new Tier 7 library facility; and
- v healthcare facilities to serve BEW (SD5) and Fontwell (SD6)
- h transport requirements including:
 - i a new A29 route through the allocation which provides all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. The construction of this new 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. In the event that the any landowner delays the delivery of the route and/or does not reasonably make available part or all of the route then Arun District Council will utilise Compulsory Purchase Order powers to deliver the entire route of the road from the A29 Fontwell Avenue in the north to the A29 Lidsey Road in the south;
 - ii provision of an east-west route north of the railway line that will join the existing A29 route to the new A29 route and continue eastwards to Barnham railway station;
 - iii access to Barnham railway station shall be maximised through the provision of direct and attractive routes for all transport modes including additional car parking to serve facilities in Barnham's centre including at the railway station;
 - iv regular bus services linking BEW with Bognor Regis (A29 route) and local facilities and employment; and
 - v Westergate Link cycle scheme, in addition to further cycle routes to/from Bognor Regis and linkages,
- i provide a new two-form entry primary school, a new one-form (expandable to two-form) entry primary school and nursery places,
- j incorporate two new sports pitches and changing facilities, and
- k incorporate planned new employment provision.

The EIA Process

1.1.1 The EIA process aims to ensure that any significant effects arising from certain types of major development are systematically identified, assessed and presented to help a local planning authority, statutory consultees and other stakeholders in their understanding of impacts arising from development. If measures are required to minimise or reduce effects, then these are clearly identified.

1.1.2 The main Government Regulations that set out when and how EIA is carried out and where EIA is likely to be required are currently the Town and Country Planning (EIA) Regulations 2017 ('the EIA Regulations'). The Proposed Development falls within Part 10(b) of Schedule 2 of the EIA Regulations which includes 'urban development projects' of more than 150 homes.

1.1.3 For the Proposed Development, EIA has been carried out to consider the likely significant effects that may arise during its construction and also once the homes, businesses and other uses are in use (operational). The assessment has been completed with regard to best practice and relevant legislation and has addressed the following environmental aspects agreed with

Arun District Council as being required to assess the impacts of the Proposed Development:-

- | | |
|-----------------------|----------------------------------|
| - Transport | - Historic Built Environment |
| - Landscape and Views | - Archaeology |
| - Ecology | - Water Environment and Drainage |
| - Air Quality | - Socio-Economics |
| - Noise and Vibration | - Climate Change and Resilience |

2.0.1.1..... Likely effects are identified based on current knowledge of the Development Site and surroundings, desktop assessment, surveys and fieldwork and other information available to the EIA team. All those matters that could be reasonably required to assess the effects of the Proposed Development are set out in the ES. Where there were any particular difficulties or assumptions that have been made by the team, these have been clearly set out; these include any issues associated with the Covid 19 pandemic including restrictions affecting site visits and surveys.

2.0.1.2..... The team has worked to ensure that wherever possible that measures ('mitigation') that can reduce adverse effects have been incorporated into the design (or 'embedded') or that other modifications that are necessary or appropriate to avoid or reduce impacts on the environment are identified. These measures are identified in the ES and have been taken into account as part of the EIA.

2.0.1.3..... Consultation has also informed the EIA process in relation to the methods by which the EIA has been carried out, as a means to seek environmental data, to review the effectiveness of any identified mitigation measures and as a means to keep interested bodies informed of the process of EIA undertaken.

2.0 Description of the Site

2.1 The Development Site comprises circa 92 hectares of land comprises a large section of land within the wider Site Allocation (270 hectares). The Site itself primarily consists of relatively flat arable land, with the exception of large greenhouses to the North and the Lidsey Rife, which runs North to South.

2.2 The application site is bordered by Barnham (to the East), Eastergate (to the North) and Westergate (to the West) and the railway line (to the South) in West Sussex, with the exception of the area for the A29 realignment which extends southwards to cross the Lidsey Rife and re-join the existing A29 in two location. The site is located approximately 6.5km north of Bognor Regis town centre and approximately 10km from Chichester City Centre.

2.3 The site's immediate borders consist primarily of dense shrubbery or gardens to the North and East, whereas the South and West border have slim boundaries with minimal foliage running along the Rife and Railway. In its wider context, the site is bounded by the St Philip Howard Catholic School to the east as well as properties on Gospond Road beyond which is Barnham Railway Station and Barnham village centre. To the north are predominantly residential properties and Barnham Road. The western border of the site is currently formed by meadows and farmland and the southern boundary of the majority of the site is formed by the Arundel to Chichester Coastway railway line. This is with the exception of the extension of the application site south to rejoin the existing A29 which is generally bounded by existing farmland on both sides.

2.4 The Site is directly bound by other land which forms part of the Site Allocation, but which does not form part of this planning application. These include:

- CALA land parcel to the west;
- Barratt Homes land parcel to the north;
- Pye Homes land parcel to the south west; and
- The Southern Consortium land south of the railway line (including additional land in third party ownership).

Environmental context

- 2.5 The majority of the application site falls within Flood Zone 1, the area at the lowest risk of flooding, and there is an area of Flood Zone 3 running through the north-west part of the site which follows the Lidsey Rife watercourse. The Lidsey Rife comprises a dominant topographical feature in the landscaping running through the western part of the site. A series of smaller, interconnected engineered watercourses are present within the site, serving a predominant land drainage function.
- 2.6 Agricultural land on the Development Site comprises predominately (65%) of sub-Grade 3a land with areas of Grade 2 (22%) and sub-Grade 3b (6%).
- 2.7 The Development Site is located within the South Coast Plain National Character Area, which is a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and the South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water. The South Downs National Park lies approximately 2.5km to the north and the Chichester Harbour Area of Outstanding Natural Beauty (AONB) lies approximately 10km to the south west.
- 2.8 There are five Tree Protection Orders within the application site that cover a number of trees.
- 2.9 There are no statutory or non-statutory designated sites of nature conservation interest within or adjoining the application site. The nearest Site of Special Scientific Interest (SSSI) designated on account of its biological interest is Halnaker Chalk Pit SSSI, which is located approximately 4.3km to the north-west of the application site at its closest point. The nearest non-statutory designated site is Fontwell Park Racecourse Local Wildlife Site (LWS), situated approximately 1.2km to the north of the application site at its closest point.
- 2.10 The Site lies in proximity to three Conservation Areas, including: The Square Eastergate; Church Lane Eastergate (a small part of the Linear Park just to the south of Church Lane sits within the Eastergate Church Lane Conservation Area however no built development is proposed within these areas); and Church Lane Barnham. No Listed Buildings or significant heritage assets lie within the Proposed Development boundary.
- 2.11 The site contains several public footpaths which pass through the allocation.
- 2.12 There are no Air Quality Management Areas ('AQMA's') in Arun District, however, there are three in Chichester District.

3.0 Description of the Proposed Development

- 3.1 The Proposed Development is described as follows:
- *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.

- 3.2 The form of the outline development is shown on a series of Parameter Plans. These allow the detailed design to be reserved for subsequent approval, whilst defining the key principles of the development in enough detail to allow the likely significant environmental effects of the development to be assessed. The Parameter Plans fix the various land use, maximum quantum, maximum building heights, access and circulation routes, and areas of public open space. All matters will be reserved for subsequent approval save for the A29 realignment (i.e. internal access arrangements, layout, scale, appearance and landscaping).
- 3.3 The assessment of the maximum built 'envelope' defined by the Parameter Plans allows a worst-case scenario to be identified and assessed within the EIA. If subsequent reserved matters applications are less than the maximum built envelope, it must be assumed that their impact would be no greater than that identified in this ES.
- 3.4 The Parameter Plans sit alongside the Design Principles document, which will guide the placemaking and design of future development. This is submitted for approval.

Land Uses

- 3.5 The proposed land uses include:
- 1 A29 realignment, being a Strategic Road Corridor.
 - 2 Up to 1,250 residential dwellings, including affordable and self-build housing as well as a care home / senior living accommodation with 60 beds. These areas are proposed to include secondary and tertiary streets, footways / cycleways, incidental open spaces and attenuation ponds.
 - 3 Mixed use area including a 1,250 sqm Neighbourhood Centre which will include commercial, business and services, a community hall and a location of community square.
 - 4 Land for a Primary School, including nursery and Special Educational Needs and Disability (SEND) provision, and playing fields (3.4Ha).
 - 5 An area for an additional Barnham Railway Station car park and drop off facility (approximately 200 spaces) with a pedestrian and cycle link to the station.
 - 6 Expansion areas for St Philip Howard Catholic School.
 - 7 The remaining areas are identified as open space, landscaping or infrastructure, including Lidsey Rife Linear Park informal open space, wildlife habitats wetland areas, meadow land, wet woodlands, vegetation/ planted areas, retained trees, play areas, water bodies, drainage features, footways/ cycleways, parking and occasional vehicular connections.
- 3.6 A defined housing mix for the residential element has not yet been established and will be confirmed through detailed design.

Building Heights

- 3.7 The building heights on the Development Site will be no more than five storeys. It is envisaged that the vast majority of new buildings/homes would be between 2-2.5 storeys and will be consistent with the scale of existing buildings bordering the Development Site. Any buildings at four/five storeys are likely to be located along the main vehicular routes, at key junctions, around the local centre and near the Primary School.

Movement and Access

- 3.8 There will be three main, and one minor, road access points into the Development Site. This includes the A29 strategic road corridor (submitted in detail), the East-West Link Road corridor, secondary parcel access roads and pedestrian and cycle routes. The main vehicle access points will be from Barnham Road in the north and the existing A29 to the west.

Landscape and Green Infrastructure

- 3.9 The landscape parameters submitted with the application includes parks and gardens, amenity greenspaces, natural and semi natural space, sport pitches, allotments, playspace and sustainable drainage systems. The total amount of public open space proposed is 31.67ha

Construction Programme

- 3.10 The detailed construction programme is yet to be established and it is anticipated that a planning condition will require further details to be submitted and agreed by the contractor or contractors in due course and prior to the works (or phase of works) taking place.
- 3.11 At this stage it has been assumed that the construction will take approximately 10 years, with works concluding by 2033. A phasing scenario has been assumed for the purposes of assessment where the works are divided into 3 phases plus an initial enabling works phase.
- 3.12 The anticipated construction working hours will be as follows:
- 08:00 – 17:30 Monday to Saturday
 - No night working or working on Sundays, Bank or Public Holidays without prior agreement with ADC.
- 3.13 The contractor(s) will be required to produce and agree a CEMP (incorporating any relevant environmental requirements) to address construction effects of the Proposed Development or specific phases on the environment, existing surrounding communities, businesses and residents of the area. This will include a range of measures identified through this ES which will ensure that no significant impacts are felt by the aforementioned sensitive receptors. This will include details of measures such as construction travel plans to ensure that vehicles are accessing the site via agreed routes avoiding sensitive roads; details of noise mitigation measures that will need to be implemented throughout the construction; and details of public information/communication programmes to run throughout the construction.

4.0 Review of Environmental Effects

- 4.1 For each environmental area assessed, a summary is provided below of how the assessment has been carried out; the existing conditions in relation to that environmental area which provided a base level to compare any effects identified against; design measures built into the Proposed Development to reduce any effects; and a summary of any effects anticipated to arise after recommended mitigation measures are in place

5.0 Transport and Accessibility

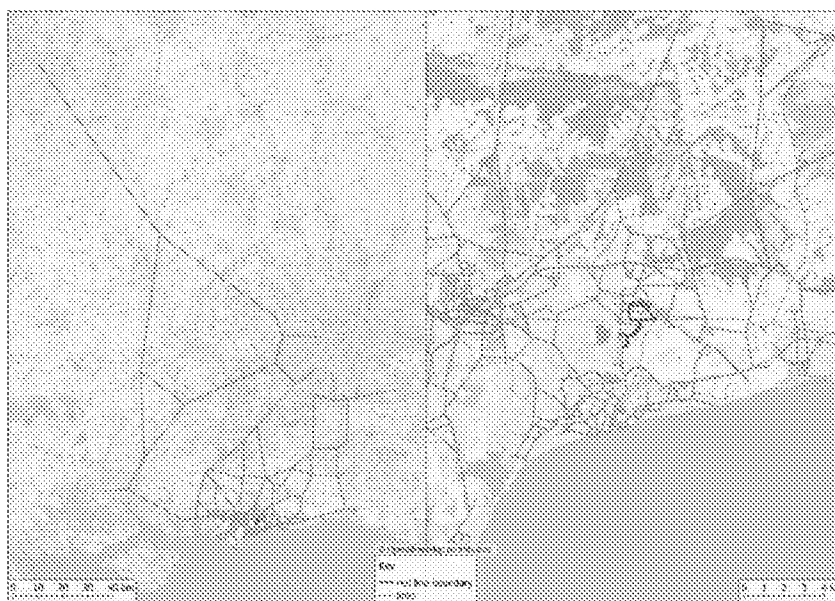
- 5.1 An assessment has been carried out of the impact of the Proposed Development on various matters associated with transport. It has looked at the local highway network and existing traffic; impact on pedestrians and cyclists, public transport services (bus and rail networks); and road traffic accidents and safety surrounding the Development Site.

- 5.2 The assessment is based on comparing pairs of future scenarios; one in which the development is assumed not to occur, and one in which it is delivered. The difference between the scenarios allows the identification of the net effect of the Proposed Development, and in the context of the wider changes expected in the area.

Existing Conditions

- 5.3 Assessment of the local road network and existing traffic was based on a model prepared by West Sussex County Council. The extent of the model is shown in Figure 5.1 below:

Figure 5.1 Roads included in the West Sussex traffic model (close up of links near to the Development Site shown on the right)



- 5.4 Of the roads included in the transport model above, it was identified that 51 roads would experience an increase in use above 30% compared to the existing use as a result of the Proposed Development being built. Therefore these 51 roads were assessed further to ensure that the impacts of increased use would not be unacceptably adverse.
- 5.5 A number of Public Rights of Way (PROW) pass through the site, which provide connections to the existing A29, B2233 Barnham Road and Yapton Road, and the A259 Charles Purley Way. These PROWs will be maintained after the Proposed Development. The streets within the local area are predominantly residential in character and as such, benefit from footways and street lighting.
- 5.6 There are numerous bus stops around the periphery of the allocation site, these are located along the current A29 and B2233 Barnham Road, and include the 66A/66C and the 85A, which provide a connection to Arundel, Bognor Regis and Chichester, via a number of intermediary stops which includes Bognor Regis Railway Station. The Proposed Development would include in its infrastructure the ability to accommodate a new bus route.

- 5.7 The nearest railway station to the site is Barnham Railway Station which is on the south coast mainline, providing easy access to London Victoria, Brighton, Portsmouth and Southsea, as well as Littlehampton and Southampton Central. Nearby are also Bognor Regis and Chichester, which are reachable by train from Barnham, or by road from the site.

Built-In Design Measures to Reduce Effects

- 5.8 Measures have been included in the Proposed Development or strategies put in place to address transport effects during both its construction and operation. The measures include:
- 1 The realigned A29 which will be designed to accommodate a bus route, increasing bus accessibility for site users and neighbours;
 - 2 Green links will be built into the site to provide nature-oriented routes around the site for non-motorised users;
 - 3 The Proposed Development will improve the internal PROWs, and also provide pedestrian footways on both sides of internal roads, to encourage safe pedestrian travel;
 - 4 Provision of pedestrian crossing points at major junctions internal to the Proposed Development;
 - 5 Embedded design measures to reduce effects on cyclists comprising:
 - a Inclusion of cycle routes within the site, designed to the latest cycle infrastructure standards set out in the Department for Transport's guidance¹; and
 - b The application site access junctions connecting to external roads, and the application site's internal junctions, will consider appropriate protection for cyclists according to latest guidance.
- 5.9 A range of measures such as resident travel surveys will be put in place to monitor the outcome of the implementation of the above, which are largely set out in the Framework Travel Plan.

Additional Mitigation Required

- 5.10 Measures have been recommended based on the likely significant environmental impacts identified following initial assessment of the proposed development. These measures are likely to come forward through the detailed design, and may be secured via planning conditions or through a legal agreement:
- 1 A Framework Travel Plan will be in place with the aim to reduce the number of car trips associated with the Proposed Development. This will monitor ongoing transport effects, define targets and identify additional interventions required; and
 - 2 Cycle infrastructure (except that along the realigned A29) would be agreed as part of the reserved matters application, and will be designed to be coherent, direct, safe, comfortable, and attractive.

Effects During Construction

- 5.11 **Minor adverse** (non-significant) temporary impacts are anticipated to arise from construction traffic using the local road network during the construction period. These would be felt by other users of the local road network.

¹ Local Transport Note 1/20

Effects During Operation

- 5.12 **Minor adverse** (not significant) impacts on the local highway network, existing traffic and junction capacity/delay are expected to occur once the Proposed Development is operational. This conclusion has taken into account the pre-designed traffic mitigation schemes which have been approved as part of the Arun District Local Plan, or brought forward by the ADC or WSCC.
- 5.13 **Minor beneficial** (non-significant) impacts are expected to occur on the pedestrian experience in the area following the implementation of proposed design and mitigation measures. Negligible insignificant effects are anticipated on other receptors.

6.0 Landscape and Views

- 6.1 An assessment has been undertaken to establish the effects arising on key landscape receptors which includes elements both beyond and within the application site, and therefore comprises topography, land cover, vegetation, open space, settlement pattern / built form, movement corridors, skyline, landscape and built features, detracting elements, the cultural and historic landscape, the landscape setting to heritage assets, the setting to the South Downs National Park, landscape character (at national, county, district level and site level) and night-time character.
- 6.2 The extent of the study area for the baseline assessment is broadly defined by the Zone of Visual Influence (i.e. the visual 'line of sight' or catchment area having the potential to be visually affected by the Proposed Development) associated with the existing site, which is between 2-2.5km from the site boundaries in this case. Due to the ridgeline of the South Downs to the north, a wider study area to the north is included relative to its setting and the views to and from the South Downs.
- 6.3 The assessment of effects on visual receptors is based on key representative viewpoints, for which Verified Visual Montages (VVMs) were produced showing the block massing of the Proposed Development to identify the likely visual impact.

Existing Conditions

- 6.4 The landform of the study area falls from the South Downs ridgeline to the north (at 206m AOD at The Trundle) to the coast in the south. There are minor variations in the landform due to a series of minor streams / rife which flow southwards. These minor variations result in a gently undulating landscape west to east. Vegetation is limited principally to the field and site boundaries / along the A29 road corridor and comprises of either mature predominantly deciduous hedgerows with deciduous hedgerow trees; treebelts; or clipped hedgerows.
- 6.5 There are no landscape designations covering the Site, nor does the application site lie within a strategic viewing corridor. The land beyond the western and within the southern sections of the application site is identified as 'green infrastructure corridor' by ADC.
- 6.6 The value of the existing landscape features is considered to be medium-low, apart from the skyline to the north of the Site (the ridgeline of the South Downs) which is judged to be of high value. There are a number of detracting features existing in the study area including solar farms, polytunnels and the large-scale commercial business parks on the eastern edge of Bognor.
- 6.7 The value of views of the application site has been judged for residential receptors (low value, high in relation to listed buildings), those moving through the landscape on foot/bike/vehicles (low value), receptors on the train (low value), on the Public Rights of Way network (low-high

value), those using open spaces (medium values), those visiting scenic viewpoints (high value) and those at their workplace (low value).

Built-In Design Measures to Reduce Effects

- 6.8 During the construction period it is assumed that temporary artificial lighting around working areas will be controlled to limit light spill and glare; stockpile of materials will be kept as low as possible (maximum 3m); and the location, height and colour of the contractor's cabins are to be as low as and as visually recessive as possible.
- 6.9 Mitigation built into the design includes the retention of the majority of the existing vegetation and green space east of the Lidsey Rife and other key/valuable green spaces; delivery of building heights limited up to 18m above existing ground level; provision of a green infrastructure network; positive landscape maintenance; retention and improvements to the existing PRoW across the site; creation of new network of footpaths and cycleways; protection and conservation of hedgerows and hedgerow trees; planting of large trees to replace the Elm tree loss; creation of a new large scale tree framework; and removal of detracting elements, such as poly tunnels.

Additional Mitigation Required

- 6.10 Monitoring will be required during the construction phase in relation to the protective fencing to the vegetation – this should to be retained and will be monitored by the Contractor to ensure it remains effective.
- 6.11 A Landscape and Habitat Management Plan (LHMP) will set out the measures required to ensure the long-term success of the green infrastructure proposals. Furthermore, monitoring of the lighting will be undertaken immediately following installation, followed by a programme of periodic maintenance by appointed lighting contractors to ensure that lighting associated with the proposed development is consistent with the required illuminance levels stipulated in the lighting design / strategy / specification and in accordance with appropriate standards and guidance.

Effects During Construction and Operation

- 6.12 As with the development of any green field site, even one which is allocated for development, a range of adverse and beneficial effects will occur. The effects are predominantly limited to a localised geographic area. During the first year of the completed development the following non-significant and significant effects are anticipated:
- Moderate - Substantial Adverse effects are predicted relative to the built feature and isolated setting to New Barn just beyond the site boundary;
 - Minor – Substantial Adverse on district level landscape character areas;
 - Moderate – Substantial Adverse on night time character;
 - Neutral, Negligible and Minor - Substantial Adverse on the landscape receptors within the application site with Moderate Beneficial effects on application site vegetation and pedestrian circulation networks;
 - Neutral, Negligible, Minor –Substantial Adverse on the landscape character areas within the application site;
 - Moderate Adverse on views out of the application site;
 - Negligible, Minor – Substantial Adverse on the range of visual receptors.

- 6.13 The above effects will moderate over time as the proposed planting matures. The effects at this outline stage have been minimised as far as possible, and further measures are proposed to be considered at the Reserved Matters stage which will further reduce the impacts. This will include measures such as creating variety to the roofscape and the materiality of the elevational treatments.

7.0 Ecology

- 7.1 An assessment of ecological effects from the Proposed Development has been undertaken. The following surveys were undertaken to get an understanding of the current ecology: a Phase 1 Habitat Survey; and Surveys of Badgers, Bats, Water Voles, Otters, Hazel Dormouse, Great Crested Newts, Reptiles, Wintering Birds, and Breeding Birds.

Existing Conditions

- 7.2 The following designated sites of different levels of ecological interest are located in the area:
- The Brooks Local Nature Reserve (LNR), located approximately 0.8km to the south of the Development Site and is a nature reserve on the northern edge of Bognor Regis;
 - Halnaker Chalk Pit Site of Special Scientific Interest (SSSI) is located approximately 4.3km to the north-west, and is designated primarily on account of the significant population of the nationally rare and vulnerable species;
 - Bognor Reef SSSI is located approximately 4.3km to the south-west, and is designated due to the great geological interest, presence of the rare vegetated shingle habitat and an area of old sand dune with an interesting flora;
 - The Solent and Dorset Coast Special Protection Area (SPA) is located approximately 3.7km to the south, which was recently classified (in January 2020) on account of the presence of protected breeding birds.
- 7.3 In terms of habitats and flora, the Development Site largely comprises of arable land of no ecological value. Those habitats of some value include the hedgerows, treelines and waterbodies.
- 7.4 There are no trees or buildings within the site that support roosting bats. The hedgerows and treelines of the site are used by foraging bats, an outlier Badger sett exists in the north-west of the site, a population of Water Vole exists in the stream that runs along the western boundary of the site, reptiles are present within discrete parcels throughout the site at the field boundaries, and two species of breeding birds have been identified along the stream corridor (Cetti Warbler) and within the centre of the site (Barn Owl).

Built-In Design Measures to Reduce Effects

- 7.5 The proposals incorporate green infrastructure capable of retaining as much of the ecologically important features present as possible, including the hedgerow and treeline network within the site with only a small loss to facilitate the road construction. The built-in mitigation also includes a significant area of open green space, which will include habitats such as species rich grassland, tree and shrub planting. This area of open space will also buffer the stream at the western boundary (one of the most ecologically valued habitats within the site) from the main Development Site.

Additional Mitigation Required

- 7.6 Additional measures identified that are likely to come forward through the detailed design, and may be secured via planning conditions or through a legal agreement, include:
- provision of appropriate management of the new habitats/planted species within the site through implementation of a LHMP; and
 - A sensitive lighting scheme, which incorporates measures such as bollard lighting, hoods and cowls and LED lamps will be used within the Development Site, with regard to guidance issued by the Bat Conservation Trust.

Effects During Construction

- 7.7 **Minor beneficial** (non-significant) effects on buildings, bare ground and arable land habitats, and **moderate beneficial** (significant) effects on all other habitats assessed.
- 7.8 **Moderate beneficial** (significant) effects are anticipated to arise in relation to bats, badgers, water voles, birds and reptiles.

Effects During Operation

- 7.9 **Moderate beneficial** (non-significant) effects would be realized in relation to local level habitats, bats, badgers, water voles, birds and reptiles.

8.0 Air Quality

- 8.1 An assessment has been carried out of the impact of the Proposed Development on local air quality. The Proposed Development will generate additional traffic on local roads, which may impact on air quality at existing residential properties along the affected road network. The assessment of traffic-related impacts focuses on 2024, which is the anticipated year of first occupation of any of the new homes. The assessment of construction dust impacts focuses on the anticipated duration of the works.

Existing Conditions

- 8.2 The Proposed Development lies approximately 10km east of three Air Quality Management Areas (AQMA) declared by Chichester District Council for exceedances of the annual mean nitrogen dioxide (NO₂) objective.
- 8.3 No significant industrial or waste management sources have been identified that are likely to affect the Proposed Development, in terms of air quality or odour.
- 8.4 Monitoring undertaken by Chichester District Council (ADC does not undertake any monitoring at automatic stations), indicates that there have been no measured exceedances of the annual mean air quality objective at the monitoring sites, and there are no clear trends in the measured concentrations during the period 2015 to 2019.

Built-In Design Measures to Reduce Effects

- 8.5 As part of developing the parameter plans, several mitigation measures have been embedded into the design related to air quality. This includes the realignment of the A29 through the Proposed Development itself, taking traffic emissions away from properties along the existing road, and new roads constructed well away from any sensitive receptors, wherever possible.

Additional Mitigation Required

- 8.6 With the mitigation measures proposed as part of the transport assessment, no further mitigation measures are required in relation to air quality, although an Air Quality Damage Cost has been calculated in accordance with the Air Quality and Emissions Mitigation Guidance for Sussex Authorities, which is a cost associated with transport emissions from the Proposed Development.

Effects During Construction and Operation

- 8.7 Negligible effects are anticipated to all receptors during the construction and operation of the Proposed Development.

9.0 Noise and Vibration

- 9.1 An assessment of noise and vibration impacts has been undertaken in relation to effects from building services plant noise from proposed commercial units, effects from changes of traffic noise caused by the proposed A29 realignment, and effects from vibration caused by the existing railway line, on residential units within the Proposed Development.

Existing Conditions

- 9.2 The existing area surrounding the boundary of the proposed site consists mainly of residential properties. There are also schools and churches, all of which are considered highly sensitivity to noise and vibration.
- 9.3 An environmental noise survey has been undertaken to determine the noise climate around the boundary of the Proposed Development. The measurements have been taken for two different types of assessments:
- 1 the first is for assessments of noise from existing noise sources that have the potential to affect the Proposed Development (site suitability) and
 - 2 the second is the assessment of new noise sources from the Proposed Development, such as noise emission from commercial buildings, that have the potential to affect existing and future sensitive dwellings.
- 9.4 The results of these were used in the assessment of potential effects.

Built-In Design Measures to Reduce Effects

- 9.5 Construction noise impacts will be mitigated through best practice measures included within the CEMP, and this would include a 2.4m high hoarding around the perimeter of the Development Site. Where visual impacts may require that hoarding is replaced with Heras fencing, this will be discussed with the council at the Reserved Matters stage and noise impacts will be reassessed for the areas concerned.
- 9.6 In relation to operational impacts, it has been assumed that a mitigation report will be submitted with each of the detailed design stage applications which will demonstrate that with adequate mitigation internal noise levels will comply with industry standards, ensuring that sufficient mitigation is provided to avoid all significant adverse effects.

Additional Mitigation Required

- 9.7 No significant effects are predicted to occur as a result of road traffic noise therefore no mitigation is required to the existing network. However, it is expected that residential blocks of the Proposed Development will have mitigation in the form of appropriate glazing and ventilation, to ensure that internal noise levels of living areas and bedrooms comply with British Standard BS 8223:2014 Guidance on sound insulation and noise reduction for buildings.
- 9.8 During detailed design, building services plant associated with the commercial building within the Proposed Development, will include mitigation such as sensitive positioning, and the use of enclosures or screening, to reduce plant noise to the defined noise limits. This would be secured via planning condition.

Effects During Construction and Operation

- 9.9 There are No Significant Adverse effects anticipated during construction and operation, assuming that all required mitigation will be implemented following the recommendations made within the Façade Mitigation Report and Building Service Plant Mitigation report and through complying with the requirements of conditions.

10.0 Historic Built Environment

- 10.1 A heritage assessment has been undertaken using online resources and 6 walkover surveys of the site area and proximal Conservation Areas.

Existing Conditions

- 10.2 The Site lies in proximity to three Conservation Areas, including: The Square Eastergate (0.7km from the north western corner of the Proposed Development Site); Church Lane Eastergate (a small part of the Linear Park just to the south of Church Lane sits within the Eastergate Church Lane Conservation Area however no built development is proposed within these areas); and Church Lane Barnham (0.7km from the south eastern corner of the proposed Development Site).
- 10.3 No Listed Buildings or significant heritage assets lie within the Proposed Development boundary. The main concentrations of designated Listed buildings and non-designated buildings and buildings of character lie within the three Conservation Areas.
- 10.4 A significant feature within the south of the Site is the line of the now derelict Chichester Arundel Canal. This east west orientated liner feature is predominantly filled in and only partially visible. The line of the Portsmouth to Arundel canal is afforded special significance within the Arun District Council Local Plan. The route of the canal is for the majority its length along the Development Site boundary and is skirted by a single track mainly un-made track (Canal Lane).

Built-In Design Measures to Reduce Effects

- 10.5 Aside from best practice measures being implemented during construction, no built-in mitigation is proposed in relation to built heritage.

Additional Mitigation Required

- 10.6 No effects are anticipated and therefore no mitigation is required. However, and as described in Chapter O of this ES, measures will be put in place to appropriately route construction traffic.

These measures will ensure that traffic does not utilise routes via the Church Lane Barnham or Church Lane Eastergate Conservation Areas.

- 10.7 Detailed design will be brought forward through reserved matters submissions in accordance with the parameters considered as part of this EIA. The use of appropriate materials and compliance with design and landscaping parameters will be utilised to reduce impacts on built heritage where these arise as far as is possible.

Effects During Construction and Operation

- 10.8 No residual effects are anticipated in relation to construction or operation of the Proposed Development with mitigation measures in place.

11.0 Archaeology

- 11.1 To assess the archaeological impacts on below ground heritage assets, an archaeological Desk Based Assessment has been undertaken, which included a review of below ground archaeological records and previous archaeological investigations within a 2.5km radius from the centre of the site.

Existing Conditions

- 11.2 The assessment site comprises a large area of land (total area 91.8h) which mostly consists of open lands and enclosed fields used predominantly for arable agriculture. Previous archaeological investigations undertaken by Development Archaeology Services Limited and others on the Lower Sussex Coastal Plain have yielded unexpected discoveries of archaeological activity from the later prehistoric periods (from the Bronze Age and Iron Age periods) through to the Romano-British period. Although there is no direct evidence to suggest this, it is possible that similar such unexpected archaeological activity and finds may be encountered on this assessment site, despite the generally low to moderate archaeological potential identified for these periods by this study.

Built-In Design Measures to Reduce Effects

- 11.3 Archaeological mitigation will be detailed in the Written Scheme of Investigation (WSI) that will be submitted to address any imposed archaeological condition associated with any forthcoming permission. This is assumed to be embedded mitigation. It is anticipated the archaeological investigation works will be carried out prior to construction taking place in each construction phase. The WSI for all phases of investigation will be developed in close consultation with ADC's appointed archaeology officer/ advisor.

Additional Mitigation Required

- 11.4 Depending on the results of pre-construction mitigation, and the results of mitigation works, it is possible that programmes of archaeological monitoring may be required during construction. This would be undertaken by the appointed archaeological contractor in close liaison with the main build contractor and with ADC's appointed archaeological officer.

Effects During Construction and Operation

- 11.5 Construction works have been assessed as having a generally permanent minor **adverse** effect on archaeological remains. These effects would not be considered as significant. No residual

effects are anticipated in respect of archaeology during the operation of the Proposed Development.

12.0 Water Environment and Drainage

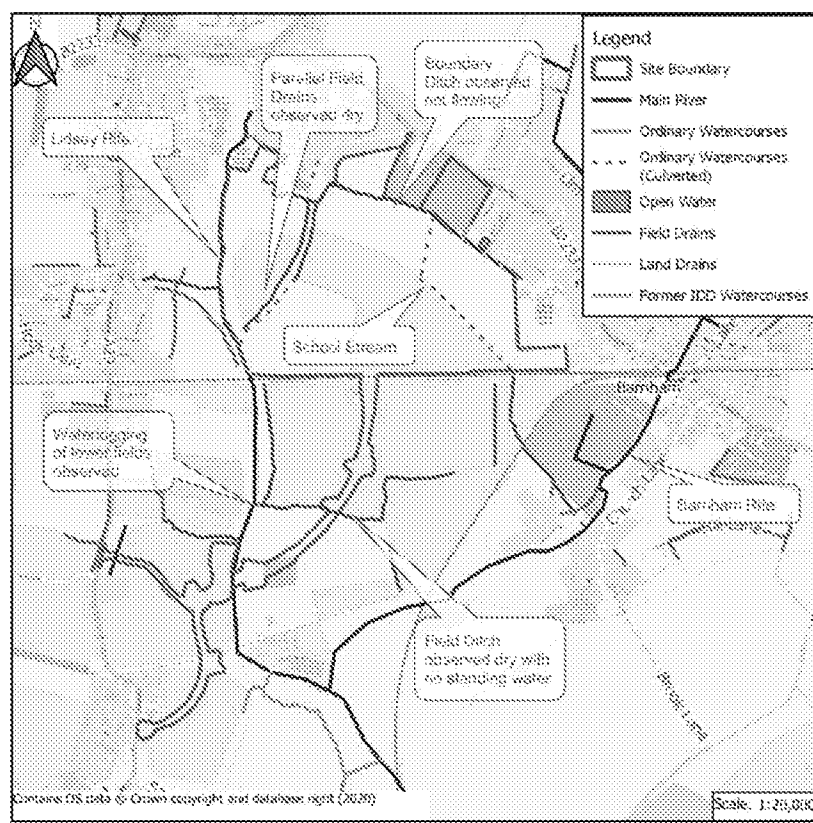
12.1 As assessment has been undertaken to assess the potential for environmental impacts in relation to flood risk, drainage, water quality, the water cycle of the Proposed Development and hydrological issues associated with the Proposed Development. The assessment is supported by a Flood Risk Assessment, carried out in accordance with national guidance, and a Sustainable Drainage Report.

Existing Conditions

12.2 The Lidsey Rife comprises a dominant topographical feature in the landscaping running through the western part of the site. A series of smaller, interconnected engineered watercourses are present within the site, serving a predominant land drainage function. Figure 12.1 below shows the existing watercourses within and surrounding the Site.

12.3 Within the Application Site boundary, there are no areas considered to be served by existing positive drainage infrastructure, and as such, the entire area is subject to a natural regime of surface water runoff, evapotranspiration, and infiltration where ground conditions permit.

Figure 12.1 Updated Watercourse location plan



- 12.4 DEFRA's MagicMap mapping suggests groundwater water has a medium-low groundwater vulnerability suggesting it is not as susceptible to being polluted as other areas and has a medium priority for phosphate issues.
- 12.5 The Site is within Flood Zone 1 and so at low risk of flooding from fluvial and tidal sources. However, there are extents of Flood Zone 2 and 3 across the Site associated with the Lidsey Rife along the western boundary within a defined floodplain corridor parallel to the watercourse.
- 12.6 It is understood the Development Site sits within the operational boundary catchment of Lidsey Wastewater Treatment Works (WwTW) and therefore any foul water flows from the Development Site connected to the surrounding existing public sewerage network would likely be directed to Lidsey. Potable Water supply in this area is provided by Portsmouth Water.

Built-In Design Measures to Reduce Effects

- 12.7 Embedded mitigation measures include adopting a sequential approach to layout, avoiding development within the floodplain wherever possible and ensuring that all residential development and other more vulnerable uses are in Flood Zone 1.

- 12.8 The 'School Stream' has been identified to be daylighted and this is incorporated into the landscaping proposals, i.e. opening up the buried watercourse and to restore it to more natural conditions, this will also have biodiversity benefits.
- 12.9 Through undertaking groundwater monitoring, suitable uses have been embedded into the design to reduce flood risk from groundwater, including no below-ground voids/basements and construction methods which require dewatering of trenches and excavations.
- 12.10 The Sustainable Drainage Report (Appendix K2) has, from project inception identifies a suitable strategy for the management of surface water from the Proposed Development. It sought to outline existing surface watersheds and retain these where possible to avoid localised issues with catchment transfer. Within the parameter plans, suitable space has been allocated to allow for the accommodation of strategic sustainable drainage features, such as ponds and basins that will accommodate the additional runoff generated by the Proposed Development.
- 12.11 Engagement has been undertaken with Southern Water throughout the project in developing a strategic solution to ensure a suitable foul water drainage solution is secured for the Proposed Development. Southern Water have identified there is capacity within their network for the anticipated flows, and strategic growth planning has already accounted for the Proposed Development given its allocated status. As such, a sustainable foul and surface water drainage strategy has been included within the parameters of the Proposed Development.

Additional Mitigation Required

- 12.12 Implementation of a temporary surface water management system during the construction period will prevent localized flooding occurring before the permanent drainage system is installed. Additionally, best practice measures implemented through the CEMP will ensure runoff and pollution risk is minimised during construction. The CEMP should also ensure suitable measures are incorporated when considering working in or near the Lidsey Rife in relation to the proposed A29 crossing.
- ~~12.12 Following engagement with the Environment Agency, additional land has been incorporated into the Proposed Development to provide an area of floodplain compensation. This is sited on the western banks of the Lidsey Rife and would provide additional floodplain volume for that lost as part of the development of the A29 crossing.~~
- 12.13 A land drainage consent will need to be sought from ADC in relation to the deculverting and diversion around the School Stream watercourse, and suitable mitigation should be employed to manage sediment to deter it from entering the watercourse.
- 12.14 During operation, the surface water drainage strategy will be implemented, also providing a strategy for areas that will be designed at Reserved Matters stage, i.e. any new culverts, crossings or other structures should be designed in such a way as to minimise the risk of blockage and offer a design that provides ease of maintenance.
- 12.15 A strategic solution for foul water will be secured through appropriate planning conditions and detailed design of the on-site foul water network.

Effects During Construction and Operation

- 12.16 The effects associated with the operation of the School Stream are of moderate beneficial significance due to the substantial benefits associated with providing an open watercourse to replace a culverted watercourse currently in poor condition.
- 12.17 With mitigation in place, no other significant effects are anticipated.

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13.0 Socio-Economics

13.1 This chapter of the ES covers impacts from the Proposed Development on the economic and labour market, population, provision of schools, healthcare facilities, and other community facilities and infrastructure in the local impact area.

Existing Conditions

13.2 Housing completions in Arun District between 2011 and 2019 have met 95% of the housing target to 2019 and a quarter of the housing target to 2031, and job growth in Arun District has also seen higher levels of growth than the regional and national average.

13.3 Unemployment rates in Arun are higher than the regional average, but lower than the national average and performance in relation to this metric has worsened during the Covid-19 pandemic. The majority of Jobseeker Allowance claimants in both the local and Arun District in April 2021 were seeking work in elementary occupations and sales and customer service roles. Residents and workers in Arun earn less than the regional and national average; however, the earnings data suggests that many Arun residents commute outside of the District to access higher paid jobs.

13.4 The area where the Proposed Development is located includes a number of healthcare facilities; however, the current level of GP provision is below the national average. The three primary schools and two secondary schools within 2km of the Proposed Development have an identified surplus capacity currently. There is a good range and quantity of open space and children's play space in the vicinity of the Development Site, and there is a good range of sports, leisure and community facilities in the vicinity of the Development Site

Built-In Design Measures to Reduce Effects

13.5 The construction environmental management plan (CEMP) would ensure that any traffic disturbance is limited. No further embedded mitigation is associated with Socio-economics.

Additional Mitigation Required

13.6 To enhance further the beneficial socio-economic effects of the Proposed Development during construction the following initiatives could be considered:

- Providing employment, training and education opportunities for local residents;
- Encouraging procurement opportunities for local businesses to source products and services locally where possible and practical; and
- Establishing links with local businesses, organisations and training providers to offer training, development and employment opportunities via work experience and apprenticeship schemes.

13.7 Engagement with NHS West Sussex Clinical Commissioning Group (CCG) has confirmed that the CCG will seek financial contributions for the expansion of the Croft Practice in Barnham (the existing GP in 2km of the Proposed Development) to provide additional GP services to meet the future needs of the Proposed Development and the entire Barnham, Eastgate and Westergate Strategic Allocation. These contributions will mitigate entirely the moderate adverse effects on healthcare.

13.8 Other beneficial impacts identified in relation to the Proposed Development could be enhanced by employing measures to encourage local recruitment for the new job opportunities.

Effects During Construction and Operation

- 13.9 Temporary medium-term, moderate beneficial impacts are anticipated on employment and economic output during the construction period.
- 13.10 Following the mitigation measures, the effects on healthcare will be negligible. As a result, no significant adverse residual effects are anticipated during the operation of the Proposed Development. The Proposed Development will otherwise give rise in a mix of minor beneficial (non-significant) impacts as the housing and employment uses become operational.

14.0 Climate Change and Resilience

- 14.1 An assessment of climate and resilience impacts has been undertaken with focus on embodied carbon and carbon dioxide emissions from the operation of the proposed buildings, and is supported by information included in the Energy and Sustainability Statement.

Existing Conditions

- 14.2 Due to the relatively low provision of energy-consuming uses which currently exist on the Site (i.e. open farmland and arable fields), the current carbon baseline is assumed to be zero emissions; this is a conservative estimate, and means any calculated increase in emissions over this baseline can be considered 'worst case'.
- 14.3 Overall, carbon emissions have declined faster in the UK since the early 1990s than in almost any other large economy. In line with this, the statistics for Arun demonstrate a downward trend whereby the per capita carbon emissions have decreased by approximately 41%. Total emissions have also gone down by approximately 34% over the studied period, despite the observed population growth.
- The main reductions are observed in industry and commercial emissions followed by domestic emissions in line with an overall downward trend for the whole of the UK. In comparison, the reduction observed in the transport sector for the region is considerably smaller amounting to about 12.5%.

Built-In Design Measures to Reduce Effects

- 14.4 To manage uncertainty and ensure that the site incorporates measures proportionate to risk levels as identified by the UKCP18 national UK climate projections, the Proposed Development shall seek to embed capacity for future adaptation alongside periodic assessment of climate change risks to the operational development.
- 14.5 Key design solutions directly relevant to carbon emissions are explained within the Sustainable Transport Strategy, the Energy and Sustainability Strategy and the Sustainable Drainage Strategy.

Additional Mitigation Required

- 14.6 The assessment concluded that all reviewed sources of carbon emissions relating to the Proposed Development are not likely to result in significant effects however additional mitigation and adaptation is discussed in the Climate Change chapter which should be considered further at detailed design stages.
- 14.7 During construction this includes reuse/recycling of material extracted; use of energy efficient plant; Monitoring of energy, water and waste data; use of low carbon construction materials and techniques. During the operation this could include installation of smart meters and/or sub-

meters to monitor energy consumption; Suitable space for waste storage and management facilities to be factored into the design; and exploration of opportunities to deploy an 'all-electric' servicing strategy.

- 14.8 Adaptation measures should be explored to minimise the risk of overheating of the new buildings, including passive design measures and use of materials with high tolerance to temperature and solar exposure.

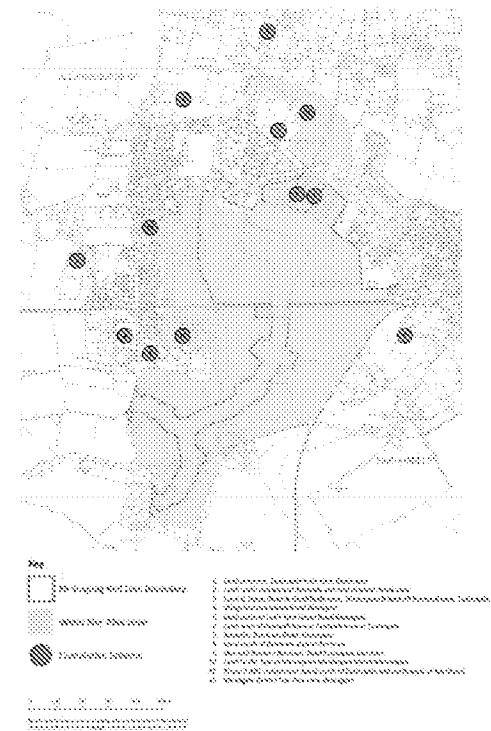
Effects During Construction and Operation

- 14.9 The residual effect significance of the embodied carbon in building materials is expected to be minor adverse, and the residual effect significance of carbon associated with construction site processes, including fuel use in mobile plant and equipment, is expected to be minor adverse. During operation the impact of regulated energy emissions is expected to be minor adverse.

15.0 Cumulative Impacts

- 15.1 In addition to the above, an assessment has been carried out to consider if additional impacts could arise if the Proposed Development is considered alongside other emerging proposals in the surrounding area – this is called a 'cumulative assessment'. A search of records held by Arun District Council identified developments in the following locations:-

Figure 15.1 Emerging developments surrounding the Development Site



- 15.2 This analysis included those schemes that are within the wider Strategic Allocation.
- 15.3 The assessment identified that there are no particular cumulative impacts of significant concern arising when the Development Site is considered alongside others within the wider Strategic Allocation or within the wider area. Some impacts were identified in relation to landscape and visual, noise and vibration, socio-economics and climate change and resilience effects of the cumulative schemes and wider Strategic Allocation. However it is noted that site level impacts are expected in relation to the development of any greenfield site, and whereby the sites are allocated, the principle of this change has already been accepted. Furthermore, where all the schemes considered have been submitted at outline level, it is likely that these impacts will be reduced when the full design details and mitigation measures are developed and submitted for approval.
- 15.4 It is considered that any cumulative effects can be appropriately managed as each site is brought forward and through the appropriate use of best practice or other mitigation measures.
- 15.5 An assessment has also been undertaken to establish whether multiple environmental effects are expected to impact a single receptor, and whether any additional mitigation would be required to ensure that a single receptor isn't adversely impacted. It is considered that no

additional mitigation is required due to the comprehensive mitigation scheme already identified.

16.0 Summary and Outcomes

- 16.1 Significant assessment work has been undertaken by the applicant's team to build environmental improvements and mitigation into the design of the Proposed Development and reduce adverse effects as far as is possible. These 'embedded' measures can be secured through conditions that are imposed on the planning permission which the developer of the Development Site must comply with. For example by clearly identifying the plans that have been described in this statement and requiring that the Development Site is brought forward in substantial compliance with the detail that they describe.
- 16.2 There are also some other measures that have been identified through the assessment process that will need to be secured in the future and as the Proposed Development is brought forward. Planning conditions and legal commitments associated with the planning permission for the Development Site can ensure that these are delivered as envisaged. Examples of measures that will be need to secured via this means include further archaeological and ground investigations at the Development Site and ensuring that, if these identify any issues, that these are addressed in good time.
- 16.3 It has been demonstrated that all mitigation required to appropriately address likely significant environmental effects of this Proposed Development can be secured to an acceptable level. The residual/remaining effects should be balanced with the beneficial effects identified through the EIA process including those in respect of landscape, improved access into and across the Development Site, new community facilities, job opportunities and housing choice and ecological enhancement.
- 16.4 Consideration has also been given to the potential for cumulative effects when the Proposed Development is considered alongside other emerging cumulative schemes in the surrounding area and the Wider BEW Strategic Allocation. The assessment has shown that there could be potential for cumulative effects but that these can be addressed on a site by site basis through the use of best practice measures or appropriate mitigation. There are no further mitigation measures required as part of the Proposed Development to address any effects.

17.0 Availability of the Environmental Statement

- 17.1 A paper or electronic copy of the full ES can be obtained from: -
- Lichfields, The Minster Building, 21 Mincing Lane, London, EC3R 7AG
 - Tel: +44(0)20 7837 4477
 - Email: london@lichfields.uk
- 17.2 Information on the planning application and the ES can also be viewed at <https://www.arun.gov.uk>. During the Covid 19 pandemic, and if it is not possible to view the information conveniently (including where access to the offices of ADC is not possible), please use the details for Lichfields above or liaise with the planning team at ADC for further assistance.
- 17.3 All comments on the ES (and planning application) should be issued to ADC directly.

18.0

Abbreviations and Glossary of Key Terms

- ADC – Arun District Council
- Applicant – C.C. Projects, Ashmarden Limited and Hanbury (PM) Limited who, together, have commissioned the EIA and are submitting the planning application for the Proposed Development
- CEMP – Construction Environmental Management Plan (a plan that will manage the environmental effects arising from the construction of the Proposed Development)
- Development Site – the site within which the Proposed Development will come forward and as shown on Figure 1.1
- EIA – Environmental Impact Assessment (a formal process of assessment covered by the Town and Country Planning (EIA) Regulations 2017)
- ES – Environmental Statement (the document setting out the findings from the EIA)
- LHMP – Landscape and Habitat Management Plan (a plan to manage the successful implementation and management of new landscape and ecology features)
- Mitigation – measures that can reduce adverse environmental effects (these may be ‘embedded’ or built into a scheme design or otherwise identified in an EIA)
- Parameter – a maximum built or landscaping ‘envelope’ that has been tested as part of the EIA
- Proposed Development – the Development, known as ‘Land West of Bersted’, being brought forward by the applicant
- wider Strategic Allocation – the area which encompasses both the Development Site and other smaller land parcels, that together comprise the ~~West of Bersted/Barnham/Eastergate/Westergate (SDA)~~ Strategic Allocation which is allocated for at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031) as 500 houses (over the period covered by the Local Plan 1991-2031).
- worst case scenario – a precautionary method of assessment that seeks to identify the worst possible outcome and mitigate this as far as is possible; usually the actual outcome will be less than that identified as a result and this is therefore considered a robust approach

Types of Impact Identified

- Major/Substantial – considerable impacts due to their extent, duration or magnitude; are of more than local significance; or (for adverse effects) breach particular standards
- Moderate – limited effects which may be significant (for example if a particular receptor affected is particularly sensitive)
- Minor – slight, very short or highly localised effects
- Negligible – barely perceptible effects
- None/Nil – no effects anticipated
- Adverse – the effect is worse than that currently experienced
- Beneficial – the effect is better than that currently experienced