

Public Document Pack

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A meeting of **Planning Committee** will be held virtually on **Wednesday 31 March 2021** at **9.30 am**

MEMBERS: Mrs C Purnell (Chairman), Rev J H Bowden (Vice-Chairman), Mr G Barrett, Mr R Briscoe, Mrs J Fowler, Mrs D Johnson, Mr G McAra, Mr S Oakley, Mr R Plowman, Mr H Potter, Mr D Rodgers, Mrs S Sharp and Mr P Wilding

AGENDA

1 **Chairman's Announcements**

Any apologies for absence which have been received will be noted at this stage.

The Planning Committee will be informed at this point in the meeting of any planning applications which have been deferred or withdrawn and so will not be discussed and determined at this meeting.

2 **Approval of Minutes** (Pages 1 - 10)

The minutes relate to the meeting of the Planning Committee held on 3 March 2021.

3 **Urgent Items**

The chairman will announce any urgent items that due to special circumstances will be dealt with under agenda item 8 (b).

4 **Declarations of Interests** (Pages 11 - 12)

Details of members' personal interests arising from their membership of parish councils or West Sussex County Council or from their being Chichester District Council or West Sussex County Council appointees to outside organisations or members of outside bodies or from being employees of such organisations or bodies.

Such interests are hereby disclosed by each member in respect of agenda items in the schedule of planning applications where the Council or outside body concerned has been consulted in respect of that particular item or application.

Declarations of disclosable pecuniary interests, personal interests and prejudicial interests are to be made by members of the Planning Committee in respect of matters on the agenda or this meeting.

PLANNING APPLICATIONS - AGENDA ITEMS 5 TO 7 INCLUSIVE
Section 5 of the Notes at the end of the agenda front sheets has a table showing how planning applications are referenced.

- 5 **TG/20/02893/OUT Land Adjacent To A27 Copse Farm, Tangmere Road, Tangmere, West Sussex (9.35am approximate start time)** (Pages 13 - 159)
Outline planning application for a residential-led mixed use development comprising up to 1,300 dwellings (Use Class C3), an expanded village centre (comprising flexible units suited to Use Class E and pubs or drinking establishments and/or takeaways in Use Class Sui Generis), community uses, primary school, informal and formal open space, playing pitches, footpaths, cycleways, associated landscaping, utilities and drainage infrastructure, including on-site pumping station(s) with connection to the Strategic Foul network; associated infrastructure and groundworks; with all matters reserved except for the principal access junctions from the A27 grade-separated junction and Tangmere Road and the secondary access at Malcolm Road.
- 6 **O/20/02471/FUL Land at the Corner Of Oving Road, and A27, Chichester, West Sussex (11.05am approximate start time)** (Pages 161 - 199)
Erection of 143 dwellings, with associated access, parking, public open space, landscaping, extension to residential curtilages of existing properties along Oving Road and other associated works.
- 7 **BI/20/02899/FUL Houseboat Water Gypsy, Chichester Marina, Birdham, Chichester, West Sussex (12.00 noon approximate start time)** (Pages 201 - 214)
Installation of a replacement houseboat at Berth No. 16 of Chichester Canal.
- 8 **Consideration of any late items as follows:**
The Planning Committee will consider any late items announced by the Chairman at the start of this meeting as follows:
- a) Items added to the agenda papers and made available for public inspection
 - b) Items which the chairman has agreed should be taken as matters of urgency by reason of special circumstances to be reported at the meeting
- 9 **Exclusion of the Press and Public**
There are no restricted items for consideration.

NOTES

1. The press and public may be excluded from the meeting during any item of business whenever it is likely that there would be disclosure of exempt information as defined in section 100I of and Schedule 12A to the Local Government Act 1972
2. The press and public may view the agenda papers on Chichester District Council's website at [Chichester District Council - Minutes, agendas and reports](#) unless these are exempt items.
3. This meeting will be audio recorded and the recording will be retained in accordance with the council's information and data policies. If a member of the public makes a representation to the meeting they will be deemed to have consented to being audio recorded. By entering the committee room they are also consenting to being audio recorded. If members of the public have any queries regarding the audio recording of this meeting please liaise with the contact for this meeting detailed on the front of this agenda.
4. Subject to the provisions allowing the exclusion of the press and public, the photographing, filming or recording of this meeting from the public seating area is permitted. To assist with

the management of the meeting, anyone wishing to do this is asked to inform the chairman of the meeting of his or her intentions before the meeting starts. The use of mobile devices for access to social media is permitted but these should be switched to silent for the duration of the meeting. Those undertaking such activities must do so discreetly and not disrupt the meeting, for example by oral commentary, excessive noise, distracting movement or flash photography. Filming of children, vulnerable adults or members of the audience who object should be avoided. [Standing Order 11.3 in the Constitution of Chichester District Council]

5. How applications are referenced:

- a) First 2 Digits = Parish
- b) Next 2 Digits = Year
- c) Next 5 Digits = Application Number
- d) Final Letters = Application Type

Application Type

ADV Advert Application
AGR Agricultural Application (following PNO)
CMA County Matter Application (eg Minerals)
CAC Conservation Area Consent
COU Change of Use
CPO Consultation with County Planning (REG3)
DEM Demolition Application
DOM Domestic Application (Householder)
ELD Existing Lawful Development
FUL Full Application
GVT Government Department Application
HSC Hazardous Substance Consent
LBC Listed Building Consent
OHL Overhead Electricity Line
OUT Outline Application
PLD Proposed Lawful Development
PNO Prior Notification (Agr, Dem, Tel)
REG3 District Application – Reg 3
REG4 District Application – Reg 4
REM Approval of Reserved Matters
REN Renewal (of Temporary Permission)
TCA Tree in Conservation Area
TEL Telecommunication Application (After PNO)
TPA Works to tree subject of a TPO
CONACC Accesses
CONADV Adverts
CONAGR Agricultural
CONBC Breach of Conditions
CONCD Coastal
CONCMA County matters
CONCOM Commercial/Industrial/Business
CONDWE Unauthorised dwellings
CONENG Engineering operations
CONHDG Hedgerows
CONHH Householders
CONLB Listed Buildings
CONMHC Mobile homes / caravans
CONREC Recreation / sports
CONSH Stables / horses
CONT Trees
CONTEM Temporary uses – markets/shooting/motorbikes
CONTRV Travellers
CONWST Wasteland

**Committee report changes appear in bold text.
Application Status**

ALLOW Appeal Allowed
APP Appeal in Progress
APPRET Invalid Application Returned
APPWDN Appeal Withdrawn
BCO Building Work Complete
BST Building Work Started
CLOSED Case Closed
CRTACT Court Action Agreed
CRTDEC Hearing Decision Made
CSS Called in by Secretary of State
DEC Decided
DECDET Decline to determine
DEFCH Defer – Chairman
DISMIS Appeal Dismissed
HOLD Application Clock Stopped
INV Application Invalid on Receipt
LEG Defer – Legal Agreement
LIC Licence Issued
NFA No Further Action
NODEC No Decision
NONDET Never to be determined
NOOBJ No Objection
NOTICE Notice Issued
NOTPRO Not to Prepare a Tree Preservation Order
OBJ Objection
PCNENF PCN Served, Enforcement Pending
PCO Pending Consideration
PD Permitted Development
PDE Pending Decision
PER Application Permitted
PLNREC DC Application Submitted
PPNR Planning Permission Required S64
PPNREQ Planning Permission Not Required
REC Application Received
REF Application Refused
REVOKE Permission Revoked
S32 Section 32 Notice
SPLIT Split Decision
STPSRV Stop Notice Served
STPWTH Stop Notice Withdrawn
VAL Valid Application Received
WDN Application Withdrawn
YESTPO Prepare a Tree Preservation Order

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Minutes of the meeting of the **Planning Committee** held virtually on Wednesday 3 March 2021 at 9.30 am

Members Present: Mrs C Purnell (Chairman), Rev J H Bowden (Vice-Chairman), Mr G Barrett, Mr R Briscoe, Mrs J Fowler, Mrs D Johnson, Mr G McAra, Mr S Oakley, Mr R Plowman, Mr H Potter, Mr D Rodgers and Mrs S Sharp

Members not present: Mr P Wilding

In attendance by invitation:

Officers present: Miss J Bell (Development Manager (Majors and Business)), Mr J Bushell (Principal Planning Officer), Miss N Golding (Principal Solicitor), Mr I Gledhill (Planner - County Highways West Sussex County Council), Mr S Harris (Principal Planning Officer), Miss S Hurr (Democratic Services Officer), Mr M Mew (Principal Planning Officer), Mrs F Stevens (Development Manager (Applications)), Mr C Thomas (Senior Planning Officer) and Mr T Whitty (Divisional Manager for Development Management)

1 **Chairman's Announcements**

The Chairman welcomed everyone present to the virtual meeting.

Apologies for absence had been received from Mr Wilding.

2 **Approval of Minutes**

With the following amendments:

O/20/02087/FUL, Colworth Manor Farm, Colworth Lane, Colworth, Chichester

On the first main paragraph, line 11, 'hedges' to be replaced with 'hedging plants', and on line 17, 'With regards to the coalescence and landscaping views and gaps in the hedgerow....' to be replaced with 'With regards to cumulative coalescence and wider landscape impacts of polytunnel development in area on the Countryside Gap between Chichester and Bognor Regis.....'

the minutes of 3 February 2021 be approved as a correct record.

3 **Urgent Items**

There were no urgent items.

4 **Declarations of Interests**

Mr Barrett declared a personal interest in respect of CH/20/01826/FUL, and BO/20/02707/DOM and BO/20/02708/LBC as a Chichester District Council appointed Member of Chichester Harbour Conservancy.

Mr Oakley declared a personal interest in respect of CH/20/01826/FUL, CC/20/0473/REM, WW/20/02932/FUL and CC/20/03226/FUL as a Member of West Sussex County Council, and BO/20/02707/DOM and BO/20/02708/LBC as a distance relative of the applicant.

Mr Plowman declared a personal interest in respect of CC/20/02473/REM and CC/20/03226/FUL as a Member of Chichester City Council.

Mr Potter declared a personal interest in respect of CH/20/01826/FUL as a Chichester District Council appointed Member of South Downs National Park Authority.

Mrs Purnell declared a personal interest in respect of CH/20/01826/FUL, CC/20/0473/REM, WW/20/02932/FUL and CC/20/03226/FUL as a Member of West Sussex County Council.

Mrs Sharp declared a personal interest in respect of CC/20/02473/REM and CC/20/03226/FUL as a Member of Chichester City Council.

5 **CH/20/01826/FUL - Land Adjoining A27, Scant Road West, Hambrook, Chidham**

Due to the necessity to resolve technical issues,
Members took a 15 minute break

Mr Bushell presented the item to Members and drew Members' attention to the Agenda Update Sheet which provided further third party objections and information from the applicant regarding receipt of written confirmation of the interest in taking responsibility for the convenience store, and the equipping of the Resource Hub and how it would be operated. A revised Travel Plan had also been submitted in which the applicant iterated commitment to pursue a change to the speed limit on Broad Road from 40mph to 30mph in the vicinity of the new site access. An update to the policy position regarding the revision to Local Development Scheme 2021-2024 was also provided outlining key milestones.

The Committee received the following Speakers:

Jane Towers – Parish Council
Andrew Wild – Objector
Alan Green – Objector
Geoff Tomlinson – Objector
Ben Ballie – Agent

Adrian Moss – CDC Ward Member

Officers responded to Member's comments and questions:

With regards to the absence of a footway from the new access southwards to the junction with Scant Road, Mr Bushell explained that a shared cycle and footway was being provided within the site to enable residents to avoid having to cross Broad Road and would allow safe and continuous onwards access to the A259. On the matter of the speed limit, Mr Bushell confirmed that the developer was keen to have 30mph moved further to the north, which was how the application was originally submitted, but was changed to accord with the current speed restriction and following comments from WSCC Highways. Therefore the access to the site had been designed for a 40mph which was confirmed as safe. Mr Bushell added that a 30mph limit was deemed as unnecessary to make the current development acceptable in highways terms, and consequently, there would potentially be an issue with requiring the developer to now pursue the lower limit. On the matter of site not being sustainable from a transport perspective, Mr Bushell drew Members' attention to the report which referred to the previous appeal scheme for a similar number of dwellings, in which the Inspector considered it was a sustainable location, and cited the proximity to Nutbourne Railway Station. With regards to subsidised bus services, Mr Bushell advised that this would have to be necessary, which had not been highlighted by the highways authority, and may be a matter which could be brought forward as part of Community Infrastructure Levy (CIL) funds, but could not be insisted upon. With regards to the Interim Position Statement for housing and the reference to low density, the application was landscape-led specifically to address issues raised by the previous planning Inspector, hence the developer had aimed to assimilate the proposed development into the environment and include 5.63 hectares of green space, which was considered by officers to be appropriate. On the matter of nitrates, this would be dealt with by way of a Section 106 agreement and the landowner would be required to be a party to the agreement with the land kept in perpetuity without any nitrogen input to ensure it achieved nitrate neutrality. Although Natural England had a preference for woodland planting on the nitrate mitigation land, this was not a requirement providing the land delivered the necessary nitrate neutrality. With regards to the piling condition and danger to the underlying aquifer, Mr Bushell confirmed consultation would take place with the Environment Agency.

Mr Bushell confirmed that the site was included in the Housing and Economic Land Availability Assessment (HELAA) as appropriate for 110 dwellings. With regards to the convenience store and the probability of it being successfully introduced and established, Mr Bushell conceded that previously proposed stores within the vicinity had not materialised, and this site would need to be robustly marketed. Premier Local had shown interest and discussions were taking place. The Section 106 agreement would provide the best possible opportunity for this undertaking. Mr Bushell added that the use of the store would be specifically conditioned as a convenience store and the Council would require planning permission for any other proposals. On the matter of nitrate mitigation, Mr Bushell confirmed that the location of the nitrate mitigation land was within the same flow catchment area as the application site, and therefore Natural England was content with that. With regards to the loss of grade 2 agricultural land, Mr Bushell responded that this was an

inevitable consequence of the necessity to build houses and manage the issue of nitrates, but biodiversity improvements on the identified land would be gained. Mr Bushell explained he could not confirm how long it would take for nitrogen neutrality to be achieved, and it was necessary to accept that Natural England had given this matter due consideration. With regards to 'in perpetuity' this was assessed as a period of 125 years, to equate with the lifespan of the development, and be secured via the Section 106. On the matter of the noise generated by the A27, Mr Bushell responded that the ten dwellings in the north-east corner, were designed to mitigate noise-impact via appropriate glazing, the gardens of these properties were positioned furthest from the road, there was an existing well-wooded embankment, and the Environmental Health officer was content. Mr Bushell also explained that Highways England required a fence to ensure the A27 could not be accessed on foot and the relevant condition would be expanded to state approval would be required from Highways England with regards to the detail of the fence.

On the matter of sustainability, Mr Whitty responded that this elicited a number of interpretations but in relation to this development it referred to potential modes of transport. The difficulty of citing this at an appeal was that the previous Inspector's decision confirmed the location as sustainable, which was a material consideration. The site was within the HEELA albeit for 110 dwellings, Chidham and Hambrook had a Railway Station within close proximity and there were potentially a further four housing sites for consideration within the parish with a total requirement within the parish for a further 300 to 400 houses. Mr Whitty added that whilst piecemeal development might appear more appropriate, this approach required considerable land and the benefit of cumulative development would be lost. Mr Whitty concluded therefore that sustainability could not be defended in an appeal situation. With regards to the nitrates, Mr Whitty agreed that there may be a need for the Council to develop its own policy but currently there was no such policy and both the Department for Environment, and Rural Affairs and Natural England had provided a recognised approach to off-set nitrates which also secured ecological benefits. With regards to when this would provide a positive impact, and occupation of the dwellings, a judgement would have to be made, and Natural England undertook a high level of scrutiny on these matters. Mr Whitty continued that currently the Council did not have a five year housing land supply which was a considerable factor, which must be taken in account, and an Inspector would expect the Committee to have done so. The previous appeal on this site was won in a different context. This was a full application which would result in a site being established quickly, and would add to the five year supply. It should further be taken into consideration that the more sites found that were less flawed than others, the easier it would be to defend those sites which were found to be more harmful. Mr Whitty added that should the Committee decide to vote against the officer recommendation, robust reasons which could be evidenced would be required, to defend the decision at appeal or effectively this would result in procrastination for inevitable development of the site and the ensuing accompanying costs. On the matter of the Traffic Regulation Order (TRO) for a 30mph speed limit, Mr Whitty advised that although this had been deemed as unnecessary for the site, the Committee could require that this was pursued by the applicant, particularly as the applicant had confirmed that they were willing to do so. Mr Gledhill advised that a TRO was subject to its own statutory process and therefore the applicant could not be conditioned to implement the 30mph speed limit but only required to fund the process.

With regards to delivery vehicles and the service yard for the proposed convenience store, Mr Bushell responded that he believed the swept path analysis had been confirmed by the highways authority to be of an appropriate standard, and a bin storage condition could be added. Mr Bushell also added that a condition could be included (rather than an informative) to ensure the roadway could take the weight of refuse vehicles. The installation of bollards could also be included within the conditions to ensure no unauthorised access to the cycle and pedestrian paths. With regards to the Neighbourhood Plan and its reference to the development of housing, Mr Bushell advised that as the housing policies in the development plan which included both the Local Plan and Neighbourhood Plan were out of date, little weight could be afforded to them.

With regards to the policy on agricultural land, Mr Whitty advised that there was a policy within the Local Plan which sought to protect it and to restrict development boundaries, but planning was a balancing exercise particularly with the lack of five year housing land supply, and it would be difficult to secure an argument based on the loss of agricultural land. On the matter of services, Mr Whitty explained that they tended to follow development. Services which required public funding such as schools needed to be secured as part of the development and those services which were commercial were driven by market demands. Mr Whitty also explained that an A1 conditioned premises, permitted a wide range of possible occupiers, whilst on this development the condition was specifically for a convenience store with robust marketing for such required. In relation to the cycle way, Mr Whitty confirmed that was the remit of Community Infrastructure Levy (CIL) funding.

With regards to the 30mph speed limit, Miss Golding clarified that such a condition would need to be a 'Grampian' pre-commencement condition as it is outside the control of the applicant. Mr Whitty confirmed that officers would be content to add that matter to the conditions, and this would not require the 30mph speed limit to be secured prior to occupation, but that the applicant made provision for the application.

On a point of clarification, Mr Bushell explained that the whole Neighbourhood Plan was not out of date but only the specific housing policy within it. Mr Whitty also confirmed that all Waste Water Treatment Works screen limited nitrates only, which was the reason for the necessity to provide other methods to do so which in this case, was the nitrates mitigation land.

With regards to the provision of a link to the South Downs National Park, Mr Whitty confirmed that off-site highway improvements works such as upgrading the road bridge, would be the remit of CIL funding.

On the matter of the north-west corner of the site, Mr Bushell explained that there was a change of levels and therefore unauthorised vehicular access from this point would be difficult and unlikely. On the western side of Broad Road, Mr Bushell confirmed that was an established continuous pedestrian connection to the National Park.

With regards to the access to the proposed convenience store, Mr Gledhill explained that it may be appropriate to include a Service Management Plan within the condition, to allow consideration of the servicing requirements of the store when in operation, which would ensure plans were based on factual information. Mr Bushell confirmed that this could be added to the conditions.

In a vote Members **Refused** application against officer recommendation.

Rev. Bowden proposed that the application was refused, on the grounds of cumulative loss of agricultural land (both the application site and the nitrates mitigation land), and non-integration of the site into the village, which was seconded by Mr Potter.

In a vote Members agreed the proposed reasons for **Refusal** of the application.

Members took a ten minute break

6 **CC/20/02473/REM - Land West Of Centurion Way And West Of Old Broyle Road**

Mr Harris presented the item to Members and drew Member's attention to the information provided in the Agenda Update Sheet which gave details of two further reserved matters which had been submitted relating to the Strategic Development Location's Local Centre.

The Committee received the following speaker:

Nicholas Billington – Agent (statement read)

Mr Harris responded to Members' comments and questions:

With regards to the crossing point to the open space located in the adjacent parcel, Mr Harris confirmed that the expectation was for the area not to have traffic travelling at speed and ramps were positioned on the adjacent roads. Pavers would also be used to provide a sense of a low-speed pedestrian environment, and the highway authority was satisfied with the crossing in this location. The break in the landscaping into the park area would also encourage pedestrians to cross at this point. On the matter of the area withstanding freight vehicles, the highway authority was also content and maintenance of un-adopted shared areas would be undertaken by a management company.

On the matter of design of the adjacent spine road junction, Mr Harris confirmed that this had been already approved under the 'infrastructure' reserved matters application. On the question of the design of the buildings, Mr Harris responded that this matter was subjective and confirmed that officers had worked hard to secure improvements. The applicants had agreed changes and improvements in line with those secured on earlier parcels, and this part of the development accorded with the design strategy previously approved by the Committee. With regards to the ability of paved areas to withstand the turning of refuse vehicles, a condition requiring the agreement of the technical specification of such areas had not been imposed on

previous parcels, but could be added as a condition and Mr Harris confirmed that the details that had been submitted initially indicated that the surface would be sufficiently robust for such vehicles.

With regards to the cycle route around the southern part of the parcel, Mr Harris confirmed that changes had been made since the original plan. Both the Council and the highways authority agreed the revisions provided a more coherent route enhanced with linking sections. Bollards and hedging would also ensure the route would not be used by unauthorised vehicles and a further benefit was that the tarmac path would not encroach into the landscaped area. Mr Harris further advised that the revisions ensured that cyclists would have an easier route towards the spine road and onwards.

In a vote Members agreed the application.

Recommendation to **Permit** agreed.

7 WW/20/02932/FUL - 11A Marine Drive West, West Wittering

Mr Thomas presented the item to Members and drew Members' attention to the information in the Agenda Update Sheet which confirmed that West Wittering Parish Council had withdrawn their objection to the application.

Mrs Stevens responded Members' comment and questions:

With regards to a requirement for bin storage, Mrs Stevens advised that it would not be reasonable to include a condition in respect of this matter.

In a vote Members agreed the application.

Recommendation to **Permit** with S106 agreed.

Members took a ten minute break.

8 CC/20/03226/FUL - 23 Lavant Road, Chichester, PO19 5RA

Mr Mew presented the item to Members and drew Members' attention to the information provided in the Agenda Update Sheet which listed further details from the applicant's agent regarding the size and location of the mitigation land within the Donnington Manor Farm estate which connected directly to a ditch network in Chichester Harbour and further confirmed the planting of ten trees. The Agenda Update Sheet also provided information that the applicant had forwarded a letter to the Committee in response to the City Council's objection to the application, and clarified the context of the nitrate mitigation proposals.

The Committee received that following speakers:

Keith Bartlett – Objector

John Halliday – Objector

Peter Doust – Objector (statement read)

Paul White – Agent

Officers responded to Member's comments and questions:

With regards to the land selected for nitrate mitigation, Mr Mew explained that it was not necessary for it to have been in continuous agricultural use, Natural England reviewed land over a ten year period, and there was evidence of the land having been ploughed during that time. With regards to the development over-looking the neighbouring property to the north and loss of light, Mr Mew responded that the window on the northern elevation of the proposed development would have obscured glass and be fixed shut below 1.8 metres in height, and a condition could be added to secure this matter. The balconies had screening along the boundaries, which could also be secured by condition to ensure the retention of screening, and Mr Mew added that some over-looking of the rear of the gardens would be expected within a residential area. Mr Mew reminded Members that the impact on neighbouring properties was not raised in the previous submission and therefore the Inspector did not make any comments in this regard. On the matter of the sub-division of land for nitrate mitigation use, Mr Mew explained that this was acceptable and land for this use was likely be secured in small parcels.

Members were reminded that the Council did not currently have a five year land supply for housing, and this development would add to the supply. With regards to the loss of dwellings and cumulative impact along Lavant Road, this was not a conservation area and therefore only a prior-approval application was required if buildings and structures were to be demolished. Mr Mew also explained that the Inspector did not just consider other apartment blocks in the road but would also review the locality, the street pattern and space between plots.

On the matter of loss of light, Mr Mew advised that this was contained in guidance and the 25 degree rule was not part of planning policy. In this location there was an access track which gave separation to the north to No. 23A and screening along the boundary. Mr Mew added that the landscaping condition could be enhanced.

Mr Whitty advised that it would not be acceptable for a determination to be delayed in order to await other applications within the vicinity coming forward. Mr Whitty further explained that there was an Inspector's decision, which was a material consideration. It would be unreasonable to question the Inspector's decision, as it was not done at the time, and as recognised by the Inspector, the Council did not have a policy to protect the character of the area. Mr Whitty advised that a move away from the character of an area is not necessarily an issue, but the quality of the development that is constructed in its place, and that if the Committee chose to refuse the application on that basis it would result in grounds for an award of costs at appeal. Mr Whitty added that the Inspector was not questioning the principle of the nitrate mitigation, but commented that there was no mechanism to the secure the land.

With regards to the loss of trees, Mr Mew confirmed that this would include twelve trees, four shrubs and two hedges which were not classed as grade A. The

Inspector had been satisfied, but a condition could be added to require a two for one replacement.

Mr Whitty added that with regards to climate change, part of the proposed mitigation scheme included the planting of trees, and also advised that highlighting the matter of neighbours being over-looked had not been raised by the Committee on the previous application and therefore, it was unreasonable to raise it at this time. Mr Whitty confirmed that an informative in relation to tree planting could be added. The tree planting would be secured through a S106 agreement and this would also afford protection to land to prevent future farming within the location of the allocated area.

In a vote Members agreed the recommendation to defer for Section 106 then, Permit, subject to no objection from Natural England regarding an appropriate assessment.

Recommendation to **Permit** agreed.

9 **BO/20/02707/DOM & BO/20/02708/LBC - Church Cottage, High Street, Bosham, PO18 8LX**

Mr Mew presented the item to Members.

The Committee received the following speakers:

Gail Power – Parish Council (statement read)

Bob Dalton – Agent

Penny Plant – Chichester District Council (statement read)

Officers responded to Members' comments and questions:

With regards to light spillage and the Dark Skies policy, Mr Mew confirmed that a condition had been included which required the installation of dusk-dawn screen blinds which were to be closed during those times. Mr Mew also explained that a further condition had been included which required that in relation to connection to the wall, construction was undertaken in accordance with a methodology and section plan. Mr Mew advised that the thermal efficiency of the structure would be controlled by building regulations and further confirmed that pre-application advice had been provided by the Principal Conservation and Design officer. Each application of this type was considered individually and in regards to this application, a contemporary approach had been viewed as most appropriate. Mr Whitty added that where an extension was integrated into a building, similar materials were used however, the linking of two buildings required a light-weight approach to retain the ability to view the two distinct separate buildings.

On the matter of whether the extension could be viewed from the road, footpath and churchyard, Mr Mew explained that there would be limited views from some positions and none from others.

With regards to the demolition of the outbuilding, Mr Mew confirmed that the Principal Conservation and Design officer was content. Mr Mew also confirmed that the applicants could position their bins as they wished. Mr Whitty added that there was sufficient space for bins to be out of sight of the public realm. With regards to the powdered coated aluminium and zinc roof, Mr Whitty advised that would provide a high quality finish.

In a vote Members agreed the recommendation to permit the application.

Recommendation to **Permit** agreed.

10 **Ministry of Housing, Communities and Local Government consultation on National Planning Policy Framework and National Model Design Code (12.35 approximate start time)**

The Chairman requested that Members forward their suggestions regarding the consultation to Mrs Stevens which would either be incorporated into the response or Mrs Stevens would provide advice explaining the grounds for not incorporating suggestions. Mrs Stevens confirmed that any suggestions would be required by 10 March 2021.

11 **Chichester District Council Schedule of Planning Appeals, Court and Policy Matters between 13 January 2021 and 9 February 2021**

Members agreed to note this item.

12 **South Downs National Park Schedule of Planning Appeals, Court and Policy Matters between 13 January 2021 and 9 February 2021**

Members agreed to note this item.

13 **Consideration of any late items as follows:**

There were no late items.

14 **Exclusion of the Press and Public**

There were no part two items.

The meeting ended at 2.51 pm

CHAIRMAN

Date:

Chichester District Council

Planning Committee

Wednesday 31 March 2021

Declarations of Interests

Details of members' personal interests arising from their membership of parish councils or West Sussex County Council or from their being Chichester District Council or West Sussex County Council appointees to outside organisations or members of outside bodies or from being employees of such organisations or bodies are set out in the attached agenda report.

The interests therein are disclosed by each member in respect of planning applications or other items in the agenda which require a decision where the council or outside body concerned has been consulted in respect of that particular planning application or item.

Declarations of disclosable pecuniary interests, personal interests, prejudicial interests or predetermination or bias are to be made by members of the Planning Committee or other members who are present in respect of matters on the agenda or this meeting.

Personal Interests - Membership of Parish Councils

The following members of the Planning Committee declare a personal interest by way of their membership of the parish councils stated below in respect of the items on the schedule of planning applications where their respective parish councils have been consulted:

- Mr H C Potter – Boxgrove Parish Council (BG)
- Mr R E Plowman – Chichester City Council (CC)
- Mrs S M Sharp – Chichester City Council (CC)
- Mr P J H Wilding – Lurgashall Parish Council (LG)
- Mr G V McAra - Midhurst Town Council (MI)
- Mr S J Oakley – Tangmere Parish Council (TG)
- Mrs D F Johnson – Selsey Town Council (ST)
- Mrs L C Purnell – Selsey Town Council (ST)
- Mr R A Briscoe – Westbourne Parish Council (WB)

Personal Interests - Membership of West Sussex County Council

The following members of the Planning Committee declare a personal interest by way of their membership of West Sussex County Council in respect of the items on the schedule of planning applications where that local authority has been consulted:

- Mr S J Oakley - West Sussex County Council Member for the Chichester East Division
- Mrs L C Purnell – West Sussex County Council Member for the Selsey Division

Personal Interests - Chichester District Council Representatives on Outside Organisations and Membership of Public Bodies

The following members of the Planning Committee declare a personal interest as Chichester District Council appointees to the outside organisations or as members of the public bodies below in respect of those items on the schedule of planning applications where such organisations or bodies have been consulted:

- Mr G A F Barrett - Chichester Harbour Conservancy
- Mr H Potter – South Downs National Park Authority
- Mr R E Plowman – Chichester Conservation Area Advisory Committee

Personal Interests – Chichester City Council Representatives on Outside Organisations and Membership of Public Bodies

The following member of the Planning Committee declares a personal interest as a Chichester City Council appointee to the outside organisations stated below in respect of those items on the schedule of planning applications where that organisation has been consulted:

NONE

Personal Interests – West Sussex County Council Representatives on Outside Organisations and Membership of Public Bodies

The following member of the Planning Committee declares a personal interest as a West Sussex County Council appointee to the outside organisation stated below in respect of those items on the schedule of planning applications where that organisation has been consulted:

NONE

Personal Interests – Other Membership of Public Bodies

The following member of the Planning Committee declares a personal interest as a member of the outside organisation stated below in respect of those items on the schedule of planning applications where that organisation has been consulted:

- Mrs L C Purnell – Manhood Peninsula Partnership (Chairman)

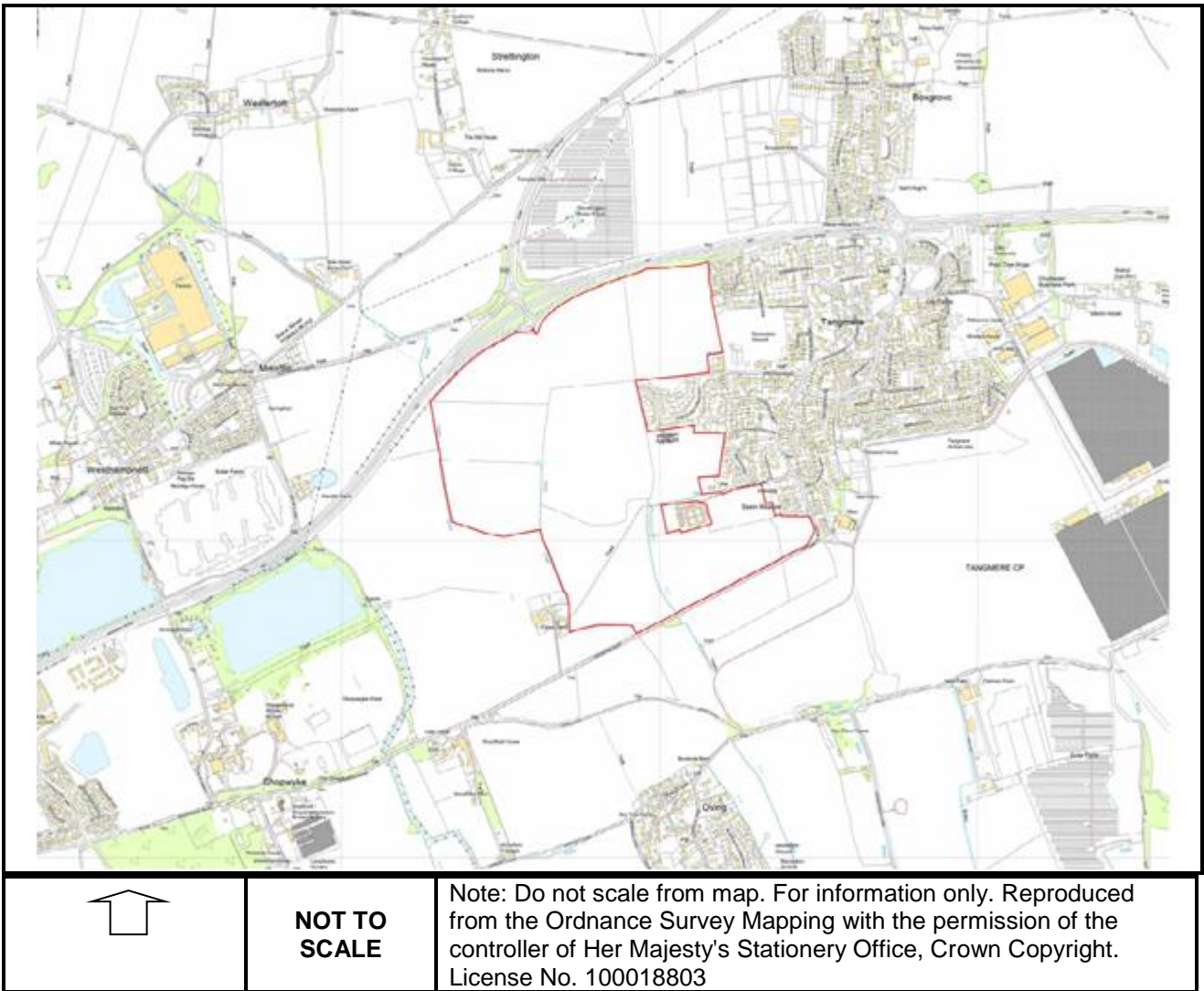
Agenda Item 5

Parish: Tangmere	Ward: North Mundham And Tangmere
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TG/20/02893/OUT

Proposal	Outline planning application for a residential-led mixed use development comprising up to 1,300 dwellings (Use Class C3), an expanded village centre (comprising flexible units suited to Use Class E and pubs or drinking establishments and/or takeaways in Use Class Sui Generis), community uses, primary school, informal and formal open space, playing pitches, footpaths, cycleways, associated landscaping, utilities and drainage infrastructure, including on-site pumping station(s) with connection to the Strategic Foul network; associated infrastructure and groundworks; with all matters reserved except for the principal access junctions from the A27 grade-separated junction and Tangmere Road and the secondary access at Malcolm Road.		
Site	Land Adjacent To A27 Copse Farm Tangmere Road Tangmere West Sussex		
Map Ref	(E) 489314 (N) 106361		
Applicant	Countryside Properties (UK) Ltd	Agent	Mr Peter Home

SUBJECT TO HIGHWAYS ENGLAND WITHDRAWING ITS HOLDING OBJECTION FOLLOWING AN AGREED APPROACH TO THE ACCESS PROPOSALS FOR THE A27 TEMPLE BAR JUNCTION, DEFER FOR SECTION 106, BASED ON THE GENERAL HEADS OF TERMS SET OUT IN SECTION 8 OF THIS REPORT, THEN PERMIT



1.0 Reason for Committee Referral

Discretion of Divisional Manager Development Management - Major and significant outline planning application for Strategic Development Location.

2.0 The Site and Surroundings

- 2.1 The application site is located to the west of the village of Tangmere, which lies around 3 miles to the east of Chichester. The site has an area of 75.93 hectares and is a greenfield site. It is bounded to the north by the A27 Trunk road, from which the principal access into the site is proposed. The A27 is a Trunk Road which connects Southampton to the west and Folkestone to the east.
- 2.2 The existing village of Tangmere lies immediately to the east of the site, with the site running from the A27 to the north and then in a southerly direction around the existing village, adjacent to the [Grade 1 Listed] St Andrews Church, before reaching Tangmere Road. Tangmere Road forms the whole of the site's southern boundary, running westwards as far as Copse Farm. The site's western boundary includes some existing hedgerows, and it then staggers slightly north-westerly, before reaching the A27. There is an established hedge along the southern boundary.

- 2.3 The site is generally flat and open and a number of natural watercourses run through the site. The site is entirely undeveloped, with no existing buildings within the site boundary. It is generally used for arable purposes, although there are areas of grassland near the centre of the site and a number of hedgerows and trees. There is also some scattered scrubland along or near ditch lines.
- 2.4 Within the site itself, there are no formally designated areas and the nearest Site of Special Scientific Interest (SSSI) is Halnaker Chalk Pit, which is located approximately 2.7 km to the north-east of the site. A number of European designations are located within the wider surrounds of the site, including the Chichester and Langstone Harbour Special Protected Area and the Solent Maritime Special Area of Conservation, which lies 5.7 km to the west of the site. Pagham Harbour is located 6.3 km to the south.
- 2.5 There is no railway station serving Tangmere, although rail services can be accessed either from Chichester to the west or Barnham to the south-east. Tangmere is served by the Stagecoach 55 bus service and this provides a regular public transport link to and from Chichester. Tangmere village contains a number of community facilities, including a community centre, a convenience store, a health centre and a primary academy school. Access to and between these facilities is available using existing footpaths within the village, from which pedestrian access can also be gained to the application site. There is an existing and dedicated cycle link to the north of Tangmere (on the south side of the A27) which links the village to the city of Chichester. This currently runs along the south side of the A27, as far west as the Temple Bar junction. It then runs westwards to the north of the A27.

3.0 The Proposal

- 3.1 This is an outline planning application for a residential led, mixed-use development comprising up to 1,300 dwellings, an expanded village centre, community uses, a primary school, informal and formal open spaces, playing fields, footpaths, cycleways, associated landscaping, utilities and drainage infrastructure. The proposal includes one (or possibly two) pumping stations, which would connect to the strategic foul drainage network. All matters are to be reserved, with the exception of the principal access from the A27, which will be from the existing grade separated Temple Bar junction, and two access points from Tangmere Road to the south, along with a secondary access at the western end of Malcolm Road.

Parameter Plans

- 3.2 The application is supported by five Parameter Plans, which cover land use, movement and access, open space and landscape, building densities and building heights. A brief summary of the five parameter plans is set out below:-

- 3.3 The Land Use Parameter Plan defines how the general components of the scheme are to be arranged across the site. This indicates an expansion of the Tangmere village centre in the north-east part of the site and the creation of a main village street, which will link Malcolm Road and the newly developed areas to the west. This will provide free movement for pedestrians and cyclists, but this will not be a through route for any vehicular traffic. The expanded village centre will comprise of up to 1,000 m² of commercial floor space, which could include shops, financial and professional services, food and drink, offices, drinking establishments and hot food takeaway. Such uses are proposed at ground floor level, with scope for residential accommodation to be provided above.
- 3.4 An expansion of the existing village centre is proposed and in order to help deliver a "one village" approach, the expanded centre will be integrated, as much as possible, with the existing community and commercial uses. It could include a new convenience store (up to 380m²) and three additional flexible use units. Examples of units that might come forward include a hairdresser, a pharmacy, hot food takeaway and/or a coffee shop. The expanded village centre will include dedicated servicing and associated car and cycle parking provision.
- 3.5 The expanded village centre could also include a new community building of up to 1,100m² of floor space, which could offer indoor meeting space, indoor sports, other spaces, library facility and potentially a community cafe. The location of this facility has yet to be decided and so the Land Use Parameter Plan indicates two possible locations - one on the western edge of the expanded village centre and the other further west, closer to and to the west of the main proposed north/south spine road. An alternative approach could be to expand the existing community centre. Car parking is proposed adjacent to the proposed commercial uses, in two separate and unconnected locations. This is designed to avoid the movement of vehicular traffic through the village centre between the existing village and the newly developed areas to the west. It will be designed, however, to allow free pedestrian and cycle movement between the two areas.
- 3.6 A new primary school is proposed adjacent to the expanded village centre on a site of 2.4 hectares. This will provide a two-form entry primary school, together with associated playing fields, playground areas and staff car park. This provision will also allow for both early years and a special support centre to be provided within the school site. Provision is also made to the north of the proposed school for an additional safeguarded area of 0.49 hectares. This is proposed to enable a future expansion of the new primary school to be able to accommodate the possible relocation of the existing Tangmere Primary Academy, should this be considered at some stage in the future. If the land is not required for a school expansion, then residential development would be the alternative use.
- 3.7 A proportion of the site will otherwise be developed for residential purposes, with up to 1,300 new dwellings being proposed over approximately a 10-12-year build period. The proposed residential development would include a mix and range of dwelling sizes, types and tenures, including 30% affordable housing. Although the layout for this housing is not known at this outline stage, the proposed locations have been driven by a number of factors, including existing heritage and other assets, access and visibility requirements and the need to respect the character of the area.

- 3.8 The range type and tenure of the proposed market housing is a matter for the future consideration, as part of future reserved matters applications. However, an indicative residential tenure mix in the submitted application documents suggests 910 open-market, private dwellings and 390 affordable units. The housing is proposed to be developed over a 10-12-year period of time and, therefore, the actual housing mix will need to reflect appropriate requirements that are in operation at the time.
- 3.9 The Movement and Access Parameter Plan indicates three principal vehicular access points, one from the north at the A27 Temple Bar junction and two from the south from Tangmere Road. A further vehicular access extension is proposed at the western end of Malcolm Road which will provide access for the new school and the expanded local centre. This will not provide a vehicular through route. Three plans have been submitted with the application, which show details of the proposed vehicular access points. These are for formal consideration, at this outline stage. The first of these shows a principal new access from the A27 Temple Bar junction, which includes pedestrian crossings. The second shows the two new accesses that are proposed from Tangmere Road to the south and which include a new roundabout and a priority T-junction to the east. A third plan shows the proposed Malcolm Road extension, at its western end.
- 3.10 The main vehicular access from the A27 Temple Bar junction will be achieved by upgrading the existing roundabout. This will link to the main north-south spine road that is proposed to run through the site, at its northern end. The main and more westerly access from Tangmere Road to the south of the site will be provided in the form of a roundabout, designed in such a way as to help create a new gateway to the village. This will also form the southern end of the principal north-south spine road through the site. This access has been designed to conform to a reduced 40-mph speed limit (down from 60-mph), which the applicant will seek to achieve through an appropriate Traffic Regulation Order (TRO) with West Sussex County Council. Appropriate visibility is proposed to be provided, along with replacement planting. Appropriate conditions are recommended to secure these two highway improvements.
- 3.11 The eastern access from Tangmere Road is proposed in the form of a simple priority T-junction. This will provide access to the south-eastern part of the proposed development and appropriate visibility and replacement planting will be provided. Again, a condition is recommended to secure this provision.
- 3.12 In relation to Malcolm Road, a further vehicular access point is proposed in order to provide access to the proposed new school and an area car parking adjacent to the expanded village centre. As has been explained, pedestrians and cyclists will be able to move through Malcolm Road, but through vehicular movements will not be permitted.
- 3.13 Over the site more widely, the Access and Movement Parameter Plan shows additional vehicular access points that will be provided between the expanded village centre and the main north-south spine road. A principal development road will provide access to the lower order primary, secondary and tertiary streets, so as to form a hierarchy of roads that will provide access to all parts of the site. Although potential locations for the primary roads are indicated on the Parameter Plan, they do allow for a 25-metre deviation from the indicated alignments. This is to provide some flexibility on alignments, in order to deal with matters such as ground conditions and to help ensure that a well-designed and suitable scheme can be proposed in the future.

- 3.14 In relation to pedestrians and cyclists, a range of new facilities are proposed to be provided within and throughout the development. These include strategic connections to external points, which will include Malcolm Road, Church Lane, various points along Tangmere Road, the A27 Temple Bar junction and to the existing A27 cycleway in the north-east corner of the site. All of these connections will form part of a principal, segregated cycleway that is indicated on the parameter plan. A 10-metre deviation zone is to be applied to this element of the proposal.
- 3.15 Around the majority of the site boundary and through the western and eastern areas of public open space, a principal 4 km. recreational route for both pedestrians and cyclists is proposed. Connections are proposed to be made from this principal recreational route to both the main segregated cycleway and the existing Public Right of Way.
- 3.16 One particular section of the principal recreational route, which is the section between the main access point on the A27 and the north-west corner of the site, is shown to have the potential to be upgraded to a future segregated cycleway. This reflects the potential for this development having the ability to contribute significantly to any future new strategic cycle route which might be provided between the north-west corner of the site and Shopwhyke to the east (and from there to Chichester) along the south side of the A27 Trunk Road. This could form part of a new strategic cycle route between Barnham and Chichester, if this is something that becomes deliverable in the future. A link between Barnham and Chichester is currently under consideration by West Sussex County Council.
- 3.17 The Open Space and Landscape Parameter Plan sets out the open space and landscape proposals. This includes a network of green infrastructure, comprising areas of informal and formal open space, enhanced structural planting, naturalised surface water attenuation ponds and improved or new habitats and civic spaces. These open space and landscape proposals are summarised below.
- 3.18 **Informal open space** - This includes general amenity open space, as well as natural and semi natural green space. It is focused on a number of green corridors that are distributed throughout the site, as well a park which is to be provided within the northern part of Roman Fields and another to the north of St Andrews Church. These informal areas also incorporate proposed surface water attenuation features, as well as a 3-metre-high earth bund along the northern site boundary, which is designed to help alleviate noise from the A27 Trunk Road.
- 3.19 In total, 26.86 hectares of land are proposed to be devoted to open space and landscaping. This is proposed to be broken down as follows:-
- 19.3 hectares of informal open space, which will include amenity open space and natural and semi-natural green space.
 - 5.0 hectares of parks, sport and recreation ground, (comprising 1.6 hectares of parks and 3.4 hectares of sport and recreation).
 - 2.1 hectares of allotments.
 - 0.46 hectares of community orchard.

- 3.20 **Formal parks** - Two principal formal park areas are proposed, one which would be within the northern part of the main central park, referred to as Roman Fields. The second, referred to as Saxon Meadows, is proposed to be located directly to the north of St Andrew's Church. Saxon Meadows is proposed to include both informal parkland and formal open space (see below). This also includes an area of around 0.14 hectares to the north of St Andrews Church which has been set aside for a possible future extension to the church cemetery, should this be required in the future.
- 3.21 **Sport and recreation** - A single central area of land for sport and recreation is proposed within the central area of the site, in the area referred to as Saxon Meadows. This lies to the south of Cheshire Crescent and is proposed to include a sports pavilion (up to 150m² floorspace), together with an adult and a junior football pitch in the winter and cricket provision for the summer. Rugby provision may also be possible, with some pitch reconfiguration.
- 3.22 **Allotments** - A significant area (2.1 hectares) of allotments is proposed to the south of Church Lane and to the east of Saxon Meadow. This would be large enough to meet the requirements arising from the proposed development, as well as accommodate a potential relocation of the existing statutory allotments which lie to the north of the Tangmere Military Aviation Museum. This relocation is required by Policy 6 of the Tangmere Neighbourhood Plan and is proposed to help enable the museum to expand at some stage in the future.
- 3.23 **Community Orchard** - A community orchard is proposed within the western half of a field that lies to the west of the existing Saxon Meadow development and to the south of the main sport and recreation area, referred to as Saxon Meadows. This orchard amounts to an area of around 0.46 hectares.
- 3.24 **Native species woodland** - An area of new native species woodland is proposed to be located to the south of Saxon Meadow, an existing residential development. This is proposed to provide a buffer between existing residential development and the new development proposed to the south. This will be up to 20 metres deep.
- 3.25 **Children's play areas** - A neighbourhood, equipped play area (NEAP) is proposed to be located within the northern part of the Roman Fields central park and a local equipped area play (LEAP) is proposed to the east of the sports pitches at Saxon Meadows. These two main equipped play areas will be supplemented with a series of additional local areas of play, together with other natural play areas within informal areas of open space. The precise location of these smaller areas will form parts of future reserved matters applications, if outline planning permission is granted.

3.26 The Density Parameter Plan - Around 50% of the site is proposed to be developed for residential purposes. It is proposed that the scheme will provide a range of residential densities, so as to provide variation in approach, intensity and character. It is also proposed to ensure that the density of homes across the site is appropriate for the local context. This Parameter Plan proposes densities which range from 27.5 dwellings per hectare, up to a maximum of 40 dwellings per hectare, with the areas of higher density being proposed around the village centre expansion and within the area to the west, approaching the main access into the site from the north. The lowest densities are proposed on the more sensitive western and southern extents of the site, as well as to the west of Saxon Meadows. Medium range densities are proposed over the remainder of the site.

3.27 Three density ranges are proposed as follows:-

- Lowest density - 27.5 to 32.5 dwellings per hectare.
- Medium range density - 32.5 to 37.5 dwellings per hectare.
- Upper density - 35 to 40 dwellings per hectare.

3.28 The supporting Planning Statement draws attention to the fact that the upper density range excludes any dwellings that might be delivered above the proposed ground floor commercial floor spaces at the expanded village centre. The submitted Design and Access Statement also contains three illustrative examples showing how different layouts might appear for each of the three above densities. In the lower density areas, green spaces would be more prominent, in order to provide a softer edge to the development. At the higher density, green space would still feature, but some buildings may be taller. However, no building would exceed three storeys in height (see below).

3.29 The Building Heights Parameters Plan shows the proposed maximum building heights that are being proposed. The approach takes its response from the site topography and the scale of existing development. The proposed approach also seeks to create a distinctive townscape and to support the creation of a suitably expanded village centre, including a local square.

3.30 A range of building heights (from finished ground floor levels) are proposed across the site and are set out below. For the 2/2.5 and for one of the two 3 storey elements, the maximum heights have each been reduced by 0.5 metres in height, since the original submission. It should be noted that the revised Building Heights Parameters Plan indicates the maximum proposed height with the within each zone, as follows:-

- Buildings of up to 2 to 2.5 stories in height - up to 10.5 m.
- Buildings of up to 3 stories in height - up to 13.0 m.
- Buildings of up to 3 stories in height within an expanded village centre - up to 16 m in height.
- New primary school building - up to 9 m in height.
- Proposed sports pavilion - up to 6.5 m in height.

3.31 The Planning Statement clarifies that all building heights are subject to 0.5 m variation; due to possible land raising that might be required to aid surface water drainage or to deal with other relevant matters.

Environmental Impact Assessment

3.32 The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended). These are referred to as the EIA Regulations. This is because of the characteristics, location, and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset. The EIA Regulations require the Environmental Statement (ES) to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only and that the ES should be proportionate.

Scope of the Environmental Strategy (ES)

3.33 The applicant has confirmed that the proposed development constitutes EIA development and as such, a voluntary ES has been submitted in support of the planning application. As part of the EIA process, an EIA Scoping Opinion was requested and received from the Council. The Scoping Opinion confirmed the scope of the EIA and the EIA has been undertaken in accordance with the comments received through the Scoping Opinion, as well as the EIA regulations.

Methodology for the ES

3.34 The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. It also assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted Parameter Plans, which have been submitted for consideration.

Topics covered by the ES

3.45 The ES assesses the following topics:

- a) Biodiversity
- b) Climate Change
- c) Noise and Vibration
- d) Lighting
- e) Agricultural Land and Soils
- f) Air Quality
- g) Cultural Heritage
- h) Transport
- i) Socio-Economics and Human Health
- j) Landscape and Visual.

3.46 Regulation 26 of the EIA Regulations states that when determining an application in relation to which an Environmental Statement has been submitted, the planning authority, must:-

- a) examine the environmental information;
- b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;
- c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
- d) if planning permission or subsequent consent is to be granted, to consider whether it is appropriate to impose monitoring measures.

This requirement is dealt with throughout this report.

3.48 The ES sets out the mitigation measures that are proposed to address significant adverse effects of the proposed development on the surrounding environment. Mitigation measures can be used to prevent, avoid, reduce, and offset the environmental effects of the proposed development and these can even enhance the receiving environment. As such mitigation measures can be classified in the following way:

Avoidance: making changes to the design of the project to avoid adverse effects on environmental features. This is considered to be the most acceptable form of mitigation;

Reduction: where avoidance is not possible, adverse effects can be reduced through sensitive environmental treatments/design;

Compensation: where avoidance or reduction measures are not available, it may be appropriate to provide compensatory measures. It should be noted that compensatory measures do not eliminate the original adverse effect; they merely seek to offset it with a comparable positive one;

Remediation: where adverse effects are unavoidable, management measures can be introduced to limit their influence; and

Enhancement: projects can have positive effects as well as negative ones, and the project preparation stage presents an opportunity to enhance these positive features through innovative design. Mitigation measures identified by the ES will be required by planning conditions or s106 agreement.

3.49 Some revisions were made to the proposed scheme and these were submitted in March 2021. The technical teams responsible for the ES undertook a due-diligence exercise in order to determine any implications on the outcomes of the assessments presented within the submitted ES. This exercise identified that the changes proposed have no bearing on any part of the assessments presented within the ES or the conclusions of the ES. The effects and the mitigation required consequently remains the same and up to date, for the purpose of determination of this application.

3.50 Regulation 29 sets out the information which is required to accompany decisions for EIA developments. Having assessed the submitted information, officers are satisfied that the ES and other additional information provided complies with the 2017 EIA Regulations (as amended) and that sufficient environmental information has been provided in order to assess the environmental impacts of the development proposal.

Site Drainage

Surface Water

3.51 The proposed surface water drainage strategy is set out in Section 4 of the submitted Flood Risk Assessment and is shown on the Preliminary Surface Water Drainage Strategy Plan. In summary, the permeable areas associated with the development will be drained via a new piped network system. It will include a proposed swale on much of the western side of the main north-south spine road and surface water is proposed to outfall to the existing drainage ditches, which are proposed to be retained. In turn, the existing ditches will take surface water south to exit the site via three culverts that are located below Tangmere Road. These are proposed to be cleared in order to help improve flows.

3.52 Surface water within the site will be attenuated by nine attenuation basins, the proposed locations of which are shown on the Preliminary Surface Water Drainage Strategy Plan. Four are proposed along the southern boundary, three are proposed running west to east across the more central part of the site and two are proposed to the west and the south of the expanded village centre. The locations indicated on the plans are the maximum sizes that might be required.

3.53 These have been designed to contain a 1 in 100-year occurrence, with a +20% allowance to help address climate change. In addition, there is a 300mm freeboard above this level, sufficient to contain flooding during a 1 in 100-year occurrence, with a +40% climate change allowance. The proposed drainage approach embraces potential for some ecological enhancements, through the use of open and natural watercourses.

Foul Drainage

3.54 Foul water from the existing village does not enter this site as it discharges to the existing Easthampnett Sewage Treatment Works to the east. The proposed development will discharge to the same facility. This facility was designed to cater for this site and has more recently been upgraded to help accommodate discharges from 1,000 new homes within this development. The applicant has undertaken early discussions with Southern Water to increase the capacity of the nearby Sewage Treatment Works up to the proposed 1,300 new dwellings.

- 3.55 The proposed foul drainage strategy is set out in Section 5 of the Flood Risk Assessment and is shown on the Preliminary Foul Drainage Strategy Plan. Foul water is proposed to be conveyed south through a piped gravity drainage network. As a result of the shallow topography towards the southern part of the site, there will be a need to provide one (or possibly two) pumping stations within this area of the site. These will pump foul water eastwards to a new pumping station that is currently being built near Tangmere Museum and then from there, to the Easthampnett treatment Works, which are located to the east on the south side of East Hampnett Lane. The potential locations of these two pumping stations are indicated on the Land Use Parameter Plan and the preliminary foul drainage network is shown on drawing 44372/2001/003 Revision A.
- 3.56 The Preliminary Foul Water Drainage Strategy shows discharges being pumped to the east to a Southern Water foul water pumping station which is currently being constructed to the south of the Tangmere Military Aviation Museum, near Gamecock Terrace. This facility is due to be completed later this year. From there, discharges will be pumped eastwards to the main treatment works where it will be treated, before discharging to the south to the Aldingbourne Rife.
- 3.57 In July 2019, Southern Water started construction of a strategic foul water rising main along the western and southern boundaries of the site, outfalling into the proposed strategic pumping station referred to above. This will all be completed in advance of this proposed development.

Flood Risk

- 3.58 The site lies wholly within Flood Zone 1, land which is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding. All of the proposed development is located with Zone 1 and as such, has little or no risk of fluvial flooding.

Construction and Phasing

- 3.59 Subject to outline planning permission being granted, it is proposed that the scheme be phased, with initial works anticipated to commence in 2022. It is planned that the development will be completed over a 10-to-12-year period (2022 up to 2034), subject to market conditions. It is anticipated that the majority of the proposed development, including the provision of all strategic infrastructure, will be undertaken by the applicant, but it is possible that some of the residential parcels may be carried out by other housing developers.
- 3.60 First occupation is anticipated in 2023, approximately 12 to 18 months after a start on site. The average buildout rate is anticipated to be in the order of 145 dwellings a year and the peak construction year is expected to be 2026. Completion is anticipated by 2034.

3.61 Chapter 4 of the Environmental Statement sets out the following potential pre-commencement stages:-

- Securement of the site.
- Creation of a construction compound.
- Construction of access to the site from the A27.
- Temporary drainage works.
- Protection of the existing features to be retained.
- Development of a waste strategy.
- Diversion of utilities and proposed new connections.
- Excavation, earthworks levels and material management.

3.62 The phasing of the scheme has yet to be agreed and if outline permission was to be granted, it is recommended this is managed through the imposition of an appropriate planning condition. It is anticipated that the first phase of residential development would proceed at the south of the site, adjacent to Tangmere Road. This would require the advance provision of an appropriate haul road being constructed from the A27 Temple Bar junction. This is required in order to allow construction traffic to access the site only to and from the A27 and without using Tangmere Road or travelling through Tangmere village. It is also anticipated that the proposed eastern and western vehicular accesses from Tangmere Road would be provided prior to the occupation of the initial residential units.

3.63 It is anticipated that the second stage of development will then proceed at the north of the site, making use of the new A27 Temple Bar access. Subsequent stages would then proceed in both the north and the south of the site, potentially at the same time. This would involve the completion of the north-south spine road and a link through to the second (western) access from Tangmere Road. Later phases would then progress towards the middle of the site from both the north and south.

3.64 Finally, Members will be aware that in parallel with this outline planning application, the Council has prepared and submitted a Compulsory Purchase Order (CPO) for the land within the application site. This is a process that is being progressed quite separately from the consideration and this outline planning application. It is currently anticipated that, following objections, a Public Inquiry in relation to that process will take place in April or May 2021.

4.0 History

00/03178/FUL	WDN	Lagoon/Reservoir.
12/02378/OUT	REF	Development of 50 dwellings with ancillary parking, landscaping and open space with access from Church Lane (Land on the South Side of Church Lane, Tangmere).
13/03804/OUT	REF	Development of 50 dwellings with ancillary parking, landscaping and open space, with access from Church Lane (Land on the South Side of Church Lane, Tangmere).
18/00159/HDG	NORE	Removal of 25m section of hedgerow consisting of a single Field Maple tree and Hawthorn trees (H1) and 25m of hedgerow consisting of Hawthorn trees (H2).
19/01913/EIA	PDE	EIA scoping opinion for a mixed use development comprising up to 1,300 homes, with education, retail, community facilities and open space and green infrastructure.
19/01963/PRELM	PDE	Mixed use development comprising up to 1,300 homes, with education, retail, community facilities and open space and green infrastructure.
19/02836/MAS	ENDORS	Master Plan for Tangmere, proposing a mixed use development comprising up to 1,300 homes (including 30% affordable housing), an expanded village centre (comprising units suited to A1, A2, A3, A4, A5 and B1(a)), community facilities, education facilities and open space and green infrastructure.

5.0 Constraints

Listed Building	NO
Conservation Area	YES
Rural Area	YES
AONB	NO
Tree Preservation Order	NO
EA Flood Zone	NO
-Flood Zone 1	YES
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Tangmere Parish Council

Tangmere Parish Council would wish to support the proposals for the roundabout at the Tangmere Road main access as set out in paragraphs 4.3.11 to 4.3.14 and Figure 4.7 of the Transport Assessment and similarly supports the T junction at the Tangmere Road secondary access as set out in paragraphs 4.3.15 24.3.17 and figure 8 of the Transport Assessment. The Parish Council understands that this would require a road traffic order to reduce the speed limit on this stretch of road to 40 mph. The Parish Council considers this reduction in speed limit to 40 mph to be essential for safety reasons and would look to West Sussex County Council highways to prepare that road traffic order.

Tangmere Parish Council further supports (by a majority vote) the principle of Malcolm Road being a no through road and there being a pedestrian only high Street. Consequently, the Parish Council supports the proposals for Malcolm Road access as set out in paragraphs 4.3.18 24.3.21 and figure 4.9 of the transport assessment.

With reference to cycling the Parish Council reiterates its wish to see the Tangmere to Chichester cycle route constructed on the south side of the A27. Further it supports the aspirations of paragraph 6.3.13 of the Transport Assessment for a north-west cycle route through to Shopwhyke Lakes.

Regarding walking, the pedestrian improvements outlined in paragraph 6.2 of the Transport Assessment are supported and a controlled pedestrian crossing on Tangmere Road in the vicinity of Malcolm Road described in paragraph 6.to.7 is seen as essential. The improvements set out in paragraph 6.to.9 are also supported.

6.2 Boxgrove Parish Council

Second representation, dated 8 January 2021.

Further to Boxgrove Parish Council's previous consultation response of the 12th December, a review has subsequently been carried out of WSCC Highways response to the application and the following additional comments are made:

The WSCC Highways response is pretty comprehensive. It is noted, however, that more information has been requested from the applicants on a number of issues. In terms of highway capacity, due to possible discrepancies in the modelling data, WSCC Highways wishes to maintain a watching brief on the Roman Road/A285 and New Road/A285 junctions to establish whether capacity improvements are indeed needed to these junctions.

It is understood that monitoring of the junctions will take place for the duration of the development and any decision on improvements will be taken following completion of all occupations. The Parish Council would broadly support this, but requests that monitoring also includes The Street, Redvins Road and Westerton Crossroads to identify whether traffic increases along these rural, unsuitable roads. The Parish Council is still strongly of the view that traffic signals are the wrong form of junction mitigation and that roundabouts would be a more appropriate solution. However, if WSCC Highways wishes to secure a financial contribution towards improving these junctions based upon the cost of traffic signals schemes and is prepared to add funding to this contribution to deliver future roundabouts, then the Parish Council would have no major issue with this.

As regards cycle access, the Parish Council would prefer not to see traffic signal control crossings at the Temple Bar junction. This is considered unnecessary as the number of cyclists using the cycle route into Chichester would be fairly low. There are no controlled cycle crossing points at the Chichester Park Hotel or Homebase roundabouts and these road junctions are much busier with more cycle movement across them. Cyclists approaching from the Tangmere roundabout direction can cross the off-slip road as they do at the moment, but with improved dropped crossing arrangements. They are unlikely to want to deviate into the development itself to use a controlled crossing. There are plenty of gaps in the traffic flow on the off and on-slip roads and visibility of approaching traffic is good. If controlled crossings are considered necessary at Temple Bar then they should be on the westbound on-slip road just west of the site access roundabout and on the eastbound slip just west of the northern roundabout. The Parish Council acknowledges the proposed improvements to the off-road cycle path to Maudlin but, as mentioned previously, strongly supports a new cycle link along the A27 between the Tangmere and Shopwhyke developments to improve accessibility.

It is noted that the 55 bus service is to be extended into the development and that the applicants would pay a subsidy to support the continuation of the current service and timetable. The Parish Council would like to see the current timetable extended later into the evenings, but appreciate that this would probably need to be after a significant number of occupations on the new development to make this commercially viable.

As previously advised, the Parish Council has requested certain alterations to the existing traffic signing along the A27 and the development provides an opportunity to implement these changes as part of the A27 signing strategy for the development.

First representation, dated 12th December 2020.

Although Boxgrove Parish Council appreciates that this site is allocated for housing development in the Draft Local Plan and that that it falls wholly within the Tangmere Parish Council boundary, due to its significant scale in terms of housing numbers, there are some areas of concern about the potential impact of the development on this parish.

Firstly, the Parish Council has no objections in principle to this housing development of some 1300 new dwellings and acknowledges the level of public consultation carried out between the local planning authority, the developer and residents of Tangmere. However, as this Parish Council has not been included in this master planning process, it has had to review the planning documentation as submitted.

With regard to the internal layout and design of the development, it is appreciated that this is primarily a matter for Tangmere residents and the local planning authority. The Parish Council has no particular issues with this, but would obviously like to see a high standard of design rather than the monotony of many local recent developments. The main issues for this Parish Council relates to the access strategy, the potential increase in short-cutting traffic through Boxgrove village, cycling and walking links to Chichester and the impact on local bus services. The Transport Assessment (TA) supporting the planning application discusses most of these issues and, therefore, the Parish Council has focussed on reviewing this particular document.

Access

It is noted from the illustrative masterplan that three/four new accesses to the development are proposed. The two main access points will be from a new roundabout on Tangmere Road and from the existing southern roundabout at the Temple Bar junction. A new spine road would be built through the development linking the two and serving the bulk of the housing. There will be a third T-junction access onto Tangmere Road between the new roundabout and the aviation museum entrance. A fourth access point may or may not be provided to Malcolm Road which will form part of an extended village centre with new shops, community buildings and a school. Whether Malcolm Road will form a vehicular link to the development is primarily a matter for Tangmere residents to decide on, but the Parish Council is of the view that it could lead to short-cutting through the existing village of Tangmere and this could have a knock-on impact on Boxgrove.

It is understood that the access strategy has been approved in principle by the local highway authority, Highways England and the local planning authority. From the Parish Council's point of view, the locations of the two main accesses make sense. Having direct access to the Temple Bar junction should encourage the majority of traffic generated by the development to have direct access to both the A27 and A285 trunk and primary route network quickly. Likewise, the new Tangmere Road roundabout should allow Bognor Regis bound traffic to leave the development without having to pass through Tangmere village.

Traffic Impact

In terms of traffic distribution and impact, it is noted that the 2019 Chichester Area Transport Model (CATM) has been used and development generated traffic assigned to this model. Of some concern is that the model does not include The Street, Boxgrove and therefore no development traffic has been assigned to this route. The Street, however, is a well-known short cut between the A27 and A285 and to the Goodwood Estate, so it is difficult to understand why this has not been assessed? On the basis of the information submitted, it concludes that there is to be zero impact from an additional 1300 dwellings, or from any re-assigned traffic as a result of the proposed development or suggested traffic signalisation of the A285 Stane Street/Roman Road and A285 Stane Street/New Road junctions. Indeed, in the development impact conclusions in Appendix R, the development impact on Tangmere roundabout is stated as being only +2.3% in the AM peak and -0.6% in the PM peak. Likewise, at Halnaker Crossroads the development impact is stated as being -10.7% in the AM peak and +0.4% in the PM peak. This despite the development generating some 633 new movements in the AM peak and 731 new movements in the PM peak.

It is noted that the majority of traffic generated by the development will use the Temple Bar junction. This will be the primary access point with the Tangmere Road access being the secondary access point. Some modifications are being proposed to the Temple Bar northern roundabout to prevent U-turns and this raises no particular concerns. However, the suggested traffic signalisation of the two A285 junctions will introduce real and perceived delays. There is serious concern that traffic that currently uses the A27/Temple Bar/New Road route would start short cutting through Boxgrove and either turn left at the northern end of The Street, or cross over into Redvins Road at Halnaker Crossroads (a substandard and potentially dangerous junction), turning left at the end of this road (opposite the entrance to Goodwood House) to join New Road at Westerton crossroads. Drivers would then circumvent either one or both of the traffic signalled junctions rather than having to pass through them (i.e. the route through Boxgrove from A27 Tangmere roundabout to New Road at Westerton crossroads will be quicker along local unsuitable roads than the route via the A27 and A285 at Temple Bar). This has not been assessed in the TA. Why not? The applicants appear to have a lack of local knowledge in this respect. And what about the impact on traffic management during the Goodwood Events? The A285 is one of the main event routes and traffic signalisation would cause traffic chaos leading to significant tailbacks on to the A27 and increasing short cutting through Boxgrove and along other unsuitable routes. Has any thought been given to this? Have roundabout junctions been considered as an alternative to traffic signalisation? There would appear sufficient land to provide roundabouts (especially at the A285 Stane Street/New Road junction). Traffic would then be able to move freely for much of the day and high levels of short cutting along unsuitable roads much less likely to occur. In addition to creating delays and more static pollution, traffic lights would be an incongruous feature in the two junction locations and would lead to significant ongoing maintenance costs. Whilst roundabouts may initially cost more to build, ongoing maintenance costs to WSCC would generally be much lower.

As things stand, the Parish Council is unconvinced that there will not be adverse traffic impacts on Boxgrove and Halnaker as a result of the suggested off-site traffic signalisation works at the two A285 junctions. Much more assessment is needed to compare the existing free flow A27/Temple Bar/New Road route journey times against the same route with traffic signalisation at the two A285 junctions. The journey times along the alternative

unsuitable A27 Tangmere roundabout/The Street/Redvins Road/Westerton crossroads route also need to be assessed. If the two A285 junctions need mitigation to cope with the additional traffic generated by the development, then roundabouts would be a more appropriate form of junction as they will at least keep traffic free flowing during the majority of the day rather than creating 24 hour delays just to cope with any potential delays in the two peak hours.

One further comment relates to the Drayton Lane junction near the railway crossing. This is well outside of our parish, but long tailbacks of traffic often occur on the northern approach to this crossing which goes well beyond the Oving junction turning. Many drivers wishing to turn left towards Oving get stuck in the queue and many overtake the queue using the opposing lane to avoid being held up. This is potentially dangerous as any driver turning right out of the Oving junction is then in potential conflict. Is it not possible to provide a left turn only lane within the existing highway verge on the approach to the Oving junction to allow Oving bound drivers to avoid the queues and turn left safely? The development would generate additional traffic heading to Bognor, so surely queue lengths will lengthen as a result with the potential for conflict increasing?

Traffic Signing Strategy

As a result of the new development, it will be necessary to introduce a new advanced signing strategy on the A27 and on Tangmere Road. Boxgrove has previously been in consultation with Highways England about making changes to the current traffic signing to direct Goodwood and Halnaker westbound traffic to the Temple Bar junction. The current signing strategy directs Halnaker traffic through Boxgrove village and Goodwood traffic also comes through the village as advanced directional signing needs to be clearer. The Tangmere development provides the opportunity to correct this and Boxgrove has already submitted a report to Highways England with recommendations.

Cycling and Walking

A cycle link between the Tangmere and Shopwhyke Lakes development sites is something the Parish Council suggested when responding to the District Cycling Strategy Consultation. An indicative route is shown in blue adjacent to the A27 in Figure 6.3 Appendix N of the TA. However, the TA states that it is not being delivered as part of this development and that the existing Maudlin route is shown as being the main cycle/walking route between the development and Chichester. This is disappointing as a new cycle link to the Shopwhyke Lakes site would be more direct, secure and allow cyclists and walkers to take advantage of the proposed two new cycle bridges over the A27. Whilst the Maudlin route is away from traffic, it is not overlooked, it is unlit and often overgrown which deters many cyclists from using it. If it is to form the primary link to Chichester, then it at least it needs to be resurfaced, provided with street lighting and the overgrown vegetation significantly cut back. It is noted that the developer is prepared to make a £630k contribution to improving cycle routes so it assumed that this sum includes improvements to the Maudlin route? Even then, it is not ideal from a security point of view and this alone will deter many people from using it in the darker winter months. The Parish Council therefore strongly supports the new blue cycle route linking the Tangmere and Shopwhyke developments.

Bus Services

The extension of the existing 55 bus service route into the development is welcome as it will help maintain the commercial viability of the current service. It is noted that the existing route through Boxgrove and Halnaker is to remain, but that an additional bus will be needed which will be subsidised by the developer to the tune of £329k over a six years period. However, the first 200 or so dwellings would be served by the existing aviation museum bus stop until the internal road infrastructure is in place. It is also noted that the current timetable is to remain, but it is questioned why an extension to the operating timetable is not being required? The 55 service finishes too early in the evening for people trying to get back from Chichester either from work or a night out at the cinema, theatre etc. It is therefore recommended that the timetable is extended so that the last service is after 11pm. It is also recommended that the operating timetable at weekends is extended. Otherwise, there will be little choice but to use a taxi or the car - if you have one. Bus capacity doesn't appear to be a particular problem at present and it is assumed that the bus company, Stagecoach, is satisfied that there will be sufficient seating and standing space on the bus post-development as single decker buses do get close to being full when stopping to take on passengers at St. Richards Hospital.

One particular comment in Para. 7.8 of Appendix O of the TA is of great concern to the Parish Council and that is that Stagecoach are possibly thinking of re-routing the 55 service through the Shopwhyke and Tangmere developments, thereby bypassing Boxgrove and Halnaker altogether. It states that in this case, Boxgrove residents would have to pick up the 55 service on the A27 outside the petrol filling station with residents having to access the stop using the A27 overbridge. Boxgrove Parish Council would be totally against this proposed change to the 55 routing as it will seriously impact and alienate many elderly residents in Boxgrove and Halnaker who either cannot walk that far or climb the ramps of the overbridge. The 55 service is already a commercial service, partly funded by Boxgrove and Halnaker residents, so why should they be seriously disadvantaged by taking away this service from these historic villages in favour of the new developments? This would be absolutely unacceptable, especially as the bus stop infrastructure has only just been improved as part of our Community Highway Scheme and with extra funding from the limited parish budget.

Summary

In summary, whilst Boxgrove Parish Council has no objections in principle to the proposed development, it has a number of significant concerns relating to the off-site mitigation works to traffic signalise the A285 Stane Street/Roman Road and A285 Stane Street/New Road junctions which will lead to delays and increase the potential for short-cutting through Boxgrove and Halnaker villages. If mitigation works are required at these junctions then roundabouts should be considered which will at least keep traffic flowing for the majority of the day and also have less impact on the free flow of traffic during the Goodwood Events.

The Parish Council also considers that the hours of operation of the 55 bus service should be extended in the evenings and at weekends. Although this may not be commercially viable in the early stages of development, it should become much more viable towards the completion of the development. The service also needs to have sufficient capacity to cope with demand at peak times.

The Parish Council supports the proposed improvements to the Temple Bar to Maudlin cycleway route but also strongly supports a new Tangmere to Shopwhyke cycle route to improve cycle connectivity to Chichester and to encourage more cycle use.

6.3 Westhampnett Parish Council

Westhampnett Parish Council makes no comment on the proposed housing development, but endorses the concerns expressed by Boxgrove Parish Council regarding:-

Traffic Impact Mitigation Proposals - A285/Temple Bar and A285/New Road junctions - It is noted that traffic lights are being proposed at the A285/Temple Bar and A285/New Road junctions. Westhampnett Parish Council share the concerns expressed by Boxgrove Parish Council to these solutions, namely potential traffic build-up between Temple Bar and the A27 slip road at peak times, particularly during Goodwood events and the resultant impact on local roads, Halnaker Crossroads, and The Street in Boxgrove as motorists seek alternative routes to try to mitigate delays.

Generally, traffic is light at both these junctions and although this will increase with the impact of the Tangmere development, it is probable that the majority of traffic will turn east or west onto the A27, with a smaller percentage heading north on the A285, especially if the Chichester by-pass route is resolved.

Westhampnett Parish Council would urge that solutions proposed are reconsidered and either the A285 carriageway is widened at both junctions to permit central reservations to be incorporated to allow traffic to wait prior to turning in/out at both junctions, or this solution is adopted at the Temple Bar junction, with a new roundabout at the New Road junction.

Halnaker Crossroads is a substandard and potentially dangerous junction even with existing traffic levels. This has not been included in the TIA but is the most dangerous of the three junctions. Given the projected increase in north/south traffic, the dangers will substantially increase for east/west traffic crossing or joining the A285. It is considered that traffic lights should be installed at this junction to address this existing dangerous situation. This would also have the benefit of slowing north/south traffic on the A285 through Halnaker, speeding through this built up area being an existing problem, on-going.

Bus Services - The existing 55 bus service is regularly used by residents in Westhampnett and Maudlin. It is noted that the existing route through Boxgrove and Halnaker together with the timetable is to remain. As identified by Boxgrove P.C., an extension to the existing timetable in the evenings and weekends would be welcomed to enable people returning from Chichester after late night shifts, visits to restaurants or places of entertainment could use public rather than private transport.

Any re-routing of the 55 service through Shopwyke Lakes and Tangmere developments would be of great concern to the Westhampnett Parish Council as this would potentially extend the journey time to/from Chichester, for Westhampnett residents thus being less viable/attractive for them to use.

6.4 Oving Parish Council

Oving Parish Council would like to support this application, subject to the following comments being either altered on the application or conditioned upon granting of the application.

1. The Proposed Bus stop locations are too focused to the north of the site. If they were to be more evenly spread then the most southern one could be closer to the south western entrance to the proposal and closer for Oving Village residents to access through the existing well used path to the south. Please see attached plan showing the preferred new bus stop location that would still serve the new settlement effectively.
2. The Access point off the Tangmere Road in the South West corner of the site needs to be designed to allow safe crossing of the Tangmere road to the existing well used path to the south as per the attached annotated plan.
3. Oving PC support the blue Cycle route to the south of the A27 through our parish to connect the new settlements of Shopwhyke and Tangmere and further safe East West Connections in this area to encourage cycling as a save and viable alternative to individual car use.
4. The Tangmere Road, Shopwhyke Road and Drayton Lane junction is well known to be dangerous and increased traffic from this development is going to make that situation worse. OPC supports a significant improvement to this junction to mitigate the impact of this development.
5. The existing 40mph limit that stops East of Drayton Lane on the Tangmere road should be moved further east to after the entrance to the Nursery school site of Woodpeckers. This stretch of road after the straight wide section along Tangmere Road is already dangerously fast and with the increase in use will become a much greater risk to those that currently walk and cycle along this section of road where there is no separate footway apart from the narrow verge.

Please see the attached Cycle Route plan from the Travel Plan highlighting the areas discussed above.

6.5 Highways England

Third response dated 19 March 2021

Highways England is not yet in a position to provide a substantive response to the council and accordingly is unable to remove its current holding objection. This is because further work is necessary to ensure that the development proposals can come forward without severe impact to both the Strategic and Local Road Networks.

Having received the Atkins review of the RPS work on the A27/A285 junction, whilst they agree the modelling provided shows minimal queuing, they have expressed concerns that the junction in practice is unlikely to operate as predicted.

Whilst Atkins recommend that the queuing issues are monitored and any issues addressed as they are observed I am concerned that we currently have no 'fall back' scheme in the event that this does occur. I note that WSCC had recommended similar in relation to the provision of the 'Eyelet' arrangement on the northern dumbbell but this is not likely to have an effect in my opinion as there are no 'u' turning movements at the junction. Accordingly, a fall back solution should be designed and modelled in the event remedial action is necessary. This can then be tied into the s106 whereby a monitoring system can be put in place and at any such point after occupancies start and hazardous queuing is observed the fall back scheme or other mechanism to control such queuing can be implemented.

In the meantime, I must request that the Council as Local Planning Authority, continue to refrain from determining this application, other than a refusal, due to the potential for the proposals to have an unacceptable impact on the safety, reliability and/or operational efficiency of the Strategic Road Network (the tests set out in national policy contained in DfT C2/13 paras 8 to 11 and MHCLG NPPF2019 paras 108 to 111). If the council wish to determine the application ahead of Highways England receiving and agreeing the above requested details then please advise accordingly and we will make a recommendation based upon the information provided at that time.

Second response dated 8 January 2021

Drainage - No further comments to make on drainage at this stage.

Geotechnical - Recommend condition(s) that the details are provided in line with the Design Manual for Roads and Bridges (DMRB) process prior to works commencing on site (including site clearance and preparation).

Lighting - Recommend condition(s) that the details are provided in line with the Design Manual for Roads and Bridges (DMRB) process prior to works commencing on site.

Initial response dated 17 December 2020

Traffic Impact

- TA 3.7 Accident data summary - the accident analysis is limited to a summary, while it is stated there is no clustering, although the plot suggests a cluster of accidents around the A27/A285 junction. Therefore, a more detailed analysis of the accidents in the vicinity of the junction should be provided.
- TA 6.3.13 & Figure 6.3 - it appears that the cycle connection between Tangmere and the Shopwyke Lakes is aspirational at this stage from 6.3.13 but please can this be confirmed as it is marked as "to be constructed" Figure 6.3?
- TA 8.4.17 - please can clarification be provided with regard to implementation of the eyelet design of the northern roundabout - does this mean that the situation will be monitored from the start of development and implemented at some point between this time and 2035?
- TA 8.5 Merge/Diverge Assessment - Whilst we accept that the merge / diverge assessment has been undertaken in accordance with the requirements of DMRB, the assessment relies upon the flow data being correct. There appears to be a discrepancy between the figures used in the merge diverge assessment to those provided in the distribution flow diagrams in Appendix Q. In addition, please can it be confirmed that the flows in the distribution diagrams and those used for the merge / diverge assessment are taken directly from the CATM model? Furthermore, in order to consider the development impact in its own right, we will need to see separate flow diagrams for development trips and those that have been re-diverted.
- The associated modelling has been reviewed and a few issues identified as per the attached Technical Note. Please can these issues be considered and a response provided accordingly?
- Once we are satisfied with the assessment, please note that a Stage 1 Road Safety Audit will be required for the proposed changes at the A27/A285 junction.

Financial Contribution

Please note that once we are in a position to provide our final response, it will include a provision for the applicant to make a relevant contribution to the A27 Local Plan mitigations in line with Chichester District Council's SPD 'Approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass'. This document identifies a contribution of £5,914 for the Tangmere Strategic Development. As such, a contribution of £7,688,200 (1,300 dwellings x £5,914/dwelling) will be required.

Drainage

Having reviewed the documents, we have the following comments

- Flood Risk Assessment, Appendix D, Drawing No 44372/2001/001 Existing Drainage Layout, Highways England (HE) have an asset (existing Syphon pipe) under the A27 in NW corner of proposed development, HE would still require an easement in place in order to maintain this asset, both from a view to inspect and where necessary to carry out maintenance, this would have to include the provision made to allow access for large plant e.g. a large HGV (Fire engine size) to get as close as possible to the outlet of the pipe into the existing ditch (Western Ditch) to allow for jetting/cleaning etc.

- Flood Risk Assessment, Appendix D, Drawing No 44372/2001/001 Western Ditch, landowner is responsible for maintenance of this ditch, what is the proposed maintenance regime of the ditch to ensure the free flow of water south and that water would not back up and impede flow of water under the A27?

Geotechnical

From the Open Space and Strategic Landscape Parameters Plan, we note that a 3m bund and 3m noise barrier are proposed on the northern boundary of the site, although no further details have been provided. As such, Highways England will require further details to be provided to determine whether or not there would be a severe impact on our assets. If this information is not provided prior to determination of the planning application, we will need to recommend conditions that the details are provided in line with the Design Manual for Roads and Bridges (DMRB) process prior to works commencing on site (including site clearance and preparation).

Lighting

No details appear to have been provided with regard to lighting. As such, Highways England will require further details to be provided to determine whether or not there would be a severe impact on our assets. If this information is not provided prior to determination of the planning application, we will need to recommend conditions that the details are provided in line with the DMRB process prior to works commencing on site (including site clearance and preparation).

Construction Management Plan

Highways England will require a Construction Management Plan to be provided to determine whether or not there would be a severe impact on our assets. If this information is not provided prior to determination of the planning application, we will need to recommend a condition that this is provided and agreed prior to works commencing on site (including site clearance and preparation).

Accordingly, until such time as the requested information has been provided to enable Highways England to obtain a clear view of the impacts of this proposed development on the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109), our informal advice is that you should not approve this application because of the potential for harm to the Strategic Road Network.

This email does not constitute a formal recommendation from Highways England. We will provide a formal recommendation later when we can be confident that the application is in its final form. In the meantime, we would ask that the authority does not determine the application (other than a refusal), ahead of us receiving and responding to the required information. In the event that the authority wishes to permit the application before this point, we would ask the authority to inform us so that we can provide substantive responses based the position as known at that time.

6.6 Historic England

Summary of the second response dated 12 March 2021

From the visualisations now submitted, we continue to think that there is harm caused to the significance of the church through removal of its rural setting, which we consider to be a moderate degree of less than substantial harm. This is because the immediate setting of agricultural fields, as well as longer views out to the wider countryside will be lost. This is particularly noticeable in viewpoint 1 which is taken from St Andrew's churchyard.

We note that mitigation in the form of meadow planting and reduction of maximum building heights to the south of the church are included as part of this application. We welcome this as we think that this will reduce some of the harm to the church's significance. We continue to stress that the meadow area will need to be as informal as possible to mitigate the harm caused by loss of the rural character of the church's setting.

The visualisations show what appear to be thick hedges between the recreational sport area and the houses behind. In our previous letter we stated that liminal areas between the open spaces and the houses require careful consideration when at the detailed planning stage, so that the rural, tranquil character of the church is maintained as much as possible. We understand that the illustrative proposals, which include aspects such as the meadow and planting, will be the subject of future detailed design and subsequent Reserved Matters Applications.

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater that weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance (paragraph 193). Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should require clear and convincing justification (paragraph 194). If your council is satisfied that the harm has been sufficiently minimised and that any remaining harm can be justified, then this harm should be weighed against the public benefits of the proposal (paragraph 196).

Historic England recognises the efforts that have been made to mitigate the harm to the setting of the church, however we think that harm would remain as a result of the development.

It is for your Council to decide whether further mitigation should be included as part of this outline application to avoid or minimise any harmful impacts further, as required by paragraph 190 of the NPPF. Any harm that remains should be clearly and convincingly justified (paragraph 194) and then balanced against the public benefits (paragraph 196).

Recommendation

Historic England has concerns regarding the application on heritage grounds. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Summary of first response dated February 2021

We provided comments to the Masterplan application on 4 December 2019 in which we did not object in principle to appropriate development here. However, we did consider that development in this location would cause less than substantial harm to the significance of the St Andrew's Church and we raised concerns about the lack heritage assessment.

The application has an Environmental Statement which includes a cultural heritage chapter and a townscape, landscape and visual assessment. We agree with the assessments of the cultural heritage chapter which state that the church of St Andrews Church has a 'rural and tranquil character' that has a 'direct relationship with the agricultural land to the west', and that this open, rural and agricultural setting is of high value to the church's significance. This loss of rural setting and St Andrew's position on the periphery of the village will cause less than substantial harm to the church's significance. We therefore agree with the Environmental Statement which concludes that there is likely to be 'a direct, permanent, long-term, adverse effect which is considered to be moderate to major' on St Andrews Church, Tangmere.

It is difficult to accurately assess the level of harm further as the proposal is at outline stage. In our previous comments for the masterplan application, we noted that visualisations would likely be required. We think that visualisations from the green areas and new housing, as well as from the church and churchyard towards the new development are also needed to fully understand the impacts of the proposals.

These impacts notwithstanding, we note that it is proposed to mitigate harm caused to the significance of the church and conservation area by changes to its setting through design and landscaping details. The illustrative masterplan proposes green space adjacent to the church which we agree will help reduce the impact of the development on the setting and consequently the significance of the church. However, we think that there still will be a degree of harm as these areas will be designed for formal sports activities, which will not retain the original agricultural character. We note that the area allocated to parkland is planned to include wildflower meadows and minimal planting. We think that this would reduce the harm to the church as it would retain some of its rural setting. However, we stress that it is key that the area remains as informal as possible to mitigate the harm.

The plans indicate that the housing closest to the church and fronting the open countryside will be lower in height and density to minimise the harm to the church and wider area. We welcome this approach and suggest that the quantum and design of the housing references the existing nearby built form. We think that these liminal areas require careful consideration when at the detailed planning stage, so that the rural, tranquil character of the church is maintained.

Regard has also been made to mitigate the harm to the historic environment by creating long views out into the wider landscape from open spaces and green viewing corridors, including views from St Andrew's Tangmere to Chichester Cathedral and St Andrews Oving, as well as towards Halnaker windmill. We are also pleased that the central community park will preserve part of the former Roman settlement in-situ, and that the historic use of the site will be threaded through the design, for example by creating a network of grass atriums which will explain the significance of the Roman site.

Historic England recognises the efforts that have been made to mitigate some of the harm to the setting of the church; however some level of harm would still remain as a result of the development. We are keen to ensure that all potential harmful impacts on the significance of the church are fully considered under the terms of the NPPF. We therefore recommend that visualisations are prepared to fully understand the impacts of the proposal.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 190, 194 and 196 of the NPPF. In determining this application, you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. And section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

6.7 Natural England

Second response dated 18 March 2021

Natural England **is satisfied** with the approach that the applicant has adopted and the proposed suite of mitigation measures in order to avoid any impacts on Chichester & Langstone Harbours, due to increased levels of recreational disturbance. Our formal response to the HRA/AA that you provided will also reflect this decision i.e. Natural England agrees with the conclusions drawn by CDC and is satisfied that subject to implementation of the measures below, any adverse effect on integrity can be ruled out.

- *Contributions to Solent RMS at a discounted rate (i.e. 23% based on a postcode analysis).*
- *On-site greenspace, providing alternative recreational opportunities.*
- *Educational measures – distribution of leaflets to new residents, promoting the local facilities around the site, together with Bird Aware leaflets and/or provision of information boards to reinforce the message of responsible recreation in and around the Solent.*

Summary of first response dated February 2021

As submitted, the application could potentially have likely significant effects on Chichester Harbour Special Protection Area (SPA) and Ramsar site and detrimental impacts on Chichester Harbour Site of Special Scientific Interest (SSSI). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- A consideration of how any detrimental impacts upon Chichester Harbour SSSI, and Chichester and Langstone Harbours SPA and Ramsar site - arising from an increase in residential units - will be avoided and/or mitigated.
- Further clarity as to the efficacy of the proposed SANG with regard to preventing residents from visiting the Chichester Harbour SPA and Ramsar site.
- A Habitats Regulations Assessment undertaken by your authority that considers the aforementioned points.

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

6.8 Environment Agency

The Environment Agency has reviewed the information as submitted and set out our position below. The Agency has no objection to the proposal, as submitted.

6.9 Southern Water

Southern Water raises no objection to the proposed development, but makes the following representations.

- The proposed development will lie over an existing public foul rising main and this may need diverting.
- Southern Water requests a planning condition in order to protect drainage apparatus.
- Southern Water has undertaken a desk top study which shows that additional flows may result in an increased risk of flooding and that any network reinforcement that is required will be provided by Southern Water.
- Adequate arrangements need to be made in the longer-term maintenance of the SuDS facilities.

Southern Water consequently recommends four planning conditions to deal with any possible diversion of the public sewer, to ensure protection of its existing drainage apparatus, another requiring phasing of the development to be undertaken to ensure that adequate wastewater capacity is available and a final one to ensure the future maintenance of SuDS facilities.

6.10 Portsmouth Water

The majority of the site lies outside a Groundwater Source Protection Zone for the local public water supply source. The most northern part of the development parcel (north of the proposed school) is located in a Source Protection Zone Two (SPZ2) for an essential public water supply source. This area is a sensitive groundwater area and deep subterranean activities such as deep drainage and piling solutions may pose a risk to groundwater quality at the local public water supply source. Portsmouth Water does not object to the development in principle; however in the sensitive area highlighted above we would wish to be further consulted on the final drainage and foundation plans on the site.

Drainage - Portsmouth Water has reviewed the 'Flood Risk Assessment Incorporating Foul and Surface Water Drainage Strategy' report. Both proposals are acceptable to Portsmouth Water in relation to groundwater protection.

Piling & Foundations - Portsmouth Water would have no objection to piling within the Source Protection Zone Two (SPZ2) if the piles terminate within the Lambeth Group. If the piles penetrate the full depth of the Lambeth Group (i.e. into the Chalk) we would expect a piling risk assessment and method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) to be submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water.

6.11 Sussex Police

Given that this outline application is only to determine the means of access and seek approval in principle, I have no detailed comments to make this stage.

I would also ask you to note that Sussex Police is now exploring the impact of growth on the provision of policing infrastructure over the coming years and further comment on this application may be made by our Joint Commercial Planning Manager.

6.12 West Sussex County Council - Highway Comments

Please note that what is set out below is a summary of the WSCC highway comments, which are set out in full in Appendix One to this report.

Second Response dated 17 March 2021

Since these initial comments were received, the applicant has responded to all of the points made. The County Council has, in turn, considered the applicant's responses and raises no objection, subject to recommended conditions and matters to be included in a Section 10 Agreement. In summary, WSCC advises:-

It's acknowledged that there are certain aspects that will need further discussion, primarily in relation to the wording of triggers and s106 obligations. Notwithstanding this, WSCC Highways are satisfied that National and Local Policy requirements relating to highways and transport matters are or can be satisfied (through appropriate conditions or s106 obligations). WSCC Highways are therefore satisfied that the development would not result in unacceptable safety or otherwise severe highway impacts. No highway objection would be raised.

Initial comments dated 15 December 2020

A summary of the additional information that WSSC required before any formal recommendations could be made are set out below.

Prior to WSCC Highways making any formal recommendations, the following additional information was requested and then provided:-

- Provide a footway on the eastern side of the realigned Cheshire Close junction as part of the proposed Malcolm Road access design.
- Revise the designs for the two proposed junctions onto Tangmere Road showing stopping sight distances based on the recorded 85th percentile speeds or the posted speed limit.
- Revise the extent of the foot/cycle way provision on the western side of the proposed southern access roundabout or demonstrate how this ties in with future proposals.
- Design Audits covering the Temple Bar additional roundabout arm and the proposed Tangmere Road Roundabouts access junctions, as well as the four junctions where traffic signals are identified as potential mitigation.
- A Road Safety Audit Response Template as per the requirements of GG119.
- Provide an estimate of potential 2-way vehicle movements at AM and PM peak times on Malcolm Road following the implementation of the development and those uses proposed to be accessed from this.
- Provide details for a scheme of pedestrian crossing improvements across Tangmere Road to Malcolm Road. This should include a Design Audit and Road Safety Audit.
- Confirm provision for pedestrians along the Saxon Meadows private access road and revise as appropriate the proposed footway provision at the western end of Church Lane.
- Review the potential for cycle improvements within Tangmere to enhance connectivity to the proposed development.
- Provide plans for the suggested cycle connections in the north east corner of the development onto the existing cycle route south of the A27 and the at the south east corner of the development onto Tangmere Road.
- Assess potential improvements to increase the western foot/cycle way width on the A27 overbridge forming part of the Temple Bar grade separated junction.
- Confirm that agreement has been reached with the bus operator in regards of the extension of the number 55 bus service into the development.
- Update the framework travel plan to amongst other things better reflect the long term build out of the development.
- Revise or clarify those matters raised regarding the road typologies within the Design and Access Statement.

- Review and revise the Movement and Access Parameter Plan with respects to those matters identified
- Provide further clarification over the potential phasing of the development and the delivery of identified improvements and mitigation.

6.13 West Sussex County Council - Lead Local Flood Authority

Current surface water mapping shows that the majority of the proposed site is at low risk from surface water flooding. Some areas of higher risk exist and these generally correlate with the watercourses which run across the site. This risk is based on modelled data only and should not be taken as meaning that the site will/will not definitely flood in these events. Any existing surface water flow paths across the site should be maintained and mitigation measures proposed for areas at high risk.

The area of the proposed development is shown to be at high risk from groundwater flooding based on current mapping. This risk is based on modelled data only and should not be taken as meaning that the site will/will not suffer groundwater flooding. The potential for ground water contamination within a source protection zone has not been considered by the LLFA. The LPA should consult with the EA if this is considered as risk.

Current Ordnance Survey mapping shows various watercourses running across the site which have been referenced in the FRA. Local or field boundary ditches, not shown on Ordnance Survey mapping, may exist around or across the site. If present these should be maintained and highlighted on future plans. Works affecting the flow of an ordinary watercourse will require ordinary watercourse consent and an appropriate development-free buffer zone should be incorporated into the design of the development.

We do not have any records of surface water flooding within the confines of the proposed site. This should not be taken that the site itself has never suffered from flooding, only that it has never been reported to the LLFA. Other locations, adjacent to the site, have experienced surface water flooding.

The Flood Risk Assessment and Preliminary Surface Water Drainage Strategy for this application propose that sustainable drainage techniques (swale and attenuation basins with a restricted discharge to watercourse) would be used to control the surface water from this development. While a swale is proposed, as well as a series of open attenuation basins, we would like to see further consideration given to SuDS landscaping. Rather than the extensive piped network which has been proposed, the introduction of further swales could significantly improve the local green infrastructure provision and biodiversity impact of this development whilst also having surface water benefits.

Following the recommendation contained within the Opus Surface Water Drainage Study Final Report for Tangmere, we would also like to propose that improvements be made to the drainage within the north east of the site to alleviate some of the issues that have been previously encountered. Consideration should also be given to whether current groundwater flow routes will be affected by the installation of the attenuation basins. The maintenance and management of the SuDS system should be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority.

6.14 West Sussex County Council - Minerals and Waste (MWPA)

Second response dated 8th February 2021

I appreciate that the applicant may have concerns with some of the comments I have raised - ultimately, this is my interpretation of the submitted material. As the decision maker, it is for you to determine whether it has been sufficiently demonstrated that prior extraction of the mineral is not viable, and whether the need for the site as per its allocation outweighs the need for the mineral.

First response dated January 2021

Following the pre-application advice provided by the Minerals and Waste Planning Authority (MWPA) in January, 2020, the applicant has submitted an outline application for the proposed development that includes a Mineral Resource Assessment (MRA) within this submission. The MWPA would offer the following comments:

West Sussex Joint Minerals Local Plan (July 2018) - The site is within areas identified as Sharp Sand and Gravel (SS&G). The applicant provided an MRA within the original pre-application advice request and has since updated the document with a more detailed assessment of the underlying geology of the site, including 10 boreholes within the site and 18 trial pits.

The applicant's MRA concludes that the quality and quantity of the resources identified vary around the site between a depth of 2.1 and 7.5m, and the calculated volume of material available after considering site constraints for extraction is estimated to be about 495.000m³. It also concludes that prior extraction of this resource should not be required prior to development, owing to the relatively poor quality of the aggregate, a high percentage of overburden waste as a result of the extraction (2:1 ratio of Overburden to Mineral), the constraints on site (archaeological and groundwater at a depth of 3m) and a lack of market demand for Sharp Sand and Gravel within West Sussex. It ultimately concludes that the site would not be suitable for prior extraction.

WSSC (the MWPA) advises that the varying quality and quantity of the resource may suggest that high quality pockets of the resource exist around the site and, given the location of the site in relation to the Strategic Lorry Route Network (A27) and the nearby operator of the resource at Kingsham, certain parts may be economically viable for prior extraction. It is also noted that the site contains areas of high archaeological significance. Without prejudice to the Archaeological Evaluation Report, the potential for strategic resource recovery in tandem with the excavation of archaeological remains (where deemed suitable) would seem logical and valuable to both the historic and economic landscape of the district and could also be considered. Therefore, the MWPA is of the opinion that the opportunistic extraction of high quality and accessible minerals could potentially be investigated further.

Given that the site is allocated for residential development (Chichester District Local Plan 2015-2029), it will be for the determining authority to decide whether the overriding need for the development outweighs the safeguarding of the mineral, and that it has been demonstrated that prior extraction is not practicable or environmentally feasible. Therefore, the MWPA would offer No Objection to the proposed works. However, if deemed necessary by the determining authority, the MWPA would be open to the discussion of a suitable condition to secure incidental/opportunistic extraction of parts of the resource if its extraction is deemed reasonably practicable and environmentally feasible.

6.15 West Sussex County Council - Infrastructure Provision

School Infrastructure Contribution

The Director for Children and Young People's Services advises that it appears that at present primary schools within the catchment area of the proposal currently would not have spare capacity and would not be able to accommodate the children generated by the assumed potential residential development from this proposal. Accordingly, contributions would need to be requested.

Primary, Early Years and SEND/SSC contributions

- We will require a contribution of £10,600,000 towards a new 2FE Primary School. This figure is based on the build costs of the Tangmere strategic site providing a 2 FE primary school, plus 2.4 HA / 24,000 m² of land towards the provision of a new 2FE primary school with a nursery facility and an SSC in Tangmere.
- We will require a contribution of £2,100,000 towards the provision of 53 place nursery provision.
- We will require a contribution of £620,000 towards the provision of SEND/SSC provision, based on a yield of 4 SEND pupils.
- A further 0.49 HA / 4900 m² will also be required for expansion of the school to 3FE in the event that Tangmere Primary Academy were to relocate to the site, to reflect the aspirations of the Tangmere Neighbourhood Plan.

Library Infrastructure Contribution

The County Librarian advises that the proposed development would be within the area served by Chichester Library and that the library would not currently be able to adequately serve the additional needs that the development would generate. However, a scheme is approved to provide library provision as part of a new community centre or school for the Tangmere SDL.

If a community venue is not forthcoming, then the contribution will be spent on increasing provision at the nearest existing library. We will also require a financial contribution of £100,000 towards library provision as part of a new community centre or school for the Tangmere SDL to include shelving and a self-service terminal. If a community venue is not forthcoming then the contribution will be spent on increasing provision at the nearest existing library.

Transport Contribution

The Transport requirements will follow separately, as part of the WSCC highway consultation response. Discussions with our highway officer regarding suitable highway mitigation are underway with the applicant.

General points

Please ensure that the applicants and their agents are advised that any alteration to the housing mix, either size, nature or tenure, may generate a different population and require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent. It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

6.16 South Downs National Park Authority (SDNPA)

Visual Impact and Impact on the Setting of the South Downs National Park

The application is accompanied by a detailed Townscape, Landscape and Visual Assessment that includes visual assessments from key locations within the SDNP.

The proposed layout follows on from that submitted for the Masterplan and appears to respond well to the Neighbourhood Plan and Tangmere Masterplan Briefing Report, although we remain unconvinced of the extent to which it responds to the landscape and visual cues of the National Park. In particular, although we previously recognised and supported the need to sensitively set back development from the vicinity of the church and to avoid archaeological remains, we did point out that this would be within what would otherwise have been the centre of the extended Tangmere village and raised concerns that densities would be increased elsewhere if the quantum of development were not reduced. The applicants acknowledge in the current application that higher densities have been necessary in some areas, notably around the school and new village centre. This is not necessarily inappropriate location for denser development (including taller buildings), but this zone in particular will need to be carefully approached at the reserved matters stage to ensure the mass of these buildings can be successfully broken up.

Ecology

Although the application site is located outside of the National Park, the Council must ensure that the proposed development would not cause harm to protected habitats within the National Park through any direct or indirect effects. The report accompanying the application concludes that the proposals would have no adverse effect on the integrity of European designations and that (in terms of habitats and hedgerows) there would be an overall net gain of Biodiversity Units, as assessed under the DEFRA Metric 2.0 (as requested by the SDNPA). The applicants also state that there would be additional biodiversity gains beyond those covered by the DEFRA Metric.

We would support the conclusions of your Environment Officer in requiring a Mitigation and Enhancement Strategy. We note that the applicants have suggested such strategies be produced at the reserved matters stage for each phase of the development - if this route is taken, we would welcome the opportunity to be consulted at these stages.

Lighting

The applicants have acknowledged and responded to the fact that the National Park is designated as an International Dark Night Skies Reserve and that lighting impacts should be assessed in terms of both the visual impact on the setting and tranquillity of the National Park. In late 2019 the SDNPA agreed a methodology with the applicants for assessment of the impacts of lighting upon the SDNP. The application ES includes a lighting assessment and is accompanied by a technical note on the assessment of the impacts of lighting on tranquillity, which concludes that there will be a small magnitude of change resulting in a minor adverse effect upon the tranquillity of the National Park.

Chapter 4 of the ES sets out the lighting strategy and we would recommend that these details be covered via a condition, ensuring that this strategy is adhered to and that detailed lighting proposals submitted at reserved matters stage comply with the strategy. The same approach should also be applied during the construction phase(s) and could be included within a Construction Environmental Management Plan.

Impacts of lighting upon ecology have also been assessed elsewhere within the ES and we would support the conclusions of your Environment Officer with regard to these matters. The proposals also include sports pitches, but we note that no floodlighting is currently proposed. Should floodlighting be proposed in the future we would like the opportunity to comment.

Access and Recreation

A range of walking and cycling facilities are provided within and around the site, with linkages beyond, including limited enhancements to pedestrian/cycle crossing of the A27 at the Temple Bar A27/A285 junction (although this junction will become significantly busier for road traffic as a result of the proposals). The A27 provides a physical and perceptual barrier to accessing the National Park for a number of communities and Objective AN5 of the SDNPA Walking and Cycling Strategy 2017-2024 (2017) seeks to "reduce severance and improve access and connectivity (for NMUs) to employment, green space and attractions for communities within and beyond the National Park, particularly the urban south Hampshire and the coastal fringe". It is therefore particularly important that a development of the scale proposed include opportunities to reduce such severance

and so we would encourage the District Council to engage further with the applicant to seek maximum opportunities for non-motorised users to safely access the National Park (in addition to Chichester City) without the need to rely on the private car.

6.17 CDC Archaeology

I agree with the proposed strategy for the mitigation of the effects of the development of this site on the below-ground archaeological interest it contains, and is likely to contain, as outlined in the Environmental Statement and illustrated in its Figure 12.7.

This would be through the preservation in-situ and by full investigation of the areas of archaeological interest whose importance has already been demonstrated and the evaluation of all other areas likely to be impacted upon by development in order to identify anything else of interest whose significance would warrant preservation through full investigation.

The specifications for the investigation, evaluations and any further investigations should be laid out in a general written scheme of investigation to be agreed prior to development. It should include details of fieldwork methodologies for the different parts of the site, as well as of analysis of findings, appropriate levels of community involvement and the dissemination of the results, including provision of a final report. Suitable measures should also be agreed to ensure sustainability of the preservation in-situ area.

This process should be secured via the imposition of appropriate planning conditions.

6.18 CDC Environmental Protection

Land contamination - A phase 1 and 2 ground condition assessment report has been submitted completed by Stantec dated September 2020. The report has been undertaken in accordance with accepted guidance and has used appropriate criteria to assess the soil and groundwater samples. The report includes a Tier 1 and 2 environmental risk assessment in section 9 and makes recommendations relating to remediation in section 10. A condition should be applied requiring a remediation strategy to be drawn up for the development. The strategy should include the recommendations made in section 9 of the report in particular paragraph 9.6.5 relating to further site investigation with respect to potential asbestos contamination.

It is noted that an unexploded ordnance (UXO) assessment has been made which concludes that there is a low risk of uncovering UXO at the site. Nevertheless, during construction works contractors should be aware of the possible presence of UXO and there should be provisions in the construction management plan for dealing with this issue if it should arise.

Air Quality - Chapter 11 of the Environmental Statement provides an assessment of the likely significant effects arising from the proposed scheme on air quality. The assessment has been undertaken in accordance with appropriate guidance and used acceptable criteria to assess the impact of the development. A detailed assessment has been undertaken to determine the impact of road traffic generated by the development on existing nearby receptors.

A condition should be applied to require the buffer zone to be put in place in accordance with the proposals in the report in order to ensure that air quality meets the NAQOs at all future receptor locations.

No mitigation measures are therefore deemed necessary but a Framework Travel Plan (FTP) has been prepared for the Proposed Scheme which includes measures to reduce vehicle trips to and from the Site (and associated vehicle emissions). A range of measures will be implemented across the Site which is detailed in full within the Framework Travel Plan. We support these proposals which will also help to reduce air quality impacts from the development and recommend that the travel plan is enforced by way of a condition. We also recommend car club/car sharing opportunities are considered to help reduce car usage.

It is noted that electric vehicle provision will be delivered in accordance with the West Sussex County Council (WSSCC) parking standards applicable at the time of a Reserved Matters Application. This is supported by our department.

Air quality impacts during the construction phase of the development have also been assessed and it is proposed that a construction environmental management plan will be put in place to control dust and other emissions.

It is noted that there will be a 15m buffer around the on-site pumping stations to reduce impact on residential properties. This buffer distance should be enforced by way of a condition.

Noise - Our department is accepting of the principle of residential development at the site. However, it is evident that a detailed Acoustic Design Statement shall have to be implemented to reduce the predicted risk of an adverse noise impact, if adequate mitigation is not secured. A condition is therefore necessary.

Currently it is considered that there is an over reliance on specifying the acoustic specification for the building envelope design for the properties to the north of the proposed development. It is considered that more attention can be made to Good Acoustic Design and sustainable development. There is an assumption that a 3m bund with an additional 3m acoustic barrier on top will be considered acceptable in planning terms. If this scale of screening is not acceptable then further consideration is going to have to be made to the acoustic design of the development and potentially the distance of any buffer zone. There is concern for heightened noise levels to the north east and north west of site where the proposed noise barrier ends. Particular attention should be paid to the design layout at these locations.

In order to ensure that appropriate amenity levels have been achieved a condition is considered necessary for dwellings positioned to the extreme north and south of the site, nearest the roads.

Any overheating assessment shall be conducted in conjunction with the acoustic design assessment, in particular when specifying ventilation requirements. An appropriate condition is considered necessary.

Reference has been made, with in the Environmental Statement, to the control of noise from fixed plant, building services and pumping station at the proposed scheme. The criteria that a rating level that is no more than the typical measured background sound level, when determined at 1m from the window of a sensitive receptor is deemed appropriate. An appropriate condition is, therefore, considered necessary.

Within the commercial area of the site, it is proposed that pubs, drinking establishments and/or takeaways may be constructed. Noise from plant and deliveries associated with such uses and any odours from commercial extract systems will need to be adequately controlled by a condition.

Construction and Environmental Management Plan (CEMP) - Due to the scale and duration of the proposed development, it is evident that a Construction and Environment Management Plan (CEMP) shall have to be secured. Measures detailed in the Environmental Statement can be included in a CEMP. However, it is considered that additional safeguards are required.

The Environment Statement determines that unmitigated construction works have the potential to cause adverse impacts to neighbouring dwellings. This highlights the necessity for a robust CEMP. It is recognised that these details can be formally approved as part of the ultimate Construction Management Plan submission". It is considered that proposed construction working hours should be included in any approved CEMP. The monitoring programme of noise and vibration levels shall also be detailed as part of the CEMP, as too should details of community liaison and complaint management.

Lighting - It is noted that the Environmental Statement states that "any adverse impacts of lighting can be avoided by detailed development control. Careful consideration will be given to the height type of street amenity and building lighting to reduce night-time effects". It is considered that appropriate lighting can be secured through a necessary condition that includes the appropriate requirements.

6.19 CDC Coast Protection and Land Drainage

Second response dated 11 March 2021

Groundwater Monitoring: Given the scale of the proposed development and the complexities of the site, we would ideally like to see a full year's groundwater monitoring, undertaken at an appropriate selection of locations throughout the site, to include specific targeted monitoring at the location of all proposed attenuation structures. We recommend that this monitoring takes place this in advance of any development and that we agree the exact period in which it is undertaken.

Construction Phasing and Surface Water Drainage Proposals: Due to the scale of this proposed development, we assume that, should the application be permitted, the delivery is highly likely to be phased. Therefore, the submission of surface water drainage proposals will need to follow a carefully considered order and schedule. We suggest that; at the earliest opportunity, an overarching site-wide drainage masterplan needs to be created and submitted for our appraisal. This will enable us to gain assurance that the development 'as a whole' can be appropriately drained. The masterplan will also need to be created in such a way that any 'phasing' of construction is carefully considered to enable functional surface water drainage infrastructure to be delivered, on a phase by phase basis, to fulfil the necessary drainage function for each phase of the development. We believe that an appropriate planning condition should be able to require this.

Opus Report Recommendation 5.2: We are encouraged by the statements made by Paul Grigg/Stantec (in their response dated 22.01.2021) in relation to potential 'desirable' alterations to the ditch network in the North Eastern portion of the site, which could offer alleviation to highway flooding problems associated with watercourse adjacent to the site's eastern boundary, (which is unfortunately completely severed immediately south of Malcolm Road). Stantec appear to be proposing a diversion of this watercourse, to within the site's curtilage, along the northern boundary of the medical centre. For clarity; this proposal is wholly in line with our aspirations and also with the recommendation of the Opus Report. Therefore we would certainly support such a proposal. The attenuated and restricted flow rate discharge from the Nicholson Close development is mentioned (as this discharge contributes to the flow rate within this watercourse). We would like to reassure the applicant that; if the flow from this watercourse is ultimately re-directed to within the site and on into one of the proposed attenuation basins, then we would happily offer appropriate dispensation to account for the Nicholson Close discharge, when the discharge rate for the attenuation basin in question is agreed.

Proposed Bund across the Northern Boundary (and the A27 Culvert): We note there is a proposal for a new bund to be created across the northern boundary of the site. We would like to bring the applicant's attention to a potential problem that this could cause, and to our suggestion of the most appropriate solution. As the applicant is no doubt aware there is a culvert that occasionally conveys flow from North to South under the A27 and into what we believe to be a storage and infiltration trench. In the vast majority of events this infrastructure effectively infiltrates any flows conveyed by the culvert into the ground at this location. However, we have been made aware of a small number of incidents in the last few years where the capacity of this infiltration trench has been exceeded. At present if such an exceedance occurs, the excess water flows south overland and onto the proposed development site. Should this flow path be cut off by the new bund this could result in the flooding of the foot/cycle-path between the A27 and the site. This is a scenario we wish to avoid. Rather than resolve this potential problem with a long culvert through the site, we would rather the applicant considers the creation of a link from this trench to the watercourse that flows from north to south down the eastern boundary of the site. (Important note; this solution would only be acceptable if the diversion of flows from this currently severed watercourse, to within the site, as discussed above, is agreed). Please note; we would want to retain as much water in this feature as possible, to allow as much as possible to be attenuated and infiltrated into the ground, at this location.

Therefore, any connection to the eastern ditch should only be a very high-level overflow (perhaps in the form of a shallow swale from the eastern end of the trench into the northern end of the ditch). We would only want this trench contributing to flows down the eastern ditch in the most extreme events when the trench had reached its full capacity. For the vast majority of events this trench should continue to store and subsequently infiltrate water into the ground, without contributing to the flow in the eastern ditch.

Tree Planting in the Vicinity of Surface Water Drainage Conduits: We would like to take this opportunity to remind the applicant that a condition will be applied that will require the provision of appropriate access for the future maintenance of all watercourses on, or adjacent to, the site. To satisfy this condition the applicant should avoid planting trees so close to watercourses that, once they are mature, they could hinder future access for maintenance. Additionally, by avoiding the planting of trees too close to watercourses, this will also help prevent the future restriction/obstruction of the watercourses by tree roots. We note the application indicates that tree planting would be included in the strip of land on the East side of the watercourse lying West of Mannock/Campbell Roads. Given this strip's width, we are of the view that tree planting at this particular location may be problematic, for the reasons outlined above. An alternative suggestion could be to provide a 3m maintenance access buffer on the East side of the watercourse and the hedge/tree planting to the West (but with no trees planted within 5m of the watercourse).

First response dated January 2021

Surface Water Drainage

The documents submitted in support of this application suggest that the proposed means of surface water drainage is through the use of SuDS features, in the form of a combination of piped systems and swales, conveying run-off to a number of attenuation basins with ultimate discharges to existing watercourses. Percolation testing results have also been submitted, which preclude the use of on-site infiltration for surface water disposal. The applicant has included a number of discharge rates from the various attenuation basins on the submitted Preliminary Surface Water Drainage Strategy Plan, these are clearly only indicative values at this stage and the actual discharge rates will need to be agreed at the detailed design stage.

It is also important for the applicant to establish the peak groundwater levels in the locations of the proposed attenuation basins (through additional comprehensive Winter Groundwater Monitoring), as this information will be needed to determine if the basins will need to be lined (this is highly likely) to prevent their attenuation storage capacity being compromised by groundwater infiltration. If liners are necessary evidence will need to be provided, at the detailed design stage, to demonstrate that the potential for liner floatation has been appropriately mitigated. We also suggest that further investigations are needed to understand if the proposed attenuation basins, that form two belts across the site, will disrupt existing sub-surface flow paths and potentially lead to groundwater flooding.

Open Systems Preferred - The applicant has already started to give consideration to the appropriate location and nature of the surface water drainage features. I would like to take this opportunity to remind them of the importance of achieving the necessary capacity, water quality (via the SuDS management/treatment train), as well as ease of on-going maintenance. Surface water drainage features should also be designed in a manner that positively affects the amenity of the site. We would like to remind the developer that, open features, such as swales, basins and ponds, when designed correctly, can satisfy all the above aspirations in addition to; being easier to maintain, having longer lifespans and offering ecological advantages over subterranean features such as piped networks and plastic crate systems. Whilst some swales have been included in the current proposals, it would be preferable to see the proportion of open conduits increased at the expense of what currently appears to be a rather extensive piped network, for those aforementioned reasons.

Specifically, there appears to be a proposal for a very long (c.400m) culvert to convey flows from the area immediately south of the A27 down through the site. We feel that there are more appropriate ways to achieve this objective. (This is discussed further below, in my comments relating to recommendation 5.2 of the Opus Report).

The submitted documents also raise the suggestion that allowance should be made for the installation of land drains as part of the proposed development to minimise the potential for groundwater flooding in the northern part of the site. We agree that drainage of the small Northern portion of the development site where there appears to be some localised perched groundwater is preferable to land raising.

Well-designed SuDS components include features that are no more hazardous than those found in the existing urban landscape, for example ponds in parks or footpaths alongside canals, therefore if the SuDS features are designed in an appropriate and safe manner, there should be no need for unsightly fencing and areas of restricted access. Additionally, consideration should be given to the nature of SuDS features that are chosen to be incorporated into the design, for example will the SuDS features be (partially or fully) useable open spaces in all but the most extreme weather events, or will they be year-round water features. (This particular consideration will be reliant upon the need, or otherwise, to line the basins).

It is my understanding that the applicant is fully aware of the Opus Surface Water Drainage Study Final Report for Tangmere. I would therefore like to draw their attention to recommendation 5.2 from that report:

5.2: Construct new upper interceptor ditch from the watercourse at the north east corner of the medical centre, westwards around the centre and across to the catchment A watercourse as indicated on drawing schematic EF1655/131.

This recommendation was proposed as a way in which the surface water drainage problems that manifest themselves in Malcolm Road (and which in turn contribute to further drainage problems in Tangmere Road) could be, at the very least partially, alleviated. The applicant's vision for this SDL very much includes the evolution of Malcolm Road into an important footway and cycleway.

Therefore, I would ask the applicant to consider if the above recommendation could be a more appropriate way in which to manage the drainage of the North East part of the SDL, including any flows that emerge from the drainage infrastructure that conveys flows under the A27, whilst at the same time improving the situation in Malcolm Road. I appreciate that there are complexities associated with such an approach, given the downstream attenuation basins, but I feel that further exploration of this approach should be undertaken.

The Opus report also makes another recommendation which has direct implications to the SDL:

5.3: Construct new lower diversion ditch around the eastern edge of the field south of Church Lane, as shown on drawing EF1655/132. This will alleviate catchment (xiii) and (xiv) flows to the Tangmere Road spine. The indicative routing shown would accord with the potential residential development layout for the land shown on Roberts Clark Associates drawing 1389/DS4.1-C.

We are supportive of the applicant's proposals to include a new ditch along the northern and eastern edges in the field south of Church Lane that will connect to the existing watercourse at this location, but would like to state our desire to enable flows from the highway drainage system serving Church Road and Bayley Road to discharge into these new watercourses (as again this will help alleviate the flooding problems in Tangmere Road).

I was pleased to read that the applicant has made the following commitment: part of the proposed drainage strategy all the existing culverts that are to be retained beneath Tangmere Road will be cleared.

Health and Safety Assessment - A preliminary Health and Safety assessment (in accordance with the SuDS Manual) should be developed at the outline design stage, early in the Construction, Design and Management planning process.

SuDS Attenuation Capacity - Given the nature of the development, to bring it in line with current guidance, the documentation supporting the drainage design should be able to demonstrate that the infiltration/SuDS features can accommodate the water from a 1 in 100-year critical storm event, plus an additional 40% climate change allowance (rather than the 20% climate change allowance referred to in some of the submitted documents).

Watercourse Buffer Zones - There is a standard condition that we regularly request that requires a buffer zone of 3m from the top of the bank of any watercourse to be left clear of any development proposals that could prevent the future maintenance of the watercourse. I would also like to take this opportunity to advise the applicant that they should consider the maintenance of all the watercourses on and adjacent to the site, well into the future. Therefore, we suggest that, if the applicant proposes to plant any tree species that will, in due course, have significant root masses, these trees should be planted an appropriate distance back from any watercourses so that their roots will not become an obstruction to flow in the future.

Flood Risk - The site is wholly within flood zone 1 (low risk) and we have no additional knowledge, or records of the site being at significant flood risk. Therefore, subject to satisfactory drainage we have no objection to the proposed use, scale or location based on flood risk. However, the Surface Water Flood Risk mapping layers I have access to suggest that there are some areas within the site (mainly in line with the existing watercourses) that are at risk of surface water flooding. The surface water drainage strategy should clearly show how this risk is managed/mitigated.

Aquifer Protection - An area in the northern parts of the site fall within a Source Protection Zone.

6.20 CDC Environmental Strategy Unit

Green Corridors - We are pleased to see that the Aldingbourne Rife is being largely retained with open spaces areas forming green corridor and the stream to the south of site will be re-profiled to form more naturalistic scalloped banks and features to create additional marginal habitats and gravel riffles. We require that these areas are managed for wildlife with the use of local native species friendly planting. We require that a full management plan is put together for the green corridors areas and included within a mitigation and enhancement management strategy discussed below.

We require that CEMP is put together for the site and will need to include detailed on how these green corridor areas will be protected during the construction process and should include:

- Storage of chemicals
- Silty water disposed of to foul sewer or suitable alternative (tanker off site)
- Water washing of vehicles carried out away from water course
- Refuelling away from water course

Trees and hedgerows - The hedgerows and trees on site are used by many protected species for commuting and foraging and will need to be retained and enhanced for bats. This will include having a buffer strip around the hedgerows and trees (5m) and during construction fencing should be used to ensure this area is undisturbed. Any gaps should also be filled in using native hedge species to improve connectivity. Conditions should be used to ensure this. Further details for the protection of these areas will need to be included within a CEMP. This should involve the use of protective fencing or other methods appropriate to safeguard the root protection areas of retained trees / hedgerows.

Ponds - We are pleased to see that the ponds on site are being renovated as part of the scheme. Further information relating to these renovations should be included within a mitigation and enhancement management strategy discussed below.

Ancient Yew off site - The Ancient Yew tree off site to the east requires a 32m buffer zone surrounding it. As detailed within the ES (Nov 2020) 2m of this buffer zone is within the site boundary and will need to be protected to ensure there is no disturbance within this area. Further details of how this will take place should be included within the CEMP.

Bats foraging and commuting - As detailed within the ES (Nov 2020) the 5 trees (T1, T2, T3, T4, T7) which have been noted as having bat potential should be retained and protected from harm during the works. If any works do need to take place to these trees further survey work for bats will be required. As detailed above the treelines and hedgerows onsite should be retained, protected and enhanced for bats.

Bats Lighting - The lighting scheme for the site will need to take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees, hedgerows and buildings through the provision of dark habitat orientated north-south direction and avoiding unnecessary artificial light spill through the use of directional light sources and shielding. We require that further details of the lighting scheme and dark corridors are provided as part of this application.

Badger Survey - Prior to start on site a badger survey should be undertaken to ensure badgers are not using the site. If a badger sett is found onsite, Natural England should be consulted and a mitigation strategy produced. As a precaution any trenches should be covered overnight, or a means of escape made available and any hazardous chemicals need to be suitably stored away so animals cannot access them. Further detailed relating to this will need to be included within the CEMP.

Water Voles - Current survey work show a likely absence of water voles within the ditches onsite, however it has identified that there is suitable habitat for water voles. As part of a future reserve matters application, we require that these water vole surveys are updated to ensure this species has not moved into the site. If water voles are found to be present updated mitigation will be required for this species.

Nesting Birds - Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March and 1st October. If works are required within this time an ecologist will need to check the site before any works take place (within 24 hours of any work). Further safeguards for birds during construction should be included within the CEMP.

Reptiles - We are satisfied that the proposed reptile translocation proposed in section 6.37 for ES (Nov 2020) is suitable. As part of a future reserve matters application, further information on the translocation will need to be submitted.

Great Crested Newts - We are satisfied that the two ponds surveyed do not have any evidence of Great Crested Newts and no further survey work is required for this species.

Hedgehogs - Precautions should be put in place for hedgehogs and the site will need to be searched carefully before works begin. Any brush piles, compost and debris piles on site must be removed outside of the hibernation period mid-October to mid-March inclusive. The piles must undergo soft demolition. If any small mammals including hedgehogs are found they should be relocated away from the construction area into surrounding suitable habitats. Details of this will need to be included within the CEMP.

Mitigation and enhancements - We are pleased to see in the inclusion of the following mitigation included into the site:

- 19.3 ha of informal open space amenity, open space and natural green space naturalist areas for play, country parkland, structural landscape planting, 0.17ha native deciduous woodland planting, allotments, community orchard, 2.67ha native woodland
- 2.1ha allotment space
- 0.46h community orchard
- 2000m of hedgerows planting
- New ponds
- Re-profile stream corridor in south of site
- Species rich grassland and scrub areas planting
- Creation of new hedgerow
- New permanent ponds
- Renovation of pond in the centre of site
- Invertebrate features bug hotels deadwood features
- Bird boxes
- Green corridors remain dark
- Long term management plan
- Circular walk 4km in public open space

We also require that the following are incorporated into the scheme:

- Any trees removed should be replace at a ratio of 2:1
- Bat boxes integrated into at least 20% of properties across the site
- Bat boxes installed on trees within the green corridor areas
- Bird boxes installed on at least 20 of properties onsite
- Barn owl boxes installed onsite within a suitable location
- We require that gaps are included at the bottom of the fences to allow movement of small mammals across the site
- hedgehog nesting boxes included across the site

We require that a mitigation and enhancement management strategy and plan is put together for the above detailing how all the above will be created, installed, managed and protected.

Recreational Disturbance - Due to the distance of the site to the buffer zone for Chichester and Langstone Harbour (0.1km from the buffer edge) and the size of the proposal, mitigation has been proposed to mitigate against any disturbance caused from the development, including the installation of a 3km circular walk onsite, leaflets to new residents and information boards. We request that Natural England is consulted regarding these proposals to determine if they meet their requirements with regards to larger sites on the border of the buffer zone.

Policy 40 - To meet the requirements of Policy 40 renewables technologies need to be installed on the site. Though the Sustainable Construction and Design Statement (Oct 2020) discussed the use of renewables it does not recommend any at this stage. We require that renewable technologies are included within this site so please can further information on this, along with the figures demonstrating the combined percentage reduction in CO2 emissions from renewables and a fabric first approach be submitted.

With regards to the inclusion of electric car charging points, though provision in the form of ducting will be provided to allow future electric car charge connection has been proposed, we require that the physical car charging points are installed as part of this scheme.

6.21 CDC Housing Enabling Officer

At this outline stage, there are limited details on which to comment. However, it is very important to note that the Council is now using the November 2020 Housing and Economic Development Needs Assessment (HEDNA), and not the 2012 Strategic Housing Market Assessment. The overall affordable 30% quota remains the same, which the proposals meet, but the mix within this has changed.

The 30% quota must itself normally be split into 70% rented and 30% intermediate. However, in the case of Tangmere, the neighbourhood plan seeks a 60%/40% between rent and intermediate housing. I am assuming this still is applicable on a strategic site. Affordable and market units are to be provided in a variety of ranges.

Affordable Units

The two-bedroom affordable units should be a mix of houses and flats at least half being houses. Two-bedroom affordable houses for rent are much preferred to flats as they are more suitable for families with young children and buggies etc. If two-bedroom flats for rent are provided, they should be on the ground floor, preferably with some outdoor space.

This will be a scheme with a long delivery and the Homes England grant regime will doubtless change within that time. Consequently, the affordable rented element may be a mix of affordable and social rents. Experience has indicated that 4b intermediate homes are not affordable to many local people and I would not want to see more than 5% of the intermediate element as 4b units even though the HEDNA recommends 5-15%. The extra 10% can be made up by 3b houses.

Affordable units must be pepper potted in groups of no more than 15 and they must be externally indistinguishable, including landscaping treatment, from the market housing. Each development phase is to bring forward affordable units so they are distributed throughout the whole site. Affordable rented and intermediate flats must be separated and not share communal corridors and entrances.

Sizes must at least meet, or preferably exceed, the DCLG technical standards minima. Two-bedroom units should have four bed spaces, 3 bedroom have five or six and 4 bedroom at least six (i.e., some/all bedrooms in addition to the main bedroom should be capable of accommodating twin beds and other bedroom furniture).

Up to 10% of affordable rented accommodation may be required as adapted for disabled residents. The need at the time of a phase coming forward will be assessed in consultation with the council's Lettings team and occupational therapists and so early dialogue between council officers and the builder will be needed as each phase comes forward.

Older people are an increasing element of the population, and this is especially true of the district as demonstrated in the HEDNA. A large strategic site gives an excellent opportunity for a 60-bed extra care scheme. While there is no national or adopted local planning policy requiring the specific provision of extra care home provision, I would encourage the consideration of providing such units within the development. On completion units must be handed over to a registered provider that the council approves.

Market Housing

The District already has a proportionally high number of larger homes. Smaller family homes and those for younger and downsizing households of 2 and 3 bedrooms are more affordable to local people. Therefore 4+ bedroom properties in excess of the HEDNA recommendations are not required.

General

This is a large and complex development over a protracted period. I want to ensure that there is a good distribution of affordable housing throughout all phases and not have it concentrated in single phases.

I appreciate that a strategic site will have different character areas, so there may not be the identical HEDNA percentage of affordable/market units on each phase. A phasing plan indicating the numbers, type and tenures of affordable and market units, even if this is provided as a range of figures rather than a definitive number, would be most useful to ensure s106 compliance and to avoid concentrations of one type of unit.

6.22 CDC Conservation and Design Officer

The outline application has followed on from earlier work on the Masterplan and I have focused as a necessity on several issues that have emerged in the meantime.

The relationship of the scheme to the Grade I listed church has developed and it is clear that the proposals will have an impact on the setting of this highly significant heritage asset, which listed at Grade I is of national importance. At Masterplan stage, no objection was raised either by this Conservation and Design team or by Historic England, despite evidence of harm to the setting of the asset. As part of this application the applicant has submitted much more detailed heritage and landscape assessments which are welcomed. The preservation of open space around the church is critical and we note the use of such open areas as mitigation of the impact of the development.

In accordance with the Historic England comments it would be preferable to see the more clearly rural parkland type open space nearer the church rather than the sports usages which are more intense and more clearly incongruous with the church setting. It is clear that as the more detailed full planning application comes forward, the immediate setting and borders of the setting of the church are carefully designed to minimise impacts.

The outline application has included a Building Heights Parameter Plan that identifies building heights throughout the development. I note that the 16m (three storey) heights are clustered around the village centre and at other specific locations. I have no objections to these proposed heights as long as they remain within the noted areas and do not in fact exceed 3 storeys (there is no indication that they will at present).

Extra height is often required to allow a building that is larger in footprint to have its roof at a pitch proportional to other surrounding buildings of smaller footprints. If the ridge height is overly restricted there is the clear prospect of short, squat roof forms which would be a negative and highly visible feature in the townscape. The taller buildings within the development are clearly the exception rather than the general rule and are in my view reflective of more organic patterns of development, with taller and larger buildings forming the centre parts of settlements.

In summary and with the assumption that proposed areas of greenspace adjacent to the church can be designed with a tranquil, more rural setting in mind, I have no objection to the proposal. Harm is caused to the setting of the church, but I believe this can be successfully mitigated against by detailed landscaping design later on in the application process.

6.23 Representations from members of the public and other organisations

SUSTRANS, ChiCycle and a resident from Singleton on behalf of ChiCycle

Three sets of comments in relation to cycling provision are summarised, as follows:-

- The Forum supports the proposals as submitted to link the site via the northern access road to the fly-over on the A27 and then through to Maudlin and Westhampnett.
- It also welcomes the financial contribution to making this route safe with controlled road crossings and to light the off- road section to Maudlin.
- We would like to see a commuted sum be provided from the Section 106 monies for future maintenance equivalent to 10 years routine costs.
- While we agree that this northern link is currently the best way of providing for an immediate cycle and pedestrian link to the west it, is not the most direct route from the site.
- The most direct route is along the southern side of the A27, which would connect up with the new cycle paths provided by the Shopwyke developments and the planned Active Travel bridges across the A27.
- We understand why this not proposed in this application as there is a large area immediately west of the site not in the ownership of the applicant or part of the Council's CPO.
- However, it is highly desirable that such a route is planned for in this application and therefore we would wish to see in the site's north- west corner a segregated path provided which be able to link to such a future provision,

- Such provision would provide a direct cycle path from Fontwell, through Tangmere to Chichester.
- We are very disappointed that the proposals do not comply with the latest Government guidance, set out in LTN 1/20, nor with the County Council's Cycling Design Guide,
- However, the Strategic Modelling Specification Note states that the spine road would have a 3m shared use path on one side and a 2m footpath on the other - this is not acceptable.
- We are pleased to see a plan entitled Access and Movement Parameters Map [TOR-PP04]. but it does seem to conflict with the Framework Masterplan concerning internal paths.
- This scheme incorporates welcome design elements within the development but the absence of a functioning wider area walking and cycling network may leave residents stranded in Tangmere if they do not wish to drive.
- There is room to improve some details but there is clear evidence walking and cycling needs within the development are being thoughtfully considered by the architects.
- ChiCycle insists that pedestrian and cycle links are direct and provide a viable transport option - especially to and into Chichester. Such active travel links must adhere to Government Policy Ltn 1/20
- It appears these current plans expect active travel into Chichester to follow a tortuous route off to the North of the development and crossing over the A27.
- The direct active travel route to Chichester is westward from this development and ideally utilising one of the new purpose-built bridges over the A27 already formally agreed as part of the planning process for other development(s).

Stagecoach notes that an outline planning application has been lodged and considers it essential that the strategic allocations in the Local Plan, including this one in particular, are consented and brought forward as soon as is realistically practical, to restore the land supply position, in places that have been judged to be the most sustainable options through the plan-led process.

For these reasons, Stagecoach therefore lends its unequivocal "in principle" support to the proposals on the allocated Tangmere SDL. We also support the scope of the proposals, in providing a larger quantum of development than currently identified, to consolidate the provision of development in a location that can catalyse and take advantage of substantial improvements to public transport.

The passenger transport strategy involves extending the existing number 55 bus service, operated by Stagecoach South, into the development. WSCC's understanding that this service is provided on a commercial basis, is entirely accurate based on the conditions prevailing before the onset of the current public health crisis.

We can confirm that we have had some positive discussions with the developer and their client team. The principle of extending or in some way amending the commercial network to adequately serve the site is one that we are highly amenable to. Indeed, it is by far the most likely way in which a service will be effective in building the highest possible levels of usage and thus prove to be sustainable in the longer term beyond an initial revenue support period.

Whatever the ultimate means by which a service is provided, we strongly endorse the LHA's identification of the timing of delivery of the main spine road through the site between Temple Bar Interchange and Tangmere Road as a highly critical element of any public transport provision to the site. It is apparent that we cannot extend the 55 from its current terminus within the village in a sensible or practical way to serve the development until this link is provided in full.

While we support the development in principle, it is clear that a significant amount of detail surrounding bus service provision, its phasing, and the requirements to provide the spine road and supporting bus stop infrastructure need significant further work. We have endeavoured to set out these areas, and the rationale, as clearly and succinctly as possible in this response. We trust that these representations can be considered duly made and given appropriate weight, and that this will prompt further engagement with us to achieve the optimum deliverable outcomes.

One letter has been received from a resident of Saxon Meadow, which contains 28 properties, making the following representations:-

- Residents have been ignored, even though we are the worst affected area in Tangmere Village with this Local Plan. We have something being built or created on every boundary of the estate but are being overlooked and even some later alternations to original plans being agreed, making our situation worse, without any consideration or discussion with us.
- Several people have tried to sell up but potential buyers were put off with the Development looming. Five houses on the estate currently up for sale, have been on the market for some time now and are blighted.
- Saxon Meadow is costly to run and maintain in such lovely condition but we have nothing to be able to offer anyone wanting to live here now as everything that was great about here is being stripped away.
- South Side - The first stage of building is only a few metres away, which will mean building site noise, loss of sight of Oving Church Spire and car, household, cyclist path noise levels and light pollution for ever.
- West Side - A sprawling housing estate with high density and taller buildings across the middle will mean building site noise levels for years, loss of sight of Chichester Cathedral and Spire. The Clock Tower within Saxon Meadow is surrounded by the three spires of Oving Church, St Andrews and Chichester and can be seen from miles around and even from passing trains on the other side of Oving.
- Community Allotments to the east, playing fields to the north, an orchard to the west and proposed cycleways and footpaths around the estate will mean building site noise, deliveries, people cutting through the estate, dog walkers cutting through the estate, potential for rats and anti-social behaviour and behaviour being a big concern for ever after.
- Plans to provide a car park to the Saxon Meadow entrance will create more noise and access issues in and out of the estate Church Lane is only wide enough for one car as cars are parked outside houses all the way down it.

7.0 Planning Policy

The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and the made Tangmere Neighbourhood Plan. The West Sussex Waste Local Plan 2031 (adopted April 2014) and the West Sussex Joint Minerals Local Plan (adopted July 2018) also need to be considered.
- 7.2 The principal policies of the Chichester Local Plan relevant to the consideration of this outline application are, as follows:

Chichester Local Plan: Key Policies 2014-2029

Policy 1 Presumption in Favour of Sustainable Development
Policy 2 Development Strategy and Settlement Hierarchy
Policy 3 The economy and Employment Provision
Policy 4 Housing Provision
Policy 6 Neighbourhood Development Plans
Policy 7 Masterplanning Strategic Development
Policy 8 Transport and Accessibility
Policy 9 Development and Infrastructure Provision
Policy 18 Tangmere Strategic Development Location
Policy 33 New Residential Development
Policy 34 Affordable Housing
Policy 39 Transport, Accessibility and Parking
Policy 40 Sustainable Design and Construction
Policy 42 Flood Risk and Water Management
Policy 47 Heritage and Design
Policy 48 Natural Environment
Policy 49 Biodiversity
Policy 50 Development and Disturbance of Birds in Chichester and Langstone Harbour Special Protection Area
Policy 52 Green Infrastructure
Policy 54 Open Space, Sport and Recreation

Tangmere Neighbourhood Plan

- 7.3 As stated above there is a made Neighbourhood Plan for Tangmere. There are a number of relevant policies, as follows:-
- Policy 2: Strategic Housing Development.
 - Policy 6: Tangmere Military Aviation Museum.
 - Policy 7: Land to the west of Malcolm Road.
 - Policy 8: Tangmere Green Infrastructure Network.
 - Policy 9: Tangmere Sustainable Movement Network.
 - Policy 10: Design.

Chichester Local Plan Review Preferred Approach 2016 - 2035 (December 2018)

- 7.4 Chichester District Council adopted the Chichester Local Plan: Key Policies 2014- 2029 on 14 July 2015. The Council is currently reviewing and updating its Local Plan as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012, to provide up to date planning policies which are consistent with the National Planning Policy Framework (NPPF) 2019.
- 7.5 The Council consulted on the Local Plan Review 2016-2035 Preferred Approach (LPR) document between December 2018 and February 2019 under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following consideration of all responses to the consultation period, the Council anticipates that the Submission Local Plan will be published for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in March 2022, and that following this the Plan will be submitted to the Secretary of State for Independent Examination. It is currently anticipated that, after following all necessary procedures, the new Local Plan will be adopted during 2023.
- 7.6 Relevant policies from the published Local Plan Review 2035 Preferred Approach are:

Part 1 - Strategic Policies

S1 Presumption in Favour of Sustainable Development
S2 Settlement Hierarchy
S3 Development Hierarchy
S4 Meeting Housing Needs
S5 Parish Housing Requirements
S6 Affordable Housing
S12 Infrastructure Provision
S20 Design
S23 Transport and Accessibility
S24 Countryside
S26 Natural Environment
S27 Flood Risk Management
S29 Green Infrastructure
S31 Wastewater Management and Water Quality

Part 2 - Development Management Policies

DM2 Housing Mix
DM3 Housing Density
DM8 Transport, Accessibility and Parking
DM16 Sustainable Design and Construction
DM18 Flood Risk and Water Management
DM28 Natural Environment
DM29 Biodiversity
DM31 Trees, Hedgerows and Woodlands
DM32 Green Infrastructure
DM34 Open Space, Sport and Recreation including Indoor Sports Facilities and Playing Pitches

National Policy and Guidance

- 7.7 Government planning policy currently comprises the revised National Planning Policy Framework (NPPF 2019), which took effect on 19 February 2019 and related policy guidance in the NPPG.
- 7.8 Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and for decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 7.9 The following sections of the revised NPPF are relevant to this application: 2, 5, 8, 9, 11, 12, 14, 15, 16 and Annex 1. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

Other Local Policy and Guidance

- 7.10 The following documents are material to the determination of this planning application.
- Interim Position Statement for Housing Development
 - Surface Water and Foul Drainage SPD
 - Planning Obligations and Affordable Housing SPD
 - CDC Waste Storage and Collection Guidance
 - Chichester Landscape Capacity Study

Interim Position Statement (IPS) for Housing Development

- 7.11 Paragraph 5.3 of the IPS makes it clear that this applies only to greenfield and brownfield sites outside of settlement boundaries. It does not apply to existing strategic allocations (such as this site) within the Chichester Local Plan area. This Statement is not, therefore directly relevant to the consideration of this application. However, the number of homes proposed (up to 1,300) will, if approved, make a potentially significant contribution to boosting housing supply in the District.

7.12 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Maintain low levels of unemployment in the district
- Prepare people of all ages and abilities for the work place and support the development of life skills
- Develop a local workforce that meets the needs of local employers
- Support local businesses to grow and become engaged with local communities
- Promoting and developing a dementia friendly district
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Coordinate and promote services that help those living with low level mental health conditions
- Protect and support the most vulnerable in society including the elderly, young, carers, families in crisis and the socially isolated
- Increase the number of volunteers and trustees in the community/voluntary sector
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and empower communities and people to help themselves and develop resilience
- Support communities to meet their own housing needs
- Encourage partner organisation to work together to deliver rural projects and ensure that our communities are not isolated
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues to consider for this outline planning application are:

- i. The principle of development and compliance with the policy framework
- ii. Housing Land Supply
- iii. Access and Movement
- iv. Design and Layout
- v. Phasing and Delivery
- vi. Landscape and Visual Impact
- vii. Cultural Heritage
- viii. Archaeology
- ix. Drainage and Flood Risk
- x. Ecology and Trees
- xi. Mineral Safeguarding
- xii. Open Space Provision
- xiii. Sustainability
- xiv. Other Matters

i. The principle of development and compliance with the policy framework

- 8.2 This is an outline planning application, which seeks to establish the principle of a residential led, mixed-use neighbourhood development on the site of 75.93 hectares. Apart from the principal access junctions from the A27 and Tangmere Road and the secondary access at Malcolm Road, all matters are to be reserved for future consideration. If permission is granted, this will enable a mixed-use development of up to 1,300 new dwellings which are likely to be constructed in phases over a period of 10 to 12 years, to be progressed.
- 8.3 Consideration is given within this section of the report to the extent to which the proposals in this outline application comply with the above policy framework. Members are reminded that the applicant has worked closely with the local community, including Tangmere Parish Council, during the 18-month period which led up to the submission of this outline application. This engagement has also included the receipt of pre-application advice from the District Council, direct engagement with the local community and then the subsequent development and submission of the endorsed Masterplan for Tangmere.
- 8.4 As a result of this ongoing engagement, a number of changes have been made to the proposals for this Strategic Development Location (SDL) both in relation to the endorsed Masterplan and also before and following the submission of the current outline planning application.

The Development Plan

- 8.5 For the purpose of considering this application, the Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the made Tangmere Neighbourhood Plan and the West Sussex Joint Minerals Local Plan (adopted July 2018).

Adopted Chichester Local Plan

- 8.6 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. In relation to this application, the relevant development plan documents for Chichester are set out above.
- 8.7 Of particular relevance and the starting point for consideration of this outline application is the Chichester Local Plan and more specifically Policy 18, which confirms that the site is a strategic allocation for a mixed-use development.

Local Plan - Policy 18

- 8.8 The principal policy to consider is Policy 18 of the adopted Chichester Local Plan. Set out below is a brief summary of the extent to which the outline planning application complies with the provisions of each of the elements of this policy.

"Land at Tangmere (within the area shown on the Policies Map) is allocated for mixed development, comprising:

- **1,000 homes;**
- **Community facilities;**
- **Open space and green infrastructure.**

- 8.9 The outline planning application proposes a mixed use development, which includes the above provisions, including up to 1,300 dwellings. Options are proposed for the provision of community facilities and nearly half of the site is to be given over to the provision of open spaces and other green infrastructure. The higher number of homes proposed, (1,300) is considered later in this report.

Development will be master-planned in accordance with Policy 7, taking into account the site-specific requirements, proposals for the site should:

- **Be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;**

- 8.10 One of the principal concepts within this application is the provision of a "one village" development that seeks to link and integrate the new development to the existing settlement. It also proposes to enhance a range of community facilities and promotes a general layout which encourages movement and integration between the existing and proposed settlements.

- **Incorporate new or expanded community facilities (possibly including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, primary education and healthcare facilities;**

- 8.11 The outline application makes provision either for new or expanded community facilities, both within or within reasonable distance of the proposed village centre. The application includes a range of appropriate community centre uses, enhanced recreational provision and a new 2 form entry primary school. It also provides for the possible future relocation of the existing Tangmere primary academy, should it wish to integrate with the new primary school at some stage in the future.

- **Incorporate small scale business uses;**

- 8.12 A range of small-scale business uses are proposed within the new village centre. It is not possible to suggest exactly what would be appropriate, in terms of detailed future provision, at this stage. However, the range of proposed uses is considered to be acceptable and includes opportunities for small scale business uses within the overall mix.
- **Make provision for green links to the National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;**
- 8.13 An extensive network of green links is proposed within the site, including the provision of a 4km recreational route around the perimeter of the site and good links to the village centre. Both footpath and cycle links are proposed within the site, as well as a financial contribution towards off-site provision which can be used towards improved links and connectivity to and from Chichester and to the South Downs National Park. This contribution, which is recommended to be secured through the Section 106 Agreement, could be used towards improvements to an existing cycle route into Chichester or possibly towards the provision of a new alternative route. The proposal also makes provision within the site for making a potential contribution of an additional and upgraded cycle routes that could potentially contribute to and help facilitate the provision of a new route along the south side of the A27, at some stage in the future.
- **Protect existing views of Chichester Cathedral spire and reduce any impact on views from within the National Park;**
- 8.14 The need for these views to be protected has been recognised from the outset. The proposed layout, as indicated on the illustrative masterplan and on the Parameter Plans, has been designed to protect these and other local important views and settings. This is largely achieved through the location of the proposed green corridors.
- **Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A285 junction to the west of Tangmere providing a link with Tangmere Road. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy 13);**
- 8.15 The main access into the site is proposed to provide primary road access to the site from the Temple Bar roundabout at the A27/A285 junction. Two further access points are proposed from the south along Tangmere Road. The main spine road running north-south through the site is proposed to link the two. Highways England has requested a substantial financial contribution (£7.69 million) which will be used to mitigate impacts in accordance with the Chichester City Transport Strategy. This will be secured through the Section 106 legal agreement.
- **Make provision for improved more direct and frequent bus services between Tangmere and Chichester city, and improved and additional cycle routes linking Tangmere with Chichester city, Shopwhyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and**

8.16 It is proposed to improve the existing 55 bus service, so as to provide more direct and a more frequent bus service between Tangmere and Chichester. At present, the service operates every 20 minutes Monday to Friday from 06.00 until 22.00. The service is less frequent at weekends. The application also proposes to contribute to help improve the existing Westhampnett cycle route or for contributing towards any future cycle route, linking the site to Shopwhyke to the west. Although not part of this proposal, it is understood that some consideration is already being given by the County Council to a possible wider and longer-term route that could link Chichester and Barnham. This site could contribute to any such future route.

- **Conserve and enhance the heritage and potential archaeological interest of the village, surrounding areas and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum.**

8.17 As part of the ongoing consultation exercise, a number of meetings have been held with the Tangmere Military Aviation Museum. The proposed allotments are sufficiently large to meet both the needs arising from the proposed development and to accommodate the possible relocation of the existing statutory allotments adjacent to the museum. This relocation is required to allow the museum to expand. In relation to archaeology, the outcomes from earlier evaluation have been built into the scheme and all appropriate protection is to be provided. This centres on the area referred to as Roman Fields.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

8.18 The proposed development includes detailed proposals for dealing with both surface water and foul drainage. This includes a detailed drainage strategy, the provision of up to 2 pumping stations on the southern part of the site and appropriate links to the upgraded treatment works to the east of the site. Drainage details are considered in more detail later in this report.

Proposals for development should have special regard to the defined County Minerals Safeguarding Area. Preparation of site plans will require liaison with West Sussex County Council at an early stage to ensure that potential mineral interests are fully considered in planning development".

8.19 Appropriate consultation with West Sussex County Council has been undertaken in relation to minerals safeguarding. The County Council has been consulted and has responded to this application. This matter is considered later in this report.

Policy 7- Masterplanning Strategic Development

8.20 Policy 7 requires that the development of strategic locations identified in the Local Plan will be planned through a comprehensive Masterplanning process. This should involve the active participation and input of all relevant stakeholders and should be developed in consultation with the Council, before the submission of a planning application.

8.21 As Members may recall, the current applicant did prepare such a Masterplan, which was considered and endorsed by the Council's Planning Committee in January 2020. The scheme has been further developed since that time. It is considered that the process followed has ensured that the requirements of Local Plan Policy 7 have been fully met.

Tangmere Neighbourhood Plan

8.22 The Tangmere Neighbourhood Plan was "made" in July 2016 and consequently forms part of the Development Plan for Tangmere. It sets out the Parish Council's vision for a "one village" approach to major development in Tangmere. This means that this proposed development should fully and properly integrate with the existing community that is already located within Tangmere village. To help deliver this vision, the Neighbourhood Plan sets out a number of objectives and Policies which are designed to support the growth of the village. Policy 2 is particularly relevant, as it sets out the principles for housing and other proposed land uses. It is appropriate to consider and comment on each of the relevant provisions within Policy 2 below.

Development proposals for housing and other uses on land designated by the development plan as the Tangmere Strategic Development Location (TSDL) and associated land, as shown on the Policies Map, will be supported, provided they accord with the following principles:

i. The site layout makes provision for the Tangmere Sustainable Movement Network of Policy 9, including the creation of the 'East-West Corridor' and the 'North-South Link Road' including road, footpath, cycleway and bus routes as shown on the Policies Map and Concept Plan;

8.23 The provisions of the Tangmere Neighbourhood Plan have been fundamental to the development and evolution of both the Masterplan and this outline planning application. The Access and Movement Parameter Plan seeks to demonstrate compliance with the Tangmere Sustainable Movement Network. More generally, the application proposes both the provision of an "East-West corridor" and a "North-South link road" through the site, which will provide access to and from the A27 to the north and Tangmere Road to the south. It also proposes extensive roads, footpaths, cycleways and improved bus services.

ii. The provision of the 'East-West Corridor' includes the formation of the 'Village Main Street' as an extension of Malcolm Road into the site, as shown on the Policies Map and Concept Plan;

8.24 The provision of a "village Main Street" and the "East-West corridor" also form key elements of this outline planning application. The latter is proposed as an extension of Malcolm Road and is a "no through route" for vehicles, in accordance with the wishes of the local community. Although not directly relevant to this application, the Parish Council has a strong desire to see an area of land that lies outside and to the south of the application site to be developed for appropriate uses at some stage in the future. This cannot be delivered through this application as the land in question falls outside the application site. However, the application does not in any way preclude or stop this from happening at some stage in the future.

iii. The character of housing development takes into account the following principles:

a. Around the 'Village Main Street' and 'East-West Corridor' there will be an emphasis on the provision of housing types that are of a smaller size suited to starter homes and homes for downsizing and on establishing a layout that provides attractive, safe and accessible pedestrian and cycle links to the 'East-West Corridor', to the new Primary School and to the 'Village Main Street';

8.25 At this stage, these details are not all known because it is an outline planning application. However, the Building Heights and the Density Parameter Plans indicate the potential ranges and types of dwellings that are envisaged within different parts of and different areas of the proposed development. Some smaller units may well be provided above any commercial units within the proposed expanded village centre. These matters can and should be considered in more detail at any future reserved matters application stages. The outline application proposes attractive, safe and accessible cycle and pedestrian links along Malcolm Road, linking existing and newly proposed facilities to both the existing and the proposed new communities. This is shown on the Movement and Access Parameter Plan.

b. Toward the southern and western periphery of the TSDL, there will be an emphasis on the provision of housing types and built forms that help create an attractive rural edge to the settlement, including larger size family homes, and on establishing a layout that contributes to the setting and delivery of the Tangmere Green Infrastructure Network as set out in Policy 8. In establishing the layout, regard should be had to the high winter groundwater levels, with consideration given to providing ponds and water areas to create an effective flood protection scheme, forming part of a sustainable drainage system. The layout should also contribute to the setting, delivery, accessibility and safe use of the Sustainable Movement Network as set out in Policy 9;

8.26 The proposed Building Heights and Density Parameter Plans show a range of dwelling densities and dwelling heights, with lower densities being proposed in the more appropriate and potentially sensitive locations. The lowest densities and building heights are proposed on the southern and western extremities, in accordance with this policy. Appropriate drainage arrangements (which are recommended to be secured by condition) also form part of this outline application. As explained above, the proposals also seek to deliver the vision created by the Tangmere Sustainable Movement Network.

iv. Affordable homes will be provided throughout the site in line with Policy 34 of the Chichester Local Plan -Key Policies2014-29though there will be at least 40% of that provision made in the form of intermediate housing tenures;

8.27 In accordance with current policy, 30% of the proposed residential units (390) are to be affordable. Of the affordable elements, at least 40% will be of intermediate housing tenure, fully in accordance with the requirements of this Neighbourhood Plan policy.

v. Development will be dependent on the provision of infrastructure for adequate waste water conveyance and treatment to meet strict environmental standards;

- 8.28 Appropriate foul drainage arrangements form part of this outline application. These matters are considered in more detail elsewhere in this report and details are recommended to be secured through the imposition of appropriate planning conditions.
- vi. The development layout and buildings will sustain and enhance the significance of the character and setting of, and views to, St. Andrews Church and of the Tangmere Conservation Area;**
- 8.29 The proposals have been developed to respect each of these important considerations and visual impact and heritage matters are considered in more detail, later in the report.
- vii. The development layout will contribute to creating and sustaining the Tangmere Green Infrastructure Network of Policy 8 and will specifically comprise:**
- a. the retention of existing hedgerows and other landscape features within and on the edge of the site that are of significant value to deliver biodiversity benefits and to form part of the Tangmere Sustainable Movement Network of Policy 9;**
- 8.30 Wherever possible, existing hedgerows and other landscape features are proposed to be retained and supplemented with appropriate additional planting throughout the site.
- b. the creation of a new nature conservation area, comprising suitable means of managing public access to create and sustain biodiversity value;**
- 8.31 A series of open spaces (both informal and formal) are proposed as an integral part of this development. These constitute a substantial part of the overall site.
- c. a Community Orchard/Garden/Allotment in the broad location shown on the Concept Plan;**
- 8.32 A significant area (2.1 hectares) of allotments is proposed to meet the needs of the new development and to allow for the relocation of the existing statutory allotments adjacent to the Tangmere Military Aviation Museum. A community orchard (0.46 hectares) is also proposed as part of this development, within the western half of a field that is located to the west of Saxon Meadow.
- d. a Structural Landscape Belt around the north-eastern, northern, western and southern boundaries of the site of sufficient width to include a landscape amenity and a foot and cycle path along its entire length to form part of the Tangmere Sustainable Movement Network of Policy 9;**
- 8.33 The Open Space and Landscape Parameter Plan proposes a substantial landscape belt around the northern, north-eastern, western and southern boundaries of the site. These would be wide enough to accommodate footpaths and cycle ways and can contribute cumulatively towards meeting the requirements of the Tangmere sustainable movement network.
- e. a new Public Park in the broad location shown on the Concept Plan, comprising sufficient space to include a children's play area, a recreational area, sports pitches and an outdoor sports pavilion, all of which connect with the Tangmere Sustainable Movement Network of Policy 9; and**

- 8.34 A new public park and sports area, referred to as Saxon Meadows, is proposed within the central part of the site and will include the required facilities, including an adult sports pitch, a junior sports pitch, an adult cricket pitch, informal play space and a relatively large (up to 150m²) sports pavilion with car parking in the north west corner. Further parkland is also proposed within the northern part of Roman Fields.

f. proposals for securing the satisfactory ongoing management of all the Tangmere Green Infrastructure Network within the site;

- 8.35 The proposed future management arrangements are not known and do not need to be decided at this stage. However, discussions have already taken place with the Parish Council and the Land Trust to help identify and consider potential options for the future. These discussions will need to continue if outline planning permission is granted, but they do not need to be settled at this time. Future management arrangements will form part of a Section 106 Agreement, if this outline planning application is approved.

viii. There will be approximately 2.4 hectares of land safeguarded for a new Primary School in the broad location shown on the Concept Plan;

- 8.36 The required 2.4 hectare area of land is proposed as part of this development, together with an additional 0.49 hectare area to the north, so as to allow for the relocation of the existing Tangmere Primary Academy, should it decide to relocate and to form part of the new primary school, at some stage in the future. This would also help the requirements of Tangmere Neighbourhood Plan Policy 4 (vi) to be delivered. This Policy deals with the possible future redevelopment of the existing Academy site. The Academy was consulted in relation to this application.

ix. There will be a new Community Facility provided in the broad location shown on the Concept Plan to serve the existing and new communities and:

- 8.37 Two options are shown as potential locations for the provision of either completely new community facilities or for an extension to existing provision. These options are designed to meet the requirements of this policy. Although the detailed provision is not known at this stage, the proposed 1,100m² level of provision will be sufficient to meet the requirements of a. and b. below.

a. will comprise rooms and facilities to service large community events, including amongst others a Youth Club, Community Kitchen, an Artisan Local Market, a café and a room suited to early years childcare service provision; and

b. will include proposals for securing the satisfactory ongoing management of all the Tangmere Green Infrastructure Network within the site;

x. Commercial uses on the site will be provided in the form of a small parade in the 'Village Main Street' to serve the convenience and local services needs of the existing and new residents and comprising a mix of units suited to A1-A5 and B1(a) uses (subject to marketing evidence), some or all of which may be delivered with dwellings on upper floors.

- 8.38 The government has recently amended the Use Classes Order but the proposals reflect a mix of uses (within the new Use Class E, as well as other appropriate uses such as a café) which would be in accord with the above policy. At this stage, it would be premature to speculate on what might be the most appropriate or required uses for an expanded Tangmere village centre for the future. However, the range of potential uses proposed provides the required level of flexibility, so that these important decisions can be made at the appropriate time, in the future.
- 8.39 As well as Policy 2, the Tangmere Neighbourhood Plan also includes a number of other Policies which are considered to be relevant to this proposal. A brief commentary on each of these is set out below:-
- 8.40 Policy 6: Tangmere Military Aviation Museum - This application provides for the future expansion of the existing museum by making provision for the current allotments to be relocated to a convenient and alternative site of at least equal size, within the proposed development.
- 8.41 Policy 7: Land to the west of Malcolm Road - This policy supports development proposals for open land to the west of Malcolm Road, provided that it contributes positively to achieving the quote village Main Street" and the "Tangmere Sustainable Movement Network". As has been explained, the area of land in question does not actually form part of the current application site and this application cannot, therefore, propose the development that is expected by Policy 7. However, it does recognise the potential for any future development on the land and, importantly, it does not in any way stifle or preclude this from happening. Indeed, the applicant has sought to demonstrate how the potential for future development might be achieved, in order to help provide an enhanced expanded village centre.
- 8.42 Policy 8: Tangmere Green Infrastructure Network - The Neighbourhood Plan proposes the establishment of a green infrastructure network for the village. The application includes proposals for a variety of green infrastructure assets, including informal open spaces, allotments, playing fields, landscaped noise attenuation buffers, assets of biodiversity value and children's play areas. It also includes footpaths and cycleways that would form part of a Tangmere Sustainable Movement Network. This complies with the requirements of this Policy.
- 8.43 Policy 9: Tangmere Sustainable Movement Network - Such a network is proposed to be located around and within the existing and new village of Tangmere. It will comprise strategic footpaths and cycleways and will link in with the green infrastructure network envisaged under Policy 8. It would also provide a network of strategic and local road networks and other proposals for managing trips and for promoting public transport.
- 8.44 Policy 10: Design - This policy seeks to ensure that the design of new development reflects the local character of the existing village in terms of scale, density, massing height, landscape, layout and materials. It also seeks to protect important views of the spires of St Andrew's Church at Tangmere, the Parish Church of St Andrew in Oving and Chichester Cathedral and of Halnaker Windmill to the north. Although the full detail of such matters is not known at this stage, the application seeks to demonstrate compliance with this Policy through the proposed Parameter Plans and the overall illustrative Masterplan layout.

West Sussex Joint Minerals Local Plan (July 2018)

- 8.45 This adopted Plan sets out a minerals strategy for West Sussex and covers the period up to 2033. It is the most up-to-date statement of land use planning policy for minerals and it provides the basis for making consistent decisions about planning applications for mineral activities in West Sussex.
- 8.46 Because the site is located within an area identified as having potential for the extraction of sharp sand and gravel, the applicant prepared an Mineral Resource Assessment which concludes that the quality and quantity of the resources identified vary around the site between a depth of 2.1 and 7.5m, and the calculated volume of material available after considering site constraints for extraction is estimated to be about 495.000m³.
- 8.47 The relevant policy from this Plan is Policy M9, which states that:-
- Policy M9: Safeguarding Minerals*
- (a) Existing minerals extraction sites will be safeguarded against non-mineral development that prejudices their ability to supply minerals in the manner associated with the permitted activities.*
- (b) Soft sand (including potential silica sand), sharp sand and gravel, brick-making clay, building stone resources and chalk reserves are safeguarded against sterilisation. Proposals for non-mineral development within the Minerals Safeguarded Areas (as shown on maps in Appendix E) will not be permitted unless:*
- (i) Mineral sterilisation will not occur; or*
- (ii) it is appropriate and practicable to extract the mineral prior to the development taking place, having regards to the other policies in this Plan; or*
- (iii) the overriding need for the development outweighs the safeguarding of the mineral and it has been demonstrated that prior extraction is not practicable or environmentally feasible.*
- 8.48 A detailed assessment in relation to this policy is considered later in this report. However, Officers need to balance the benefits that this site might bring in housing number terms, against the potential value of the site in mineral terms. This is an important strategic housing allocation and the site potentially should be able to provide up to 1,300 much needed new homes. While the site may have some possible benefit for sharp sand and gravel extraction, the latest assessment suggest that supplies already exist to meet needs up to 2033.
- 8.49 Furthermore, there is evidence that this would potentially be a difficult and expensive site to extract from. Extraction would also have to consider the impacts on the important archaeological features that exist on the site. Such activity could potentially delay or stifle potential housing development on site, which would have significant adverse impacts and would certainly create greater pressure for housing elsewhere in the District.

Other Planning Policy

- 8.50 The District Council is currently reviewing its Local Plan and the Council has recently acknowledged some delay in the review of the Local Plan. Policy AL14 is of some relevance and is set out in full below.

Policy AL14: Land West of Tangmere

Approximately 73 hectares of land to the west of Tangmere is allocated for residential led development of a minimum of 1,300 dwellings. Development in this location will be expected to address the following site-specific requirements:

- 1. Be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;*
- 2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;*
- 3. Incorporate new or expanded community facilities (including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, open space, primary education and healthcare facilities;*
- 4. Make provision for green links to the National Park and Chichester City. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;*
- 5. Protect existing views of Chichester Cathedral spire and reduce any impact on views from within the National Park;*
- 6. Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A285 junction to the west of Tangmere providing a link with Tangmere Road. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy S14);*
- 7. Make provision for improved more direct and frequent bus services between Tangmere and Chichester City, and improved and additional cycle routes linking Tangmere with Chichester City, Shopwhyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and*
- 8. Conserve and enhance the heritage and potential archaeological interest of the village, surrounding areas and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum.*

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

Proposals for development should have special regard to the defined County Minerals Safeguarding Area. Preparation of site plans will require liaison with West Sussex County Council at an early stage to ensure that potential mineral interests are fully considered in planning development.

- 8.51 The application site is identified as a strategic housing allocation under draft policy AL14. In very general terms, apart from proposing a higher number of dwellings, the more detailed provisions of this policy are similar to those explained above in relation to existing Policy 18. The issue of the higher housing numbers is dealt with in the following section of this report.
- 8.52 Particular attention is drawn, however, to the wording near the beginning of this draft Policy, which allocates the site for a residential led development "of a minimum of 1,300 dwellings" and which is to be planned as an integrated extension to the existing village of Tangmere. The Policy identifies a number of site-specific requirements, such as new or expanded community facilities, local convenience shopping and opportunities to deliver enhanced recreation, open space, primary education and healthcare facilities.
- 8.53 The Council has acknowledged some delay in the review of the Local Plan and its submission is currently envisaged for March 2022. Consequently, while Policy AL14 is of some relevance, it can only be afforded limited weight in the determination of this outline planning application. Nevertheless, subject to all other criteria being met, this emerging policy does recognise the potentially increased capacity of the site, over and above the 1,000 new dwellings allocated in the current Local Plan Policy 18. Indeed, it suggests a minimum of 1,300 homes, while this application proposes up to 1,300 homes.

Summary

- 8.54 Overall, it is concluded that this outline planning application complies with the policy requirements of both the existing and the emerging Local Plans and with the provisions contained within the more detailed Policies of the Tangmere Neighbourhood Plan.

ii. Housing Land Supply

- 8.55 This is the last of the District's currently allocated strategic development housing sites. The application proposes that up to 1,300 new dwellings be constructed on the site. This is a proposed development of significant size and is one which, if approved, would contribute to helping meet housing land supply in the District, over the next 10 to 12 years. The Council assesses housing land supply each year, with the most recent assessment being carried on 1st April 2020. At that time, housing provision amounted to 2,831 dwellings in total, which is roughly equivalent to a 4.3 year housing land supply. Each year for the next 5 years, the housing requirement is 659 dwellings a year, meaning that over the five-year period, housing land supply should be available which is sufficient to construct 3,297 dwellings. This number cannot be met at present.
- 8.56 The current Local Plan runs through until 2029 and during the period up until then, strategic housing locations such as this site are envisaged to make a significant contribution to helping meet housing supply. Because this is the last of the current strategic site locations within the existing Local Plan, its delivery is an important consideration.
- 8.57 The current five-year housing land supply period runs from 1 April 2020 until 31 March 2025. Despite being allocated for housing development in the Local Plan, Tangmere is not currently included in the housing land supply assessment, because no housing completions were expected on the site before 2026. This timescale falls outside the relevant assessment period.

- 8.58 However, if this outline planning application was to be approved, the applicant has indicated that development could start in 2022, with initial housing completions being delivered in 2023. Consequently, if this application is approved, this site has the potential to start contributing towards helping meet the District's housing needs within the appropriate 5-year period.
- 8.59 Policy 18 allocates the site for up to 1,000 new dwellings, but emerging Policy AL14 recognises the potential of the site to satisfactorily accommodate a higher number of dwellings and consequently proposes a minimum of 1,300 dwellings on the site. The application is for up to 1,300 new dwellings. As has been explained however, Policy AL14 can only carry limited weight, given its current status.
- 8.60 Overall, it is clear that Policy 18 establishes the principle of significant residential development on the site and emerging policy AL14 recognises the potential of the site to deliver a higher number of new homes. Given that the Council is not currently able to demonstrate an adequate 5-year supply of housing land across the District and given that this site has the potential to contribute towards meeting supply over quite a long period time (and over an even longer period if 1,300 homes are approved, rather than 1,000), it is considered that there is a strong case for allowing the higher number of up to 1,300 new dwellings on this site.
- 8.61 While this higher number of houses is considered to be justified in relation to Policy 18 and, therefore, worthy of support, in principle, this should only be so if it can be adequately demonstrated that this higher number of homes can be provided in a satisfactory manner and in accordance with the other policy requirements.
- 8.62 Subject, therefore, to these matters being satisfactorily assessed, it is concluded that up to 1,300 new dwellings on this site is justified and appropriate. Indeed, given the current shortfall in housing land supply and the need to make the very best and the most efficient use of scarce housing land within the District, it is considered there is a compelling case to support up to 1,300 dwellings on this site.

iii. Access and Movement.

New access proposals

- 8.63 The Access and Movement Parameter Plan indicates three principal vehicular access points to the site. The main one of these is the principal access that is proposed to be taken from the existing Temple Bar grade separated junction on the A27 Trunk road. It is noteworthy that four slip roads already exist at this junction, which will enable vehicles to leave and enter the site from both the east and the west. Furthermore, this junction also provides access to and from the north, via the A285. This main access is proposed to be constructed early in the development process, as it will provide the main (and only) construction access into and out of the site.

- 8.64 Within the site, consideration needs to be given to the Access and Movement Parameter Plan which has been submitted as part of this application. This shows the proposals more generally and also sets out the proposed principal road network, along with secondary street access points and point of access across green corridors. The details are supported and supplemented by additional information found within the submitted Design and Access Statement.
- 8.65 In accordance with policy, the strategy pursued has been designed to provide an effective north-south spine road, which would connect the A27 Temple Bar junction with Tangmere Road to the south. This has been designed to provide an effective link, but without becoming a barrier within the development. This north-south spine road would also connect to a principal east-west route that would lead into the west side of the new expanded village centre. This is designed to be highly attractive and fully permeable and accessible to both pedestrians and cyclists.
- 8.66 To the south of the site, two new accesses are proposed from Tangmere Road, one of which will involve the creation of a new roundabout. A second to the east will be in the form of a new T junction and will serve a small number of new homes. The proposed roundabout is designed to form a new "gateway" to the village and also to help reduce traffic speeds on Tangmere Road. It is proposed to reduce the speed limit along Tangmere Road from 60mph to 40 mph and the proposals reflect this objective. This would have to be achieved through the applicant submitting a Traffic Regulation Order (TRO) to West Sussex County Council and the proposals provide for such an application then being successful. The applicant proposes to submit the required TRO soon after the grant of any outline planning permission. The outcome from this quite separate process cannot be predicted or anticipated at this stage and there can consequently be no guarantee that the proposed speed reduction will be achieved. However, there is no known reason why it should not succeed, but if it does not, then the Tangmere Road accesses can still be provided safely, but there will be other implications. These could include the loss of additional existing hedgerow and planting in order to achieve higher levels of visibility. As the applicant wishes and proposes to reduce the speed limit and as this approach is well supported, this is how the proposal has been assessed. A condition is recommended to deal with this issue.
- 8.67 These two access points from Tangmere Road will also be constructed relatively early in the development process (through a trigger in a Section 106 Agreement), so as to provide access to the various stages of development. However, as is explained above, before any development proceeds, a construction access is proposed into and out of the site at its northern end, at the Temple Bar junction. This is designed to ensure that construction traffic does not travel through the existing Tangmere village or accesses the site from elsewhere.

- 8.68 There is also a further vehicular highway extension at the western end of Malcolm Road, which will solely be used to provide vehicular access the new primary school from the existing village and an eastern part of a new parking area for the proposed village centre amenities. There will also be another second western parking area for the new village centre amenities (which will be accessed from the west) but vehicles will not be able travel between the existing village and the proposed new development. This is because following extensive discussions, it has been agreed that this will not provide a vehicular through route along Malcolm Road, thereby not allowing vehicles to travel between the existing village and new development to the west, via Malcolm Road. However, there will be free movement between the two areas for pedestrians and cyclists, so as to help ensure that the existing and proposed settlements are properly connected.
- 8.69 Members are reminded that while this is an outline planning application, the three accesses explained above (the main A27 Temple Bar access and the two Tangmere Road accesses, as well as the extension to Malcolm Road) have been submitted for formal consideration at this outline stage. Consequently, details of the proposed vehicular access points are contained within three of the submitted drawings. Each has been carefully assessed by both Highways England and West Sussex County Council, in their capacities as the relevant highway authorities.
- 8.70 At the north of the site, the principal vehicular access is proposed to be created by upgrading the existing roundabout arrangement at the Temple Bar A27 grade separated junction. This will form a "Northern Gateway" to the proposed development and this will also form the northern end of the principal spine road that will run from north to south, through the site. The southern end of the spine road will link to the new proposed roundabout along Tangmere Road.
- 8.71 Within the site, a Principal Road Infrastructure Zone (the spine road) is shown connecting the new access from the A27 to the proposed village centre and then running in a generally southern direction down to Tangmere Road at the proposed new roundabout. A number of secondary street access points (6 are shown) are then proposed from the spine road, so as to provide access to different residential parcels within the site. Beyond the spine road, a number of secondary street access points over green corridors are also shown.
- 8.72 Highways England is responsible for the A27 Trunk Road, while West Sussex County Council is responsible for all other highways. Both have been consulted on this application (including the proposed access arrangements) and West Sussex County Council has raised no objection, subject to the imposition of a number of relevant planning conditions and Section 106 requirements. Since the original consultations were undertaken, both highway authorities asked the applicant to provide some further information. This has since all been provided and completed. Highways England's latest and current position is explained below. West Sussex County Council has, however, confirmed that from its perspective, subject to the provision of appropriate improvements and other works, there is no highway reason why this development should not proceed. These requirements have been included in the recommended planning conditions or will form part of the section 106 agreement.

- 8.73 Highways England's position requires more detailed consideration. It has been consulted upon this proposal as it has evolved, prior to the submission of this application, over quite a long period of time. Following the initial consultation on this application, Highways England asked for further information, which was then provided by the applicant. It appears that having started to consider some of this additional information further, some concerns have arisen. These appear to follow some work relating to an independent analysis of a safety audit and other matters.
- 8.74 The outcome from this is that Highways England is still not in a position to provide a substantive response to the Council and accordingly is unable to remove its current holding objection. This is because it has advised that some further work is necessary to ensure that the development proposals can come forward without severe impact to both the Strategic and Local Road Networks. It also requests that the Council, as Local Planning Authority, continues to refrain from determining this application, (other than a refusal), due to the potential for the proposals to have an unacceptable impact on the safety, reliability and/or operational efficiency of the Strategic Road Network.
- 8.75 While regrettable that this issue has arisen so late in the process, it is nevertheless important that it is satisfactorily addressed and resolved. The applicant has already responded to Highways England, setting out its position and has provided a number of relevant considerations. It is also seeking an urgent meeting to help find an agreed outcome and an appropriate way forward. Both parties appear to accept that there is a solution, but the actual solution has yet to be identified and agreed. This may be possible before the Planning Committee considers this application, but if this cannot be achieved, then in order to help progress matters and to provide greater certainty about this proposed development, the recommendation to approve this application is contingent upon this matter being resolved.
- 8.76 Members attention is also drawn the Highways England requirement for the applicant to make a relevant contribution to the A27 Local Plan mitigations in line with Chichester District Council's SPD 'Approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass'. This document identifies a contribution of £5,914 per dwelling for the Tangmere Strategic Development. As such, a contribution of £7,688,200 (1,300 dwellings x £5,914/dwelling) will be required. This will be secured through the Section 106 Agreement which will be linked to any grant of outline planning permission. Highways England has confirmed that it can accept staged payments but has reminded the Council that the Chichester Bypass junctions are all over capacity and that they require upgrade now. Highways England considers that it is important for funds to be collected to enable works to be constructed, as soon as practicable.
- 8.77 There are a number of off-site highway improvements proposed to junctions off the site, which will require some initial monitoring of traffic once the development proceeds, to help establish what improvements might be required. These junctions are:-
- A285 Stane Street / Roman Road – potential signalised scheme including carriageway widening.
 - A285 Stane Street / New Road – potential signalised scheme including carriageway widening.

- Drayton Lane / Tangmere Road – an alternative mitigation scheme to that already committed in relation to the consented Shopwyke Lakes development (ref 11/05283/OUT) is proposed. Instead, a signalised scheme is proposed, without significantly affecting the underlying geometry of the existing junction

If the proposed monitoring confirms that the improvements are required, then they will be provided in the future. Because they are off-site, these arrangements all need to be included in the proposed Section 106 Agreement.

- 8.78 In order to provide other appropriate safeguards, a number of highway related planning conditions are also recommended if outline planning permission is granted. Some of the more important examples include the need to secure a reduced speed limit along Tangmere Road from 60mph to 40mph, a full restriction on construction traffic travelling through the existing Tangmere village and the provision of the main construction haul road into the new site before development commences.
- 8.79 Overall, therefore, subject to the Temple Bar junction issue, which Highways England remains concerned about, being satisfactorily resolved and subject to a number of highway related conditions and to all relevant matters being included in a Section 106 Agreement, there is no highway reason why this development should not be approved. Any planning conditions and matters to be included in the Section 106 Agreement that might be required by Highways England will be identified and included, once the Temple Bar issue has been resolved.

Walking and cycling

- 8.80 Of equal importance is the provision of appropriate facilities for both cyclists and pedestrians. While not forming part of this application in detailed terms, a range of on and off-street facilities are proposed to be provided throughout the development and strategic external pedestrian and cycle connections will also be provided at a number of points including:-
- Malcolm Road
 - Church Lane
 - Tangmere Road (at the western and eastern principal vehicular access points)
 - Tangmere road (opposite Gamecock Terrace)
 - the A27 Temple Bar junction
 - the north-east corner of the site connecting to the existing A27 cycleway.
- 8.81 In relation to cycling, strategic segregated cycle and footpath connections are proposed through the site, including a main route which will connect Tangmere Road to the south with the existing A27 cycleway in the north at two points – one at the A27 Temple Bar junction and a second in the north east corner of the site. A proposed segregated cycleway is shown along almost all of the southern part of the site along Tangmere Road. From Tangmere Road, it is shown running northwards, before connecting to the expanded village centre to the north. It has been noted that the potential to provide such a route (or a part of it) on the east side of the existing watercourse to the west of Mannock Crescent is currently restricted by some unauthorised property intrusions. This is a matter that will need to be addressed at a future detailed stage. From the expanded village centre, it is then shown running to the west of the existing health centre and then to the east of the

proposed school, before linking to the north east corner of the site, where it would meet the existing cycleway on the south side of the A27. A separate strategic route is then also proposed from the west of the expanded village centre, to the A27 temple Bar junction. These two routes will link Tangmere to Chichester via the existing Westhampnett cycle route. There will also be a segregated connection to the north of Saxon Meadow, which would connect to Church Lane. The applicant has confirmed that all new main strategic cycleways within the site will comply with recent LTN 1/20 advice and guidance.

- 8.82 Within the site, a principal circular 4km recreational route for use by both pedestrians and cyclists is also proposed to be provided around the majority of the site boundary. The recreational route will be hard surfaced and will be wide enough to cater for both cyclists and pedestrians. In addition, recreational routes are shown to be provided through the proposed western and eastern areas of public open space. The northern part of the principal circular route will have the potential for being upgraded to a full segregated cycle route, if that becomes a future requirement of it becoming part of a more strategic route. Connections will be made from the principal recreational route to both the principal segregated cycleway and to an existing public right of way. Additional footpaths will also be created through areas of public open space within the site.
- 8.83 It is considered that the proposed on-site pedestrian and cycle routes are proposed to be in accordance with national guidance and established local policy. In particular, the proposed network meets the expectations of Tangmere Neighbourhood Plan Policy 9 and the plan that supports it. It is noted that some representations have been received which question the technical design of the indicated on-site cycling and footpath facilities. These can and should be properly considered at any future reserved matters applications stages but there is adequate space within the required areas for the proposed facilities to be provided to appropriate standards, if this outline application is approved.

Off-site cycling provision

- 8.84 In terms of off-site cycling provision, the applicant is proposing to contribute a financial sum of around £630,000, which could be used towards improvements to the existing Westhampnett cycle route that links the site and Tangmere to Chichester City. This existing route requires cyclists to use and cross the Temple Bar junction, which then links just off its north west corner to an existing dedicated cycleway that runs west towards and then through Westhampnett. The contribution is proposed to provide an improved route as a result of some additional lighting, some improved surfacing and other potential measures, in order to make it more cycle friendly.
- 8.85 This existing route includes three different sections from Tangmere - initially a dedicated route from the Temple Bar junction to Westhampnett, where it then joins a relatively short section of an "on road" route along the Old Arundel Road. From there, to the west of a roundabout, it joins Stane Street where it runs along a well-surfaced shared pathway on the south side of the road into Chichester. It reaches Chichester near The Range store and then the Sainsbury car park.

- 8.86 There has, however, been some concern indicated about the suitability of this existing route and some criticism of the approach that is proposed to be taken. It has been suggested that it is not a fully dedicated route, one that is not direct enough and one on which there is potential for conflict between cyclists and pedestrians. There are also some concerns indicated about safety, particularly when crossing the A27 at the Temple Bar junction and also when crossing junctions along Stane Street. While these concerns have been considered and are, to some degree, understood, consideration also needs to be given the fact that this is an existing cycle route that is already used by cyclists. It is also proposed to be improved, using the contribution from the applicant. This approach is favoured and supported by West Sussex County Council.
- 8.87 There have also been suggestions that an alternative route along the south side of the A27, which links to Shopwhyke, would be a better approach. Within the site, a section of the principal recreational route from the Northern Gateway site access, running westwards towards the north-west corner of the site is shown as having the potential to be upgraded to a full segregated cycleway. This reflects and recognises the potential of the site to connect the proposed development to any future new strategic cycle route that might be provided from Tangmere to Chichester, along the south side of the A27 and also from the south of the site to Barnham. It is estimated that from the south-east corner of the site in Tangmere Road up to the boundary in the north-west corner of the site, this development has the potential to contribute around 2 kilometres of segregated cycle route to any such future route.
- 8.88 Member's attention is drawn to Policy 18 of the Chichester Local Plan that requires new development to make provision for "improved and additional cycle routes linking Tangmere with Chichester city, Shopwhyke and Westhampnett". It is considered that the proposal to improve the cycle route to Westhampnett accords with these requirements. However, there is clearly also a desire for an alternative or an additional cycle route to be provided, possibly along the south side of the A27, linking this site to that at Shopwhyke and from there, into Chichester city. There is some strong support for this approach.
- 8.89 It is relevant to note that the land to the west of the application site (between the site and Shopwhyke) is not within the applicant's control or ownership. Consequently, it is not realistically possible for the applicant to propose or provide facilities that go beyond what can be shown in the application. The applicant is not opposed to a potential additional route, but it is simply not in a position to promote something which it simply cannot deliver.
- 8.90 It is understood that West Sussex County Council is currently considering the longer-term possibility of a new cycle route between Chichester and Barnham. A route along the south side of the A27 could form an important part of any such future provision. The proposed cycle provision within the site can, if approved and built, potentially make an important contribution of around 2 kilometres to part of such a route. Provided, therefore, that provision is made (as it will be) within this development to help facilitate any such future route, it is considered that Policy 18 is appropriately complied with.

- 8.91 It is recognised that deciding upon the appropriate solution for the best link to Chichester at this stage is difficult. An improvement to the existing Westhampnett route can be delivered and meets the requirements of Policy 18. It is consequently proposed by the applicant and is supported by West Sussex County Council. Conversely, while it may be a preference for some, committing the contribution only to a possible future (but not agreed or committed) scheme along the south side of the A27 would be highly risky at this time. If, for whatever reason, such a route cannot be delivered within a reasonable period of time in the future, then the contribution may not be used at all and it may have to be returned to the applicant. This could result in no cycling improvements at all being delivered outside the site.
- 8.92 In terms of how and when a contribution from the applicant towards improved off-site cycling provision might be used, this will be secured through the Section 106 Agreement. To allow flexibility as to how and when this contribution can be used, it is proposed that the Section 106 Agreement makes provision for this financial contribution to be collected as the initial phases of the proposed development become occupied, but that that the Agreement does not require then this to be used immediately. The Section 106 Agreement does not need to specify exactly how it is to be used, other than as a contribution towards improving cycling provision between Tangmere and Chichester. Such flexibility will then enable the financial contribution to be used, either towards an improvement of the existing Westhampnett route or as a contribution towards any new route along the south side of the A27, if that proves to be feasible and deliverable at the appropriate time. It could also potentially be a combination of the two.
- 8.93 It is recommended that a decision in relation to this matter should be made within no more than 5 years from the date that the contribution is initially collected and then used no later than 10 years from when it is collected. This should help to ensure that one or other of the potential improvements (or possibly a combination of the two) is made within a reasonable overall period of time. This would comply with Local Plan Policy 18 and should allow sufficient time for all options to be properly considered, progressed and implemented.

Public Transport

- 8.94 Public transport is also an important consideration. At present, Tangmere is served by the Stagecoach 55 service which links to Chichester to Tangmere. This is a service that operates every 20 minutes from 06.00 to 22.00 each day in the week (Monday to Friday), with a less extensive service at the weekends. It is understood to run every 30 minutes on a Saturday and every hour on a Sunday. Members will note the representation from Stagecoach in which it indicates a willingness to work with appropriate bodies, in order to help enhance this service and the fact that some discussions have already taken place. This general objective would also accord with the wishes of both Boxgrove, Oving and Westhampnett Parish Councils.
- 8.95 This application is supported by a Transport Assessment, and Appendix O includes a Public Transport Strategy. This includes the provision of a financial subsidy to be made during the first 8 years of development, after which the service should become commercially self-sustaining. The full details of this subsidy are still under consideration and will be a matter for the Section 106 Agreement. However, in principle, it is considered that such a contribution would be an acceptable approach and if permission is granted, this will form part of the Section 106 Agreement.

- 8.96 More detailed discussions will be required to help define the detail of any future service that might be provided, but opportunities should be taken to assess whether such an enhanced service can provide improve links to neighbouring developments and other areas, so as to ensure the provision of a more regular and extended service, as requested by some other Parish Councils.

Summary

- 8.97 Overall, subject to the imposition of a number of relevant conditions and the section 106 legal agreement, it is considered that in respect of the proposed approach towards cycling and walking and public transport, the proposal complies with local and national policy. No objection on these matters has been received from West Sussex County Council, subject to appropriate conditions and the completion of an appropriate Section 106 Agreement.

iv. Design and Layout

- 8.98 As this is an outline planning application, no details of the design or the final layout are to be considered at this stage. The application, is, however, supported by a Masterplan and five Parameter Plans, the latter of which are for formal consideration. Taken together, the five Parameter Plans seek to indicate how it is envisaged that the development might proceed and eventually appear. This is then brought together on the illustrative Masterplan, which can be found on page 63 of the revised Design and Access Statement, dated March 2021.
- 8.99 This shows all of the important and key features of the proposed development, such as the expanded village centre, the new primary school, the main spine road, potential new community facilities, green corridors, open spaces and recreational areas and the potential areas for residential development. While the illustrative Masterplan is not for formal consideration at this stage, the submitted Parameter Plans are for formal consideration. These show the overall development parameters that are proposed and also demonstrate that a satisfactory form of development can be achieved on the site. These are now considered, as follows:

Building Heights

- 8.100 The Building Heights Parameter Plan sets out an approach to the height of proposed buildings, which has been designed to respond to the topography of the site, the existing built environment and which seeks to create a distinctive townscape. This Parameter Plan also sets out the maximum proposed heights of buildings within each of the zones. This shows that the majority of new development will be 2 or 2.5 stories, where building height will not exceed 10.5 metres. This maximum height has been reduced from 11metres since submission of the application.

- 8.101 Only two much smaller areas are shown to propose buildings which would exceed this height. The first of these is an area to the west of the expanded village centre, running westwards as far as the main spine road, where building heights of up to 3 stories and no more than 13m in height are proposed. Members are advised that this maximum height has also been reduced from 13.5 metres down to 13metres, since submission of the application. Finally, within the village centre, again no more than 3 stories are proposed, and proposed building heights would be up to 16metres within this area. These increased heights are proposed to allow for residential accommodation to be provided above commercial premises, which have higher internal dimensions, within the expanded village centre.
- 8.102 The only other building heights specified on this Parameter Plan are the proposed new primary school, which is not expected to exceed 9 metres in height, and the proposed sports pavilion in the north-west corner of Saxon Meadows, which could be no more than 6.5 metres in height.
- 8.103 The applicant draws attention to the fact that all of these are maximum heights for each zone, but that in order to avoid monotony and to provide an attractive townscape, variations in building heights will be proposed and that the maximum heights will not all be proposed and will not be exceeded. Officers have considered these heights, which have been reduced in two cases, and have considered them against other recently approved developments. Overall, as reduced, officers consider the maximum heights proposed to be reasonable and acceptable, provided that they are maximum heights and provided that a condition is imposed which provides some control over the heights of buildings within each phase of development. This should help achieve variation in built form.
- 8.104 Member's attention is also drawn to the advice of the Council's own design adviser who notes that the outline application includes a Building Heights Parameter Plan that identifies building heights throughout the development. He notes that the 16m (three-storey) heights are clustered around the village centre and at other specific locations. He has no objection to these proposed heights as long as they remain within the noted areas and do not exceed 3 storeys.
- 8.105 The point is also made that extra height is often required to allow a building that is larger in footprint to have its roof at a pitch proportional to other surrounding buildings of smaller footprints. If the ridge height is overly restricted, there is the clear prospect of short, squat roof forms which would be a negative and highly visible feature in the townscape. The taller buildings within the development are clearly the exception rather than the general rule and are reflective of more organic patterns of development, with taller and larger buildings forming the centre parts of settlements.
- 8.106 If outline planning permission is granted, maximum building heights can be controlled through the approval of the relevant Parameter Plan. However, a condition is also recommended that, on a phased basis, will require the developer to submit and agree the heights of buildings within each of the zones shown on the Building Heights Parameter Plan. These can also form part of the recommended Design Code for the site as a whole. These would be submitted and agreed as part of each subsequent reserved matters application. This will help to achieve the variation in heights that the applicant proposes and is considered to be needed to provide an attractive development, on what is a relatively flat site.

8.107 Overall, subject to the above considerations and appropriate planning conditions, the proposed building height approach is considered to be acceptable and worthy of support.

Housing Density

- 8.108 The applicant has submitted a Building Density Parameter Plan, which proposes densities which range from 27.5 dwellings per hectare, up to 40 dwellings per hectare. As might be expected, the highest residential densities of 35 to 40 dwellings per hectare are proposed either within or to the west of the expanded village centre. Lower densities of between 32.5 and 37.5 dwellings per hectare are proposed either side of the main north-south spine road and around the main open space area, referred to as Roman Fields. The lowest densities of between 27.5 and 32.5 dwellings per hectare are shown to be provided on the more sensitive extreme western boundary of the site, immediately to the west of the Saxon Meadows open space, in the immediate south west corner of the site and along the more sensitive southern boundary.
- 8.109 Overall, only approximately 50% of the total site is proposed for residential development and the overall density would be in the order of 17 dwellings per hectare. Within the area proposed only for residential development, the average net density would be around 34 dwellings per hectare. This is considered to be an acceptable overall net density, which strikes an appropriate balance between the need to create an attractive development, whilst also making sound and effective use of valuable and scarce residential land. The total number of dwellings (up to 1,300) on the site (and hence the overall density) can be controlled through the use of an appropriate condition, as is recommended.
- 8.110 Up to 1,300 new dwellings are proposed over approximately a 10-12-year build period. The proposed residential development would include a mix and range of dwelling sizes, types and tenures, including 30% affordable housing. The 30% affordable housing quota would normally be split into 70% rented and 30% intermediate. However, in the case of Tangmere, the Neighbourhood Plan seeks a 60%/40% between rent and intermediate housing and this is what is proposed.
- 8.111 Although the layout for this housing is not known at this stage, the proposed locations have been driven by a number of factors, including existing heritage and other assets, access and visibility requirements and the need to respect the character of the area. The range type and tenure of the proposed market housing is a matter for the future consideration, as part of future Reserved Matters applications. However, an indicative residential tenure mix in the submitted application documents suggests 910 open market, private dwellings and 390 affordable units. Because the housing will be developed over a 10-12-year period of time, the actual housing mix will need to reflect appropriate requirements that are in operation at the time. However, the mix, size and tenure of the affordable housing element are recommended to be secured through the S106 Agreement as part of any permission that might be granted in relation to this application.
- 8.112 The supporting Planning Statement draws attention to the fact that the upper density range excludes any dwellings that might be delivered above the proposed ground floor commercial floor spaces at the expanded village centre. The submitted Design and Access Statement also includes (on page69) illustrative examples showing how three layouts might appear for each of the three above densities.

- 8.113 In the lower densities, green spaces would be more prominent, in order to provide a softer edge to the development, as a whole and development will normally not exceed 2 storeys in height. Within the medium density areas (which would be the principal density across the site) there is an acceptable balance between green areas and built form, with dwellings proposed at 2 or 2.5 storeys in height. At the higher density, green space would still feature well but some buildings may be taller, but no housing would exceed any more than three storeys in height. These approaches are illustrated on both the illustrative Masterplan and the more detailed indicative residential layouts which are set out on pages 63 and 69 of the Design and Access Statement.
- 8.114 While no details of proposed dwelling types, possible materials or other detailed design matters have been submitted or are to be considered as part of this outline planning application, it is the applicant's intention to create an attractive and sympathetic development, which will provide an appropriate extension to Tangmere village. Other conditions are recommended to help ensure that this is achieved in the future, including one which would require the submission and agreement of a Design Code for the whole of the site, which is to be submitted and agreed before development proceeds beyond appropriate stages. This would cover matters such as a palette of materials, roof forms, the detail of ancillary features such as soffits and guttering, fencing and solar panels.
- 8.115 Overall, the proposed approach to housing density in the Density Plan and the building heights Parameter Plans are considered to be acceptable and worthy of support.

v. Phasing and Delivery

- 8.116 It is anticipated that if outline planning permission is granted, initial site preparation work could start in 2022. This will enable infrastructure works and then construction to commence later that year. A 10 to 12-year build programme is envisaged (2022-2034). Subject to market conditions, initial occupation is anticipated later in 2023.
- 8.117 The average buildout rate is expected to be in the order of 144 dwellings per year, with peak construction anticipated in 2026. It is expected that the development would be completed by around 2034. Although Countryside is expected to undertake the majority of the proposed development, it is possible that some houses will be constructed by other housebuilders.
- 8.118 If the development proceeds, it is expected that the initial stages of development will take place to the south of the site, following the provision of the 2 new accesses from Tangmere Road and the construction of the main spine road or construction access purposes from the Temple Bar A27 junction. Following the initial phase of development, it is expected that some development will take place from the north, making use of the new access from the A27. Subsequent stages would be likely to proceed both in the north and the south the site together, eventually coming together.

8.119 This approach is considered to be acceptable and in accordance with appropriate policies. If permission is granted, a condition is recommended to ensure that a Phasing Plan is submitted and agreed, prior to the commencement of any development on the site. Conditions are also recommended to ensure that all appropriate highway infrastructure is provided, including the provision of the new access from the A27 the main north-south spine road and a southern access, in order to protect the amenity of existing residents in Tangmere and to make sure that construction traffic does not need to use existing roads within the village.

vi. Landscape and Visual Impact

8.120 The outline planning application has been supported by a Townscape, Landscape and Visual Impact Assessment that forms part of the Environmental Statement. This was developed following the provision of pre-application advice and to help assess a number of important considerations. These include the potential impact of the development from the nearby South Downs National Park to the north and the need to protect existing views of Chichester Cathedral and other important local building such St Andrew's church, Oving church and Halnaker Windmill.

8.121 The design evolution of the scheme has embodied measures to reduce or avoid adverse visual or landscape impacts. Primary mitigation measures are proposed in order to help minimise the initial predicted impact of the proposed scheme. Examples include:-

- Careful location and form of built development, in order to minimise impact on the surrounding area.
- Consideration of massing, height and scale of development to minimise impacts on the surrounding area.
- The provision of green infrastructure to provide important amenity space and play space.
- Additional hedgerow and tree planting on the western boundary, as well as replacement hedgerows on the southern boundary.
- Noise attenuation buns and woodland planting on the northern boundary.
- Green corridors being aligned to retain views of key historic landmarks in the wider landscape.
- Green corridors between parcels of development to reduce impact on the landscape character.
- The retention and enhancement of existing mature field boundary vegetation.
- Retaining openness of the area north of Saxon Meadow and St Andrews Church so as to reduce impacts on the landscape setting.

8.122 Consultations have been undertaken with Historic England, the South Downs National Park Authority and the District Council's own internal Design Advisor. No objection has been received, although Historic England asked for additional work to be undertaken to help consider the potential impacts on the setting of St Andrews Church. This is dealt with in the following section of the report.

- 8.123 The South Downs National Park Authority has confirmed that the proposed layout follows on from the Masterplan and appears to respond well to the Tangmere Neighbourhood Plan and the Tangmere Masterplan briefing report. At this stage, however, it remains unconvinced of the extent to which the layout responds to the landscape and visual cues of the National Park. It accepts that different options for different approaches have different implications and that these matters will require careful consideration at any future reserved matters application stages. Officers agree with this conclusion and that such matters will require careful evaluation (including input from the South Downs National Park Authority) at any relevant future reserved matters stages.
- 8.124 The CDC Design Officer raises no objection and advises that the outline application follows on from earlier work on the Masterplan. As part of this application, the applicant has submitted more detailed heritage and landscape assessments, which are welcomed. The preservation of open space around the church is considered to be important and proposed open areas do provide some mitigation to the impact of the development.
- 8.125 Finally, in addition to all of the above considerations, there is only very limited concern about the visual impacts of the development proposed, at this stage. Furthermore, this is an outline planning application and if outline planning permission is granted, then the full landscape and visual impacts can be considered in appropriate detail at later stages.
- 8.126 Any concerns also have to be considered against the overall benefits that this development can potentially deliver. Tangmere is an important strategic development site that has the potential to deliver a significant number of new homes to the District, over quite a long period of time. Having considered all of these factors, the proposal is considered to be acceptable in landscape and visual impact terms. Overall and on balance, therefore, it is concluded that in landscape and visual impact terms, the proposed development is acceptable, subject to the imposition of appropriate conditions.

vii Cultural Heritage.

- 8.127 It is apparent and acknowledged in the Environmental Statement (ES) that the proposed development will potentially have some significant heritage impacts exclusively due to the changes to the settings of the more important assets closest to the site. Examples include St Andrews Church, Church Farmhouse (to the east) and the south-western part of the Tangmere Conservation Area. However, the masterplan does include a number of respectful, positive design responses to the significant heritage assets. These include the extent of green open space that immediately surrounds St Andrews Church, the setting back of the residential edge west and south of significant heritage assets and the utilisation of the landmark role of St Andrews church (and Oving church spire and the spire of Chichester Cathedral) in the alignment of green open space corridors which give rise to beneficial effects due to their positive enhancement.

- 8.128 St Andrews Church is a Grade 1 Listed building that is believed to have been constructed in or around the late 11th century. Its interest is centred upon its exceptional architecture and the historic interest of its fabric. The church is not situated within, but is located close to the site boundary and therefore it is considered that no direct impact or effects will occur as a result of the development. The site does include, however, a small part of the Tangmere Conservation Area which is located around the Church and Saxon Meadow, to the west.
- 8.129 A number of consultations were undertaken with relevant bodies (including Historic England and the Council's Design and Conservation Officers) before the application was submitted. The advice received was then used to help develop the submitted scheme. Current national policy requires heritage matters to be carefully and appropriately considered and these are appropriately referred to in the response from Historic England. In particular, Historic England drew attention to the fact that its advice needs to be addressed in order for this application to meet the requirements of paragraphs 190, 194 and 196 of the NPPF. Attention was also drawn to the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, which is to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Finally, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 was also referred to which requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of the Tangmere Conservation Area.
- 8.130 The proposed development has been designed to respect and to pay due regard to the above considerations, with large areas of both formal and informal open space being proposed, in order to help retain the openness of the setting of both the Church and the Conservation Area. It is also proposed to retain existing boundary features, to provide new landscaping and to protect views of the church. The application advises that at all stages of the design development, the objective was to avoid or reduce potential adverse effects through the provision of primary mitigation, including respectful and positive design measures referred to above. The proposed approach is then set out in the Environmental Statement and, importantly, within the revised Parameter Plans.
- 8.131 In order to carefully assess the proposal, consultations have been undertaken with Historic England, and the District Council's own internal Design Advisor. No objection was received but Historic England asked for some additional work to be undertaken and for visualisations to be prepared, which seek to demonstrate, in more detail, the impact of proposals on the Grade 1 Listed St Andrews Church. Without these visualisations, Historic England had indicated some concerns about the potential impacts on the setting of St Andrews Church.
- 8.132 Following the initial consultation response, this work was completed and the visualisations were sent to Historic England. Historic England then responded, advising that it still has some concerns, although it is accepted that the potential harm would be limited and is described as being "of a moderate degree of less than substantial harm".

- 8.133 Historic England also acknowledges that mitigation in the form of meadow planting and reduction of maximum building heights to the south of the church are included as part of this application. It welcomes this as it considers that this will reduce some of the harm to the church's significance. It stresses that the meadow area will need to be as informal as possible to mitigate the harm caused by loss of the rural character of the church's setting. Finally, Historic England recognises the efforts that have been made to mitigate the harm to the setting of the church, but remains of the view that "some harm would remain as a result of the development".
- 8.134 It advises that it is for the Council to decide whether further mitigation should be included as part of this outline application to avoid or minimise any harmful impacts further. Officers have carefully assessed this and have considered the impact that Historic England is concerned about. In particular, it is noted that this is described as being "of a moderate degree of less than substantial harm". This is not considered to be sufficient to justify further measures being required, particularly bearing in mind that to help mitigate impacts, substantial areas of open space and undeveloped land are proposed around the church.
- 8.135 Furthermore, the Council's own design adviser is not objecting and reasonably makes the point that at the Masterplan stage, no objection was raised either by Council Officers or by Historic England, despite evidence of some harm to the setting of the asset. The point is made that the applicant has submitted much more detailed heritage and landscape assessments, which are to be welcomed. The preservation of open space around the church is critical and the proposed use of open areas as mitigation of the impact of the development has been considered.
- 8.136 It is agreed that, in accordance with the Historic England advice, it would be preferable to see the more clearly rural parkland type open space nearer the church, rather than the sports usages which could potentially be more intense and incongruous with the church setting. If and when more detailed reserved matters proposals come forward, the immediate setting and borders of the setting of the church can be carefully designed and considered to help minimise impacts.
- 8.137 As set out above, the information provided by the applicant on the heritage assets, within the site and its immediate vicinity, has been described and the significance of the heritage assets affected, including the contribution made by their setting, is understood in line with paragraph 189 of the NPPF. Officers have taken into account the impact of the proposal and recognise the measures incorporated within the design to avoid and minimise conflict between the heritage assets' conservation and any aspect of the proposal, in accordance with paragraph 190 of the NPPF.
- 8.138 In considering the impact of the proposed development on the significance of designated heritage assets, it is acknowledged that the more important the asset, the greater the weight should be. Taking this into account, your Officers consider that the degree of harm that will arise as a result of the proposals should be considered to be 'less than substantial harm' by virtue of the accepted extent of the development upon what was historically the rural setting of St Andrews church. This harm should be weighed against the significant public benefits of the proposal.
- 8.139 In relation to the impact of the proposal on land within a conservation area, Officers have given special attention to the desirability of preserving or enhancing the character or appearance of Tangmere Conservation Area.

- 8.140 In accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, your Officers have had special regard to the desirability of preserving the listed buildings and their settings. Considerable importance and weight has been given to the desirability of preserving the setting of listed buildings.
- 8.141 Overall, taking account of the Statutory Duty, national planning policy and all of the other factors discussed above in addition to the full range of public benefits that the scheme will provide, it is considered that, on balance, no further or additional mitigation is required at this outline planning stage and it is concluded that the potential impact on heritage assets is acceptable.

viii. Archaeology.

- 8.142 There are no nationally designated archaeological features (Scheduled Monuments) on the site although trench evaluation work has identified archaeological features which are considered to be of regional importance. Chapter 12 of the submitted Environmental Statement deals with cultural heritage, including the archaeology resource identified on the site. The archaeological potential was determined through close consultation between the applicant and the CDC Archaeology Officer which led to site specific evaluations in order to determine the potential significance of the archaeological resource and the development impact upon it. Archaeology within the site was identified by a combination of aerial photograph assessment, geophysical survey and targeted trench evaluation. Site investigations, and extensive consultation on the results have resulted in a large proportion of an early Roman settlement (approx. 3.1ha) being preserved under green open space provision in the centre of the site and referred to as 'Roman Fields'.
- 8.143 Without mitigation, in the form of further extensive archaeological work and the protection of the early Roman site, potentially significant effects might be expected as a result of development. However, a mitigation strategy was submitted with the ES chapter following prior agreement with the Council's Archaeology Officer. This proposes a number of further archaeological measures (other than the preservation in situ) to ensure that the potential effects of the proposed development will be fully mitigated. In fact, the remaining archaeological investigations are considered to have an overall moderate to major, significant beneficial effect, through the knowledge gained as a result of the archaeological investigative works.
- 8.144 The CDC archaeological adviser agrees with the proposed strategy for the mitigation of the effects of the development of this site on the below-ground archaeological interest it contains, and is likely to contain, as outlined and illustrated in the Environmental Statement. He considers that this would be through the preservation in-situ and by full investigation of the areas of archaeological interest whose importance has already been demonstrated and through the evaluation of all other areas likely to be impacted upon by development in order to identify anything else of interest whose significance would warrant preservation by record through full archaeological investigation.

- 8.145 He also advises that the specifications for the investigation, evaluations and any further investigations should be laid out in a general written scheme of investigation to be agreed prior to development. It should include details of fieldwork methodologies for the different parts of the site, as well as of analysis of findings, appropriate levels of community involvement and the dissemination of the results, including provision of a final report. Suitable measures should also be agreed to ensure sustainability of the preservation in-situ area. These matters are all included in the recommended archaeological planning conditions.
- 8.146 The effect of the application on the significance of the identified and suspected non-designated archaeological heritage resource has been taken into account in evaluating this application in accordance with paragraph 197 NPPF.
- 8.147 It is considered that the agreed mitigation strategy for further archaeological investigations and preservation in situ will effectively demonstrate that the local planning authority has taken all reasonable steps to ensure that the advancement in understanding of the significance of the archaeological assets to be lost is in a manner proportionate to their importance and that the impact and the evidence will be made publicly accessible. However, in accordance with paragraph 199 of the NPPF, it should be noted that the ability to record the archaeological evidence at this site should not be a factor in determining whether the loss of the archaeological resource should be permitted.

ix. Drainage and Flood Risk

- 8.148 This outline planning application is supported by a Flood Risk Assessment, which incorporates a Foul and Surface Water Drainage Strategy. This demonstrates the whole site lies within Flood Zone 1 and all development is consequently proposed within this designation. Because this is a strategic site that is already allocated for housing and because it is wholly within Flood Risk Zone 1, no sequential testing is required. Nevertheless, the flood risk assessment confirms that even if this was to be undertaken, the proposed development has little or no risk of fluvial flooding and that it consequently accords with national planning policy.

Surface Water Drainage

- 8.149 In relation to surface water drainage, a Phase 1 and 2 Ground Condition Assessment submitted by the applicant demonstrates and identifies that groundwater levels vary across the site but that more generally, they normally exist at between 1.1 to 2.9 metres below ground surface levels across the majority of the site. However, within the northern part of the site they are less and potentially vary between 0.1 metres and 1.0 metre below surface ground level.
- 8.150 The means that water does not infiltrate sufficiently to calculate an infiltration rate and the report concludes that, due to the negligible infiltration rate of the soil, shallow infiltration for the discharge of surface water is not appropriate. The ground condition assessment also outlines that because groundwater levels are particularly shallow in the northern part of the site, it recommends that an allowance is made for measures to be made to minimise the potential for groundwater flooding at this part of the site.

- 8.151 As a result of the above, the proposed surface water strategy utilises sustainable drainage systems (SUDS) in the form of a swale and infiltration basins, so as to attenuate the surface water run-off that would be generated by the development. This has been designed to be able to deal with a 1 in 100-year event, and makes a +20% allowance for climate change. In order to help ensure that the surface water proposals are as efficient and visually acceptable as possible, it will be important for the overall approach to be to a high ecological standard. The proposed surface water drainage features are shown on the preliminary surface water drainage strategy.
- 8.152 Surface water from the proposed drainage network outfalls to existing ditches within the site and proposed measures have been tested to show that surface water can be contained within the proposed attenuation basins, during a 1 in 100-year event, with a +40% climate change allowance.
- 8.153 The Flood Risk Assessment also acknowledges that some existing flooding issues in the area. For example, in the north-east corner of the site, a 380mm pipe beneath the A27 Trunk Road brings surface water to the site, probably from land to the north of the A27. In times of heavy rainfall, this conveys excessive volumes of water into the site which can cause flooding in the north east corner of the site and then in other areas beyond this. On occasions, this has resulted in flooding in and around Malcolm Road, where the existing open ditch disappears underground, possibly with no operational point of exit after this. Malcolm Road will, of course, be an important element of the development and the proposed expanded village centre.
- 8.154 A further example is an existing field to the south of Church Lane, which is also prone to flooding because existing ground levels fall towards Church Lane, but the surface water run-off has nowhere to escape to. There has also been some evidence of flooding elsewhere in the site and around Tangmere Road where three existing underground culverts have become blocked. The applicant is not opposed to helping to alleviate these existing problems, which can be included within an overall surface water drainage strategy for the site, if planning permission is granted.
- 8.155 Overall, the proposed surface water drainage strategy is considered to be sustainable and acceptable. It includes the provision of a piped network system under buildings and roads, a swale on the west side of the main spine road, the retention and use of existing ditches and culverts (all to be cleared) and the provision of nine attenuation basins. A period of groundwater monitoring has also been recommended to be undertaken (up to a year) and this can be included in an appropriate drainage condition. Provided that this forms part of an overall drainage strategy for the site and provided that this also seeks to help remedy existing and identified surface water problems (that will help to improve the area as a whole), the proposal is considered to be acceptable, subject to appropriate planning conditions.

Foul Drainage

- 8.156 The proposed development will discharge to the existing and recently upgraded Sewage Treatment Works to the east. This facility was designed to cater for this site and has more recently been upgraded to help accommodate discharges from 1,000 new homes within this development. The applicant has undertaken early discussions with Southern Water to increase the capacity of the Tangmere Sewage Treatment Works up to the proposed 1,300 new dwellings.

- 8.157 The proposed foul drainage strategy is set out in Section 5 of the Flood Risk Assessment and is shown on the preliminary Foul Drainage Strategy Plan. Foul drainage from the proposed development is to be conveyed southwards through a piped gravity drainage network and this is shown on the preliminary foul water drainage strategy. As a result of the shallow topography towards the southern part of the site, there will be a need to provide one (or possibly two) pumping stations within this area of the site. These will pump foul water eastwards towards the Southern Water strategic pumping station, which is located to the east on the south side of East Hampnett Lane. The potential locations of the two potential on-site pumping stations are indicated on the Land Use Parameter Plan and the preliminary foul drainage network is shown on drawing 44372/2001/003 Revision A.
- 8.158 The Preliminary Foul Water Drainage Strategy shows discharges being pumped to the east to a new Southern Water Foul Water Pumping Station, which is presently under construction on a site to the south of the Tangmere Military Aviation Museum, near Gamecock Terrace. It is expected that this will be completed later this year by Southern Water. From there, it will be pumped eastwards to the main treatment works where it will be treated, before discharge to the south. The treated effluent then discharges to the Aldingbourne Rife, which outfalls near Bognor Regis, to the south.
- 8.159 In July 2019, Southern Water started construction of a strategic foul water rising main along the western and southern boundaries of the site, outfalling into the proposed strategic pumping station referred to above. This pipework has been completed well in time to serve this proposed development. The relevant pumping station will also be completed this year.
- 8.160 Consultations have been undertaken with Southern Water, the Environment Agency, and West Sussex County Council in its role as Lead Flood Authority, Portsmouth Water and the District Council's own engineers. Having considered the proposals carefully, no objection has been received to the proposed approach. However, a number of conditions are recommended, in order to ensure that the development is satisfactorily drained. Those recommended by Southern Water are covered by other planning conditions or by Southern Water's existing powers.

x. Ecology and Trees

- 8.161 The great majority of the application site comprises arable land, together with areas of improved grass leys and a small amount of grassland in the middle of the site. Field boundaries include hedgerows or sparse areas of scrub along ditch lines.
- 8.162 The applicant has commissioned a number surveys, as recommended by Natural England and others. These conclude that during the construction stage, none of the construction effects are considered likely to be significant in ecological terms.

8.163 At the operational stage, 3 potentially significant effects were found, as follows:-

- Permanent land take (including habitat loss/gain) which will have a minor beneficial effect on woodland.
- Permanent land take (including habitat loss/gain) which will have a minor beneficial effect on native hedgerows and associated trees.
- Permanent land take (including habitat loss/gain) which will have a minor adverse effect on birds.

8.164 In relation to birds present on the site, the conclusion was that it will not be possible to fully mitigate for impacts to some species within the site and a number of species have been identified where a residual effect is considered to occur.

8.165 A Biodiversity Impact Assessment (BIA) has been prepared, which concludes that the development proposed would result in a net gain in habitat biodiversity. Indeed, it would result in a net gain in habitat biodiversity units in the order of around 80%, which represents a significant gain and is one which is well above the 10% target value. This is mainly due to the replacement of low distinctive habitats with a mixture of low medium distinctiveness habitats and high distinctive habitats such as the proposed orchard. The developer proposals also result in a net gain in hedgerow biodiversity units at 12.97%, which again exceeds the 10% target.

8.166 Overall, it is considered that the proposed development will achieve an overall net gain in bio-diversity terms, in so far as on-site ecology is concerned.

8.161 A range of on-site facilities will be required to support the ecological enhancement of the area. Examples include the provision of bat and bird boxes, facilities to enable hedgehogs to travel and new planting.

8.167 All of these enhancements are proposed and would be required to be provided by planning condition, if planning permission is granted.

8.168 In relation to off-site ecology impacts and mitigation considerations, Members are reminded that there are a number of European level designations within reasonable proximity of the site. The closest of these is the Chichester and Langstone Harbour Special Protected Area (SPA) and Ramsar, which is located approximately 5.7 km to the south-west of the site. As a result, a report has been prepared to help inform a Habitats Regulations Assessment, which considers a number of relevant matters. This has been shared with Natural England.

8.169 This assessment identified some minor potential impacts on the Chichester and Langstone Harbours SPA, as a result of potential disturbance from cumulative increases in recreational activity. However, these impacts are assessed to be minor, particularly noting that the site lies outside the 5.6 km mitigation zone.

8.170 Natural England was consulted on the application and raised some concerns about the potential impacts of the proposed development. Notwithstanding that the site lies outside the 5.6 km mitigation zone, Natural England was of the view that the applicant should either demonstrate more robustly that the potential impacts do not justify further or additional mitigation within the site or should consider making a financial contribution to help provide appropriate mitigation. The Council's own Environmental Strategy unit also asked that Natural England be consulted, on this matter.

8.171 Without this further information, Natural England suggested that it may need to object to the proposal and asked to be re-consulted once this information had been obtained. The applicant subsequently commissioned a Technical Briefing Note, which in summary, proposed the following package of mitigation.

- Contributions to the Solent RMS at a discounted rate (i.e. 23% based on a postcode analysis). The justification for the 23% is set out in the Technical Briefing Note.
- On-site greenspace, providing alternative recreational opportunities, including a 4km recreational walkway that is wholly proposed within the site.
- Educational measures - distribution of leaflets to new residents, promoting the local facilities around the site, together with Bird Aware leaflets and/or provision of information boards to reinforce the message of responsible recreation in and around the Solent.

8.172 Taken as a package, and provided that they are fully delivered through the Section 106 Agreement (as is proposed), these measures, taken together, are considered to be adequate to fully mitigate the potential impacts of the proposed development. Natural England has since confirmed that the above mitigation measures are acceptable and provided that these are secured, it raises no objection.

8.173 The Council's Environmental Strategy Unit has provided extensive advice, following an assessment of all of the relevant submitted information with the application. In general terms, a number of the elements of the proposed application are supported and a number of planning conditions have been recommended to cover relevant matters. Examples include the need for a Green Corridors Management Plan, a CEMP, protection of trees and hedgerows, controls over lighting and other matters to protect wildlife and the provision of bat and barn owl boxes and hedgehog nesting boxes.

8.174 Each of the relevant matters has been carefully considered and is covered by conditions recommended in the event of outline planning permission being granted.

xi. Minerals Safeguarding

8.175 The application site is located within a Minerals Safeguarding Area (MSA) for the extraction of sharp sand and gravel. The application is supported by a Minerals Resource Assessment (MRA), which has been considered by West Sussex County Council. The MRA shows that the latest aggregate assessment of the need for such aggregates in West Sussex can be met until 2033 by existing reserves at Kingsham Quarry. Furthermore, according to this assessment, there is no shortfall of land won sharp sand and gravel reserves in West Sussex and there is consequently no need for additional sites to be identified for the extraction of sharp sand and gravel, up to 2033.

8.176 A number of constraints were also identified within the MRA for any prior extraction operations. These include the existence of aquifers and adjacent residential properties within Tangmere itself. Furthermore, there are significant archaeological constraints within the site. The applicant also commissioned its own specialist minerals advice, which concludes that the mineral on the application site is:-

"amongst the most awkward and difficult that he has encountered in his career. Any operator, large or otherwise, would disturb large tracts of land, at considerable cost, and require a substantial timeframe to operate within. The author would not be recommending this deposit to any client operator in the mineral extraction sector"

8.177 Based on all of the above, the applicant has concluded that prior extraction should not be required at the site, due to the relatively poor quality of the aggregate, a high percentage of waste and overburden materials that need to be excavated and processed, the constraints on site for mineral extraction and due to uncertainty about the demand additional sand and gravel aggregates in West Sussex.

8.178 The West Sussex County Minerals team acknowledges that some parts of the site may be unsuitable for mineral extraction. Nevertheless, it takes the view that the varying quality and quantity of the resource may suggest that high quality pockets of the resource exist around the site. Furthermore, given its location close to the A27, it suggests that parts of the site may be economically viable for prior extraction. While, therefore, it raises no objection to the proposed development, the County Council would be open to a discussion to see if a suitable condition can be imposed, to secure incidental/opportunistic extraction in all parts of the resource, if it is found to be practicable and environmentally feasible to do so.

8.179 The applicant has further considered this advice and consequently challenged 3 specific points as follows:-

- It is maintained that the mineral resource at the site is not economically viable for extraction for the reasons already stated and because there are other constraints against doing so.
- It is not agreed that a condition requiring the use of the site as a strategic source of supply in tandem with an archaeological investigation condition to provide incidental/opportunistic extraction is either acceptable or workable, for the reasons already given.
- It queries whether the opportunistic extraction of high quality and accessible minerals can potentially be investigated further. This is because it could result in a material change the site, ground conditions, hydrology, land form and drainage conditions.

8.180 These important points have since been considered by West Sussex County Council. It has since responded by advising that, as the decision maker, it is now for the District Council to determine whether it has been sufficiently demonstrated that prior extraction of the mineral is not viable, and whether the need for the site, as per its housing allocation, outweighs the need for the mineral.

8.181 Officers have, therefore, further considered this and have to balance the benefits that this site might bring in housing number terms, against the possible value of the site in mineral terms. This is a strategic housing allocation and the site potentially can provide up to 1,300 much needed new homes. Conversely, while the site may have some possible benefit for sharp sand and gravel extraction, it is clear that the latest assessment suggest that good levels of supply already exist to help meet needs up to 2033. This is a reasonably extensive period of time that covers the full potential period of this proposed development.

8.182 Furthermore, taking into consideration the specialist advice that the applicant has commissioned, it also seems that this would potentially be a very difficult and expensive site to extract from. The presence of important archaeological features on the site is also a material consideration. Such extraction activity could also potentially delay or even stifle potential housing development on the site. This would have significant adverse impacts on housing land supply and would certainly create significant additional pressure for housing to be built elsewhere in the District.

8.183 On balance, therefore, it is considered that the need for housing significantly outweighs the possible need for and benefit of mineral extraction on the site and it is concluded that the potential for housing should not be risked.

xii. Open Space Provision

8.184 The total area of open space proposed amounts to 26.86 hectares. This includes 19.3 hectares of informal open space, 5 hectares of park sport and recreation space, 2.1 hectares of allotments space and 0.46 hectares of community orchard. It is noteworthy that the above open space provision utilises about one third of the whole site. This, will be further supplemented by other green corridors and undeveloped areas of the site which increase the potentially undeveloped areas to slightly under one half of the overall site.

8.185 The total area of open space proposed significantly exceeds the Council's minimum requirements and in general terms, this is considered to be welcome and acceptable. There are various reasons why this higher amount of open space is proposed - factors include the need to protect the archaeological area, the applicant's desire to create a sensitive and attractive development, land that is required to provide a sustainable drainage solution and the need to address policy requirements, including those set out in the Tangmere Neighbourhood Plan.

8.186 At this outline stage, the proposed approach is considered to be acceptable and in compliance with appropriate policy requirements. The layout indicated on the Open Space and Landscape Parameter Plan will help create two extensive and well-located open space areas. This includes Saxon Meadows, which will include sport and recreation facilities and a Locally Equipped Area for Play (a LEAP), a substantial new pavilion and an area of park land. It will also provide land for a possible extension on an area of 0.14 hectares of land to the cemetery on the north side of St Andrews Church, if this is required, as well as an extensive area of new allotments and a new community orchard. It is considered that this is all proposed to be well located to serve both existing and the new residents.

- 8.187 Further to the west, a second large area of open space, which is referred to as Roman Fields, also includes an area of parkland to the north and a large area of public open space to the south. These facilities will include a Neighbourhood Equipped Area for Play (a NEAP). This is the area which will include appropriate protection to the identified archaeological features.
- 8.188 In addition, the quite extensive buffer zones to the northern western and southern boundaries of the site (some of which incorporate drainage measures) should combine to further enhance the overall development. Between these areas and the 2 main open space areas, a number of green links are proposed to help ensure appropriate connectivity. Consultee responses generally welcome this approach, which is considered to be acceptable.
- 8.189 These facilities are all key components of the overall scheme and are to be welcomed. They, along with appropriate maintenance and management arrangements will consequently be secured and protected through a Section 106 Agreement and/or by appropriate planning conditions.
- 8.190 In terms of future maintenance, this does not need to be considered at this early stage of the process. However, discussion and possible options have been discussed and considered with Tangmere Parish Council and it is envisaged that these will continue in the future. Maintenance will also be included in the Section 106 Agreement.

xiii. Sustainability

- 8.191 While this is an outline planning application, the application is supported by a Sustainable Construction and Design Statement that had been prepared on behalf of the applicant. This sets out the applicant's approach to sustainability and the measures that are proposed to be incorporated into the development, in order to help to deliver a range of economic, social and environmental benefits, including measures to mitigate and adapt to the effects of climate change. The Statement considers both national and local planning policy and acknowledges that in July 2019, the District Council declared a climate emergency.
- 8.192 The Statement outlines the sustainability strategy for the proposed development and seeks to demonstrate how it responds to both national and local policy. It also draws particular attention to the fact that the applicant aims to be an industry leader in corporate social responsibility by delivering environmentally responsible, ethically safe and sustainable development. Some of the measures included in the statement are drawn to Member's attention, as follows.
- 8.193 A Framework Travel Plan has been prepared which seeks to demonstrate a sustainable approach to transport and pays particular attention to both walking and cycling. It also makes reference to proposals for improved public transport, the appointment of a travel plan coordinator and to the fact that each new home will be provided with electrical vehicle charging infrastructure, as well as community charging points in the expanded village centre.

- 8.194 In relation to the proposed dwellings, the applicant is committed to delivering new homes which go beyond the requirements of the appropriate building Regulations. In particular, it is anticipated that the proposed homes will exceed the carbon emission requirements of the 2013 building Regulations by at least 19%.
- 8.195 Within the construction phases, in order to help reduce emissions, the development will take number of appropriate measures, such as the use of natural materials and recycled materials, the use of local supplies and labour and the use of bio fuel, hydrogen and electric vehicles on site.
- 8.196 The Strategy also recognises that the "Fabric First" approach is central to the delivery of low carbon and energy efficient buildings and it sets out the benefits that Fabric First can bring. A number of measures are set out in the statement which will help to reduce energy use and carbon emissions. Some examples include:-
- A design which promotes passive solar gain and optimises natural daylight.
 - The installation of high-efficiency lighting and heating systems in order to reduce energy consumption
 - The provision of heat recovery systems and installation of heating controls to provide efficient heating.
 - The use of a range of sustainable materials and design features, to appropriate specifications.
- 8.197 The strategy also sets out measures which will help to ensure that the proposed development is resilient to the effects of climate change, as set out in the UKCP18 Projections, which recognise climate change and more extreme weather variations. Examples include the installation of water meters, water efficient equipment and the provision of water butts in all homes with private gardens, so as to provide water for garden irrigation. Non-residential development will be designed to achieve a 25% reduction in water use, in line with the BREEAM Water Efficiency criteria. Overheating assessments will also be carried out to help minimise the risk of overheating within proposed dwellings.
- 8.198 Because this is an outline planning application, the above are just examples of the potential approach and they are not intended be to be in any way exhaustive or prescriptive. However, they do seek to provide some assurance over the approach which the applicant is proposing to take in relation to sustainability.
- 8.199 This is a proposed development which, if approved, will be constructed over a 10-12-year period, during which time the relevant standards and requirements to meet sustainability targets are almost certainly going to change and will probably increase. It is not appropriate, therefore to apply or impose prescriptive requirements at this stage. Rather, it would be preferable to impose a condition, as is recommended, which requires the applicant to submit and agree a Sustainability Strategy for each proposed phase or parcel of development and for this to then be implemented as each phase of development proceeds. In this way, as stricter or new requirements are introduced, then they can be built in to the development proposals as they evolve over the full and quite long period of time.

8.200 It is considered from the above that the applicant fully recognises the need to provide a sustainable development. Some of the examples as to how this might be achieved are clearly set out in the submitted Sustainable Construction and Design Statement. Subject to the imposition of a condition which will require a Sustainability Strategy to be developed submitted to and agreed by the Council on a phased basis and to this being implemented on a phased basis throughout the full construction period, it is considered that the proposal is policy compliant and acceptable in sustainability terms.

xiv. Other Matters

Community Facilities

8.201 The outline planning application proposes the provision of around 1,100 m² of community floorspace which can be used for a variety of purposes, such as a community cafe, community meeting space and to help meet recreational needs. In reality, it is likely that the floorspace provided will meet multiple needs, with some rooms and facilities being used for shared purposes. There has been extensive engagement with the local community about the alternative approaches that can be taken, including an extension to the existing Tangmere community Hall, the provision of a completely new facility within the new development or possibly a combination of the two.

8.202 At this stage, how and where these facilities might be provided has not been agreed and does not need to be settled. Importantly, two options are shown within the application. These include an extension to the existing facilities or the provision of a new facility to the west of the proposed extended village centre. It is likely that how and where these facilities are provided will be a matter for future consideration, in consultation with Tangmere Parish Council. Plans submitted currently allow for both options and these can be settled as part of any future reserved matters application. However, the more general provision will be secured within the section 106 legal agreement relating to this application.

New Primary School

8.203 A new primary school is proposed adjacent to the expanded village centre on a site of 2.4 ha which will be sufficient for a 2-form entry primary school, with associated playing fields, playgrounds and staff car park. The area for the new school will also allow the provision of both an "early years" setting and a "special support centre" within the site. These facilities will form part of the section 106 agreement that is linked to any grant of planning permission.

8.204 There has been some discussion as to whether the new school should be provided directly by the developer or by the County Council and about the level of the proposed contribution. This is still under consideration, but the school could be provided by either party in the future, as a result of the financial contribution of up to £10.6 million that has been requested by the County Council and which, once a sum is agreed, will be included in the Section 106 Agreement. At this outline stage, the actual method provision has not been determined and so options to ensure the delivery of the facility by either party will form part of the legal agreement. However, both options remain open.

8.205 In accordance with Tangmere Neighbourhood Plan policy, provision is also made for an additional safeguarded area of land amounting to 0.49 hectares, to enable the new primary school to expand to a 3-form entry facility. This would allow the existing Tangmere Primary Academy school to relocate to the site, if it so wishes, in the future. This land will be safeguarded for at least 10 years from the start of construction, so as to ensure that adequate time is available for a future decision in this regard to be made, as the development to the west of Tangmere proceeds. Again, this will be a matter for the Section 106 legal agreement.

Community Allotments and Orchard

8.206 These are proposed to the south of the main Saxon Meadows open space, with allotments being proposed to the east of Saxon Meadow (an existing residential development) and an orchard to the west. These requirements follow the requirements of the Tangmere Neighbourhood Plan and are considered to be acceptable.

8.207 In relation to the allotments, the 2.1 ha of proposed provision will also be sufficient to meet both the needs of the new development and to facilitate the possible relocation of the existing statutory allotments which lie adjacent to the Tangmere Military Aviation Museum. Again, this is a requirement of the Tangmere Neighbourhood Plan, which this application seeks to address. Discussions with the Military Aviation Museum have taken place and are continuing to help ascertain when these replacement allotments might be needed.

8.208 The proposed orchard has been amended since the original outline planning application was submitted. An area of 0.46 hectares is currently proposed within the western part of the open field that lies to the west of Saxon Meadow. This provision is considered to be acceptable and in compliance with the Tangmere Neighbourhood Plan. The provision of both the allotments and a community orchard are to be secured through a proposed Section 106 Agreement.

Expanded village centre

8.209 The proposed Malcolm Road village centre is a key element of this proposal. Over the last 18 months, extensive discussions have taken place between Tangmere Parish Council and the applicant, in order to help identify the best way forward. These discussions have been constructive and have helped shape the current application. For example, it has been agreed through these discussions that, in order to provide a pleasant environment within the expanded village centre, there should be no through route for vehicular traffic along Malcolm Road between the existing village and the proposed development area and the A27 Temple Bar junction. There will, however, be free movement for pedestrians and cyclists.

8.210 Within the submitted Design and Access Statement, the applicant has submitted a possible layout showing how the new expanded village centre might appear. This includes provision for new village centre amenities, a pedestrian dominated public realm, the new primary school and a landscaped area containing grassed areas and ponds to the south of Malcolm Road.

8.211 The Parish Council had indicated some concern about whether this will provide the amount and type of public realm that the village would like to see and whether it is large enough to do so. The applicant consequently prepared some further illustrative material to demonstrate that the proposed development can and will meet its aspirations. These were sent to the Parish Council and are under consideration. The Parish Council plans to attend and speak at the Planning Committee meeting. However, the proposed village high street is considered by Tangmere Parish Council Members as being a central focal point for the village, and fundamental to the concept of the "one village" strategy. The Parish Council has confirmed that it will be prepared to assist Countryside in ensuring that the plans for this area that emerge from the reserved matters discussions represent an attractive and effective location for the village.

8.212 In general terms, therefore, it is considered that the approach taken for the provision of a new and expanded village centre is considered to be acceptable. It will meet the requirements of the Tangmere Neighbourhood Plan and the detail behind whatever is eventually proposed can be properly considered as part of a future reserved matters application. The Parish Council will, as is suggested above, be involved in that process and this will help ensure that Tangmere Parish Council is directly involved in the evolution of the expanded village centre and helps to deliver what the local community requires.

Section 106 Agreement - Heads of Terms

8.213 If planning permission is granted, it will be subject to the completion of an Agreement under Section 106 of the relevant legislation. This section of the report is important in that it sets out the Heads of Terms that it is currently envisaged would need to be included in any such Agreement.

8.214 This is split into two sections - the infrastructure required by Chichester District Council (including that required by third parties, including Highways England and Natural England) and then that required by West Sussex County Council.

CHICHESTER DISTRICT COUNCIL

Affordable Housing

- 30% affordable housing with a tenure split of 60% homes for rent and 40% intermediate tenures, in accordance with Tangmere Neighbourhood Plan Policy.
- Appropriate management by an approved body and a nominations agreement.

Open Space: Amenity and Natural/semi-natural green space

- 19.3 hectares of informal open space which to comprise amenity open space and natural/semi-natural green space (as shown on the Open Space and Strategic Landscape Parameters Plan).

Open Space: Parks, sport and recreation grounds

- 5.0 hectares of Parks, Sport and Recreation Ground to comprise 1.6ha of Parks and 3.4ha of Sports and Recreation (as shown on the Open Space and Strategic Landscape Parameters Plan);
- The Sports and Recreation provision at 'Saxon Meadows' to provide outdoor sports pitches as agreed with CDC
- The Sports and Recreation provision at 'Saxon Meadows' to include provision of a single-storey sports pavilion building at the north western corner of the sports pitches area. This will be up to 150m² in size, sufficient to accommodate changing areas for two teams and umpires, toilets and showers, equipment storage areas and a kitchen and meeting/social room area; and
- The parks provision at 'Saxon Meadows' includes 0.138 hectares of land to the north of the existing churchyard to be provided as an expansion of the churchyard for use as a burial ground, if this is required. If not required, it will be provided as open space.

Open Space: Allotments

- 2.1 hectares of allotment space to be provided to the east of Saxon Meadow and to the south of Church Lane (as shown on the Open Space and Strategic Landscape Parameters Plan) – specification to be agreed with CDC
- The allotments provision to include a car parking area, accessible from Church Lane; and
- The allotments provision to facilitate the relocation of the existing allotments to the north of the Tangmere Military Aviation Museum, if this is required due to the expansion of the museum.

Open Space: Community Orchard

- 0.46 hectares of community orchard adjacent to the west of Saxon Meadow (as shown on the Open Space and Strategic Landscape Parameters Plan).

Open Space: Strategic equipped play space

- One Local Equipped Area of Play and one Neighbourhood Equipped Area of Play will be delivered within the amenity open space (as shown on the Open Space and Strategic Landscape Parameters Plan) to a specification agreed with CDC.

Open Space: Management Plan

- An Open Space Management Plan to be agreed with CDC, to include direct management of open space during an agreed 'defect period'; and
- An appropriate strategy to secure in perpetuity management and maintenance of the open space areas.

Community Buildings

- Community Building provision of up to 1,100m², to be provided at a location or in two locations, and to a specification and trigger point to be agreed with CDC, including up to 100m² of library provision as requested by WSCC;
- Two alternative on-site locations are shown on the Land Uses Parameters Plan and any provision at these locations will be delivered by direct works; and

Mixed Use Village Centre

- The 'mixed use village centre site' will be laid out at the location shown on the Land Uses Parameters Plan to an agreed specification and by a trigger point specified in the Agreement.
- Up to 1,000m² of flexible units for Use Classes E (shops, professional and financial services, restaurants and cafes, and offices) and for Sui generis uses (for drinking establishments /hot foot takeaways) will be provided.
- The mixed use village centre site will be marketed from a trigger point specified within the agreement and for a period of time to be agreed with CDC.
- The land on which the commercial uses are to be provided will be made available for sale or lease by a trigger point specified within the agreement.

Recreational Disturbance

- At least one circular walk of a distance of 4km within the public open space (as shown on the Open Space and Strategic Landscape Parameters Plan);
- The identified circular walk to be delivered by an agreed trigger point and to include signage and surface treatments agreed with CDC.
- An education and information pack, including details outlining how residents can avoid giving rise to an adverse impact on the Chichester Harbour SPA.
 - the education and information contents and format to be agreed with CDC;
 - the education and information to be provided to all first occupancy residents at the site; and
 - the education and information pack to be provided to all subsequent residents through an agreed mechanism (such as a management company).
- A financial contribution (based on 23% of the normal contribution per dwelling) for additional recreational disturbance mitigation at Chichester and Langstone Harbours SPA.

Highways England Contribution (A27 Mitigation)

- Staged financial contribution of £7,688,200 (1,300 dwellings x £5,914 per dwelling).

Section 106 Monitoring

- Section 106 Agreement monitoring fee to be agreed with CDC.

WEST SUSSEX COUNTY COUNCIL

Direct Highway Works.

- Proposed Development Access - Tangmere Road Roundabout;
- Proposed Development Access - Tangmere Road Priority T-Junction;
- Proposed Malcolm Road Access Arrangement;
- Proposed Development Access - A27(T)/A285; and
- Principal Road Infrastructure Zone (as shown on the Movement and Access Parameters Plan).
- On-site cycle and pedestrian infrastructure.
- Segregated cycleways and connections to existing highways (as shown on the Movement and Access Parameters Plan); and
- Principal Recreational Routes (as shown on the Movement and Access Parameters Plan).

Off-Site Highways Works and Contributions

- Footway/cycleway, surfacing, traffic calming and other improvements to Malcolm Road;
- Footway improvements to Church Lane; and
- Financial contribution towards a scheme to design and install a controlled pedestrian crossing point on Tangmere Road, in the vicinity of the Malcolm Road junction, to facilitate improved safety.

Off-Site Cycle Improvements Contribution

- Financial contribution (£630,000) towards future cycle route improvements between Tangmere and Chichester.

Public Transport Works and Contribution

- Bus stops to be provided on the north - south spine road at locations and to a specification agreed; and
- Financial contribution as a 'bus services subsidy' to secure extension to the no. 55 bus route, for an agreed period (based on a projection of financial viability of the extension).

Implementation of a Travel Plan

- Travel Plan Coordinator;
- Travel Plan marketing and promotional measures;
- Travel Plan monitoring; and
- Further remedial Travel Plan measures (as required).

Offsite Junction monitoring

Prior to the completion and opening of the link road to through traffic, a scheme of traffic monitoring shall be submitted to and agreed with WSCC Highways. The scheme of traffic monitoring shall cover the junctions of, A285/Roman Road, A285/New Road, and Shopwhyke Road/Tangmere Road/Drayton Lane.

The agreed scheme of traffic monitoring shall commence upon the opening of the link road to through traffic. The monitoring shall be undertaken in accordance with the agreed scheme until the occupation of the 1300th dwelling, or unless otherwise agreed with WSCC.

In the event the monitoring demonstrates a need at one or more of the junctions, the applicant should seek to secure all necessary consents to implement the scheme or schemes of mitigation as shown on drawings JNY9716-SK043 (Drayton Lane/Tangmere Road Junction Proposed Mitigation), JNY9716-SK044 (A285 Stane Street/New Road Junction Proposed Mitigation), and JNY9716-SK045 Revision 01 (A285 Stane Street/Roman Road Junction Proposed Mitigation), or make an equivalent value contribution to enable WSCC to pursue alternative forms of mitigation.

Safeguarding of land within the site for any future south of the A27 cycle route

A27 Temple Bar Overbridge Widening

Upon commencement of the development, the applicant shall undertake a feasibility study to investigate the potential to widen the existing foot and cycle way on the western side of the A27 Temple Bar Overbridge. Should the feasibility study demonstrate the existing foot and cycle way can be widened, the applicant shall thereafter seek all appropriate consents to deliver a scheme of foot and cycle way widening on the A27 Temple Bar Overbridge in accordance with a timetable agreed with Highways England and WSCC Highways.

Public Transport

The obligation is to include a trigger point by which enhanced bus services are expected to commence, as well as a specification for the service (i.e. destinations, frequency, operating times).

Westhampnett Cycle Route Improvements

Upon commencement of the development, the applicant shall undertake a study to determine improvements to the existing Westhampnett Cycle Route from the A27 Temple Bar grade separated junction through to the junction of Stane Street and Old Arundel Road. Once complete, the applicant shall thereafter present potential improvements options to WSCC to agree. Once a scheme has been agreed, the applicant shall secure all necessary consents and implement the scheme of works.

Maintenance of on- site Sustainable Drainage Systems (SuDS)

- By way of funds to an appropriate management scheme operated by the Council or a suitable Management body.

Library Provision

- Up to 100m² of floor space to be made available in an accessible location (in or near the village centre) within any new or extended community building; and
- A financial contribution to help fit out the library facility (£100,000 was identified in pre-application engagement).

Early Years and Primary Education

- Securing of a site measuring 2.4 hectares (shown on the Land Uses Parameters Plan) for the provision of a new 2FE Primary school, including Early Years setting and Special Support Centre; and
- By way of funds (£10.6 million or other sum, yet to be agreed) or direct works to deliver the above education infrastructure to a specification and by a date agreed.
- Safeguarded site for Primary School Expansion. This figure is based on the build costs of the Tangmere strategic site providing a 2 FE primary school, plus 2.4 HA / 24,000 m² of land towards the provision of a new 2FE primary school with a nursery facility and an SSC in Tangmere.
- A contribution of £2,100,000 towards the provision of 53 place nursery provision.
- A contribution of £620,000 towards the provision of SEND/SSC provision, based on a yield of 4 SEND pupils.
- Securing of a site measuring 0.49 hectares (shown on the Land Uses Parameters Plan) to be safeguarded for a period to be agreed to facilitate an expansion of the primary school to 3FE in the event that Tangmere Primary Academy relocates to the site.

Section 106 Monitoring

- Financial contribution towards monitoring of the Section 106 Agreement, to be agreed with WSCC.

Significant Conditions

8.215 In addition to the Section 106 Agreement provisions set out above, the recommendation to approve this application is subject to a number of planning conditions. Some of these are relatively standard, while some others are required specifically in relation to this development. All are, however, designed to help ensure that this development proceeds as outlined in the application and to help deliver a high quality development over the next 15 years or so.

8.216 Member's attention is drawn to the general provisions of the recommended conditions, as follows:-

- General conditions are recommended to limit the number of dwellings on the site to no more than 1,300, require development to accord with the approved Parameter Plans and require a phasing Plan for the whole site to be submitted and agreed for the whole site.
- Highway conditions will require the new accesses to be provided before commencement and any occupation of the proposed dwellings. Another condition requires a Travel Plan for the whole site to be agreed before occupation.
- A condition requires a Construction Management Plan (CMP) covering a raft of safeguarding matters to be agreed before development commences.
- A condition requires a Design Code to be submitted and agreed before or with any first application for reserved matters, which will cover a variety of design related matters across the whole development.
- A condition requires a Sustainability Strategy to be submitted and agreed and then implemented for each parcel or phase of development, in accordance with the relevant sustainability requirements that apply at the relevant time.
- A condition will help ensure that not all dwellings are constructed to the full heights set out on the revised Building Heights Parameter Plan, so as to create a satisfactory, attractive and varied development across the whole site.
- Conditions are recommended to deal with all the relevant drainage matters and all the relevant ecology and landscape matters.
- Conditions will deal with all the relevant environmental matters.
- Finally conditions will deal with the protection and recording of archaeological features within the site.

Conclusion

- 8.217 This is the last of the current major Strategic Development housing locations allocated in the approved Local Plan to come forward. It is a large and important site that has the ability to satisfactorily accommodate up to 1,300 dwellings and it has the potential to make a significant contribution to helping meet housing needs in the District and to help reduce pressure for housing elsewhere. If approved, it will help to deliver additional housing over quite a long 10 to 12 year period.
- 8.218 As submitted, the outline planning application is considered to comply with both established and emerging Policy, including the provisions of the Tangmere Neighbourhood Plan. It very much embraces the “one-village” vision that is required for Tangmere and it seeks to comply with all of the fundamental requirements and objectives of the Tangmere Neighbourhood Plan. The application has been developed and has evolved over quite an extensive period of time and it has been further developed and refined, following an extensive consultation exercise and a long period of community involvement. Unusually, for a major scheme such as this, it has not attracted any significant opposition from the local community and it is generally supported by Tangmere Parish Council.
- 8.219 This is an outline planning application, with only the access arrangements being formally considered, at this stage. The site is in the position of (subject to one outstanding issue being resolved) potentially having an acceptable and available new access from the A.27 Trunk Road, which it is proposed to use for both construction and development access. This will help to protect the amenities of existing residents in Tangmere. Other highway improvements will be required and these can all be secured by planning condition or through their inclusion in a Section 106 Agreement.
- 8.220 Despite being an outline planning application, the applicant has sought to demonstrate a vision for an expanded Tangmere village and to provide a considerable amount of information, setting out how a future scheme might evolve over the coming years, if outline planning permission is granted. In this regard, a number of conditions and Section 106 requirements are recommended. These seek to ensure that a scheme evolves which properly reflects the aspirations for the area and is one that delivers a high quality, sustainable and attractive scheme, which fully integrates with the existing village of Tangmere, rather than just being added onto it.
- 8.221 Finally, the proposed scheme will deliver a significant number of important community benefits for the village – both for the existing residents, as well as the new residents. There is significant open space proposed, which will cover nearly half of the site, new play facilities and additional sport facilities, a new sports pavilion, extensive new cycle routes and paths and improved cycle links to Chichester or a contribution towards any new cycle route into Chichester. There will also be enhanced public transport, a new village school, enhanced community facilities, new library provision, a large new area of allotments and a new orchard. Finally, there will also be opportunities for the existing Tangmere Academy to relocate to the new school and for the Tangmere Military Aviation Museum to expand, in the future. Overall, this is an impressive and extensive package of local community improvements.

8.222 Having considered all of the relevant planning considerations and provided that the only outstanding issue raised by Highways England relating to the Temple Bar junction is satisfactorily resolved and Highways England withdraws its holding objection, it is considered that the scheme overall is acceptable. Subject, therefore, to the above matter being resolved, the prior completion of a Section 106 Agreement and the conditions set out in this report below (as well as any other planning conditions or matters for the Section 106 Agreement that Highways England might recommend), it is recommended that, outline planning permission should be granted.

Human Rights

8.223 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

SUBJECT TO HIGHWAYS ENGLAND WITHDRAWING ITS HOLDING OBJECTION FOLLOWING AN AGREED APPROACH TO THE ACCESS PROPOSALS FOR THE A27 TEMPLE BAR JUNCTION, DEFER FOR SECTION 106, BASED ON THE GENERAL HEADS OF TERMS SET OUT IN SECTION 8 OF THIS REPORT, THEN PERMIT subject to the following conditions:-

1) The development to which this permission relates shall be commenced not later than the expiration of three years from the approval of the first reserved matters and the remainder of the development shall be begun not later than:

- i. The expiration of ten years beginning with the date of this permission; or
- ii. Within two years of the approval of the reserved matters for any phase, parcel or area of infrastructure, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2) The reserved matters required to be submitted by the conditions of this outline planning permission shall not depart from the terms and details of the Framework Masterplan and the approved Parameter Plans considered and approved as part of this outline planning permission. The development hereby permitted shall be carried out fully in accordance with the following approved plans, subject to the deviations shown on the approved Parameter Plans.

- o Location Plan -180620_TOR_001_A
- o Framework Masterplan - 180620_TOR_IMP_001_B
- o Land Use Parameter Plan -TOR-PP-001 Rev K
- o Access and Movement Parameter Plan - 180620_TOR-PP-04_K-
- o Building Density Parameter Plan - 180620_TOR-PP-03_G
- o Building Height Parameter Plan - 180620_TOR-PP-02_J
- o Open Space and Landscape Parameter Plan - 180620_TOR-PP-05_M
- o Access Junctions for Tangmere Road - JNY9716 - SK020
- o A27/A285 Access with Pedestrian Crossings - JNY9716 - SK028
- o Access Junction for Malcolm Road - JNY9716 - SK055
- o Tree Protection Plan - 19044-BT2
- o Outline Ecological Strategy Plan - 5545/ESP1

Thereafter, the development shall not be built other than in full accordance with all the above terms and details.

Reason: To ensure the development as eventually implemented generally accords with the submitted and approved plans.

3) No development shall commence within any phase, parcel or area of infrastructure until full details of the layout, scale, appearance and landscaping (hereinafter referred to as "reserved matters") have been submitted to and approved in writing by the Local Planning Authority.

Application for approval of the first reserved matters shall be made to the Local Planning Authority no later than three years from the date of this permission. The remaining reserved matters shall be made not later than ten years beginning with the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

4) An overall Design Code for the development of the site as a whole, including details of the different character areas, the proposed palette of materials and the proposed architectural approach, shall be submitted to the Local Planning Authority, before or with the first application for reserved matters on any phase or parcel which includes any buildings. This shall include, but not be exclusively limited to, the following matters:-

- Proposed materials for the external walls, windows, door surrounds and roofs.
- Verge details for all roofs, garages and pitched roof porches.
- Scale, general appearance and layout.
- Details of screen walls and/or fences that are proposed.

- Solar PV panels on dwellings, (which shall be installed so that they are flush fitting with the plane of all roofs).
- How an appropriate variation in roofscape and building height will be achieved in different character areas on the site.
- The general approach to be followed to ensure that proposed building heights within each parcel or phase conform to the approved Building Heights Parameter Plan and relevant planning conditions.

Once approved, all subsequent applications for reserved matters shall demonstrate how the details are in accordance with the approved Design Code unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure consideration is given to the development as a whole in the interests of amenity and to ensure a development of visual quality.

5) Each application for Reserved Matters for any phase or parcel that includes buildings shall include a schedule of the number of dwellings and/or buildings proposed and their respective building heights, and shall confirm the proportion of 2, 2.5 and 3 storey dwellings and/or buildings proposed in that phase or parcel, with reference to the relevant character area as set out within the Design Code. No dwelling or other buildings shall exceed the maximum heights for the relevant zone indicated on the approved Building Heights Parameter Plan.

Reason - In the interests of visual amenity and to protect the visual impacts of the proposed development.

6) No more than 1,300 dwellings shall be provided on the site as a whole.

Reason: To ensure the delivery of an attractive and high quality development.

7) No development shall commence until a Phasing Plan, covering the entire site relating to the delivery of all of the residential parcels and the strategic infrastructure, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in phases and each reserved matters application shall refer to a phase, phases, or part thereof, as identified in the Phasing Plan, as may be approved. Any subsequent changes to the approved Phasing Plan must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure consideration is given to the development as a whole and that it can proceed in phases in the interests of ensuring the delivery of an appropriate mix of housing, community facilities, other uses and open space during the construction of the development.

8) The development hereby permitted shall not commence unless and until a construction access and haul road from the A27 Temple Bar junction has been constructed, surfaced and drained in accordance with details to be submitted to and approved by the Local Planning Authority. This access shall be the only means of access to and from the site for all construction traffic at all times throughout construction of the development hereby permitted.

Reason: To secure satisfactory standards of access for the proposed development and to protect the amenity of nearby residents.

9) No part of the vehicular accesses shown on drawing titled 'Indicative Access Junctions Roundabout and Simple Priority T-Junction (40mph) with visibility splays' and numbered JNY9716-SK020 shall be commenced until a Traffic Regulation Order for a 40mph speed limit on Tangmere Road, which is required to enable the indicatively shown accesses to be implemented, has been submitted to and approved by West Sussex County Council and written confirmation of this approval has been made available to the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority in consultation with West Sussex County Council . No dwelling or any other use permitted shall thereafter be first occupied until the vehicular accesses indicatively shown on the drawing numbered JNY9716-SK020 have been constructed in accordance with drawings to be submitted to and agreed in writing by the Local Planning Authority.

Reason - In the interests of road safety.

10) No development shall commence unless and until a Landscape and Ecological Management Plan (LEMP), proposing measures to ensure the delivery and long term management of the proposed landscaping and open spaces (including areas of ecological value), has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall be prepared in accordance with the approved Outline Ecological Strategy Plan, unless an alternative is agreed in writing, by the Local Planning Authority. The LEMP shall include, but not be limited to, the following measures:-

- The management of the green corridors areas, which shall include a mitigation and enhancement management strategy for the site.
- Proposals for wildlife management, including the use of native species friendly planting, lighting for bats, pond enhancement, the ancient yew off-site, bat trees, a badger survey, water voles, nesting birds, reptiles, greater crested newts and hedgehogs.
- Details on how the proposed green corridor areas will be protected during the construction process.
- How hedgerows and trees on site are used by many protected species for commuting and foraging and will need to be retained and enhanced for bats.
- Wildflower meadow planting
- Filling any gaps in tree lines or hedgerows with native species
- The provision of bat brick/boxes to be installed into the dwellings and a further bat boxes (numbers to be agreed) to be installed within the retained trees on site

- The provision of bird boxes/bricks installed into the dwellings and a further bird boxes (numbers to be agreed) to be installed within the retained trees on site
- The provision of barn owl box is installed on site together with a management programme for maintenance and monitoring
- The provision of log piles (as detailed within the submitted reptile mitigation)
- Details of gaps to be provided at the bottom of the fences to allow movement of small mammals across the site.

Thereafter, the LEMP shall be implemented fully in accordance with the approved details, with measures required within any parcel or phase of the development to be installed on the site prior to the first occupation of any dwelling or building within that phase or parcel, in accordance with the approved details.

Reason - To ensure that the ecology of the site appropriately managed.

11) No development shall commence within any phase of the development, including any works of demolition, unless and until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that phase of development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period, unless any alternative is agreed in writing by the Local Planning Authority. The CEMP shall provide details of the following, in relation to the relevant phase of the development :-

(a) the phased programme of construction works;

(b) the anticipated number, frequency and types of vehicles to be used during construction, the location and specification for vehicular access the turning on site of vehicles during construction and the method of access and routing of vehicles during construction and the provision to be made for the parking of vehicles by contractors, site operatives and visitors to the construction site.

(c) the loading and unloading of plant, materials and waste and the storage of plant and materials used in construction of the development,

(d) the erection and maintenance of security hoarding and the location of any site huts/cabins/offices,

(e) the provision of road sweepers, on and off site wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

(f) details of proposed public engagement, both prior to and throughout construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,

(g) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,

(h) other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

(i) measures to control the emission of noise during construction,

(j) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Such lighting shall be limited only to that required for security and safety,

(k) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas, measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing and waste management including prohibiting burning and the disposal of litter,

(l) the provision of temporary domestic waste and recycling bin collection points during construction.

(m) the hours of construction, which once agreed shall be fully complied with throughout the full construction period.

(n) Silty water disposed of to foul sewer or suitable alternative (tanker off site)

(o) Water washing of vehicles carried out away from water courses.

(p) Refuelling away from water courses.

(q) Measures for dealing with any evidence of unexploded ordnance (UXO) that is found on the site.

(r) Details, which shall include a 32Metre protection zone, to protect the Ancient Yew tree off site (within St. Andrews churchyard) so to ensure there is no disturbance within this area, where relevant.

(s) An assessment of the potential impacts of the development on Highway England's assets, where relevant.

(t) The replacement of any previously provided ecological mitigation measures that are required to be relocated by the proposed development and the protection of those remaining.

Reason: To ensure safe and neighbourly construction and environmental protection.

12) Development shall not commence unless or until the full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority (WSCC). The scheme shall include a period of groundwater monitoring agreed by the Local Planning Authority. The design shall follow the hierarchy of preference for different types of surface water drainage disposal systems, as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA. Winter groundwater monitoring, to establish the highest annual ground water levels, shall be agreed and undertaken to support the detailed design of the attenuation basins and any other surface water drainage infrastructure that may interact with shallow groundwater. The detailed scheme shall include proposals for improving and diverting the surface water drainage system at the north east boundaries of the site from under the A27 and in the vicinity of Church Lane. No building shall be occupied or other land shall be brought into use unless and until the complete surface water drainage system serving that building or land has been fully implemented in accordance with the agreed details.

Reason - In order to ensure that the site is appropriately drained.

13) No development, including site works of any description, shall take place on any phase, parcel or area of infrastructure and no equipment, machinery or materials shall be brought onto the site, unless and until all existing trees or hedges to be retained within or adjoining that phase, parcel or area of infrastructure have been protected in accordance with the approved Tree Protection Plan, unless an alternative is approved in writing by the Local Planning Authority. Thereafter, this protection shall be maintained until all equipment, machinery, surplus materials and soil have been removed from the site. Within the areas so fenced off, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas, they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered. All work shall be undertaken in accordance with BS 5837:2012

Reason: To ensure the retention and maintenance of trees and vegetation, which are important features of the area.

14) No development shall commence until details of a strategic system of foul drainage for the site have been submitted to, and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority (WSSC). Any variance in the approved details must be agreed in writing with the Local Planning Authority prior to the commencement of any development in relation to the foul drainage of the site. Thereafter, all development shall be undertaken in accordance with the approved details. The foul drainage system shall be retained as approved thereafter.

No works shall commence on site for each phase or parcel unless and until the agreed details of the proposed foul drainage and means of disposal for that phase have been submitted to and approved by the Local Planning Authority. Within each phase or parcel of development, no dwelling or other building shall be occupied until all foul water drainage works have been fully carried out in accordance with such details.

Reason: To ensure that the proposed development is satisfactorily drained.

15) Each application for Reserved Matters for any phase, parcel or area of infrastructure shall include details of suitable arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting that phase, parcel or area of infrastructure. No construction is permitted which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site.

Reason - To ensure that drainage arrangements for the site can be properly maintained.

16) Each application for Reserved Matters for any phase or parcel of development shall include the provision of a Sustainability Strategy for that phase or parcel, outlining details of the sustainable design and construction that is proposed for all new buildings within that phase or parcel, including, but not limited to, renewable energy, water use, sustainable building techniques and technology, energy consumption, maximising renewable resources, climate change adaptation and electric vehicle charging.

The Reserved Matters required to be submitted by the terms of this permission shall include details, specifications, proposals and any necessary evidence to demonstrate how the proposals comply with the relevant Sustainability Strategy. Following approval, development shall be carried out fully in accordance with the details as may be agreed and there shall be no departure from the approved details which shall be fully implemented as part of the development, unless any variation is agreed in writing by the Local Planning Authority.

Reason: To minimise the impact of the development upon climate change.

17) If a Phase 2 land contamination report submitted identifies that site remediation is required within any phase or parcel of development, then no development shall commence within that phase or parcel unless and until a Remediation Scheme has been submitted to and approved in writing to the Local Planning Authority. This should detail how the remediation will be undertaken, what methods will be used and what is to be achieved. Proposals for any ongoing monitoring shall also be specified. A competent person shall be nominated by the developer to oversee the implementation of the Remediation Scheme for that phase. The report shall be undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11. Thereafter the approved remediation scheme shall be fully implemented in accordance with the approved details.

Reason: In the interests of amenity and to protect the health of future occupiers of the site from any possible effects of land contamination in accordance with local and national planning policy.

18) If any proposed piling is required in any phase or parcel and has the potential to penetrate the full depth of the Lambeth Group (i.e. into the Chalk), a piling risk assessment and method statement shall be undertaken (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) for the relevant phase or parcel. This shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Portsmouth Water, prior to the commencement of development within that phase or parcel.

Reason: To mitigate against any risk to potable supplies from turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways.

19) No development shall commence within any phase or parcel of the development hereby permitted, unless and until details showing the specification, locations and maintenance details for the proposed fire hydrants (in accordance with West Sussex Fire and Rescue Guidance Notes) within that phase or parcel, have been submitted to and approved in writing by the Local Planning Authority, in consultation with West Sussex County Council's Fire and Rescue Services.

Reason: In the interests of public safety and to accord with the provisions of the F&RS Act 2004.

20) Prior to the commencement of each phase or parcel of the development hereby approved, full details of the access visibility splays within that parcel or phase shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). Prior to the first occupation of each residential phase or parcel or other land use, the access and visibility splays shall be constructed in accordance with the approved details and the land and vegetation within the visibility splays shall not be obstructed by any object, structure, planting or other material.

Reason: In the interests of road safety.

21) No development shall commence within any phase or parcel of the development until plans or sections through the relevant part of the site, showing details of the existing and proposed ground levels, have been submitted to, and approved in writing by, the Local Planning Authority. The details shall clearly identify the relationship of the proposed ground levels and proposed completed height, with any adjacent existing or proposed buildings. The development of that phase or parcel thereafter shall be carried out in fully accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas.

22) No development shall commence within any phase or parcel of development unless and until an Acoustic Design Statement (ADS), accounting for transportation noise, has been submitted to and approved in writing by the Local Planning Authority. The ADS shall detail all mitigation measures to be implemented in order to provide an appropriate level of amenity for future occupants. All mitigation measures shall be maintained for the duration of the development order to ensure that appropriate amenity levels have been achieved.

Reason - In order to protect residential amenity.

23) No development shall commence within any phase or parcel of development unless and until an over-heating assessment has been submitted to and approved by the Local Planning Authority. The over-heating assessment shall detail all mitigation measures to be implemented in order to provide an appropriate level of amenity for future occupants. All mitigation measures shall be maintained for the duration of the development.

Reason - In the interested of sustainability.

24) No development shall commence within any phase or parcel, until details of any external lighting for that phase or parcel have been submitted to, and approved in writing by the Local Planning Authority. This information shall include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles, luminaire profiles, the timings of any lighting and the mechanism for turning on/off any external lighting). The lighting scheme shall set out how the design of the lighting shall not exceed thresholds from the Institution of Lighting Professional's for Environmental Zone E3 (suburban), 'Guidance Notes for the Reduction of Obtrusive Light (Guidance Note 01/20). It shall also minimise potential impacts for any bats using the trees, hedgerows and buildings, by avoiding unnecessary artificial light spill through the use of directional light sources and shielding. The lighting shall, thereafter, be installed, maintained and operated in accordance with the approved details, unless the Local Planning Authority gives its written consent to the variation.

Reason: To protect the appearance of the area, the South Downs National Park, the environment and foraging bats and local residents from light pollution.

25) Notwithstanding the submitted details, no development within each phase or parcel in respect of the shared surface areas hereby permitted shall commence, unless and until, technical details of the final wearing course of the internal roads and shared surface areas within that phase or parcel of the development hereby permitted details have been submitted to and approved in writing by the Local Planning Authority. The proposed surfacing materials shall be suitably strong enough to take the weight of a 26 tonne waste freighter vehicle and should demonstrate that they will be constructed so as to withstand the manoeuvring of waste collection freighters. The final wearing course of the internal roads shall thereafter be constructed in the approved surfacing materials and all shared surface areas shall be constructed in accordance with the approved details and thereafter maintained in a condition that is fit for purpose.

Reason: To ensure that the internal roads are designed and constructed to withstand the weight of the heaviest vehicles using them.

26) Before each phase or parcel of the development hereby permitted commences, detailed plans and proposals shall be submitted to the Local Planning Authority setting out proposals for refuse and recycling bin storage for that phase or parcel, which shall be sufficient for 2 x 240 litre wheeled bins. Once approved, provision shall be made and maintained within each phase of development, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the appropriate provision for recycling and refuse disposal.

27) Prior to the occupation of any dwelling on the site (or within relevant parcels as may be agreed in the Phasing Plan), the proposed earth bund and acoustic fence to the north of the site shall be constructed in accordance with details to be submitted to and agreed by the Local Planning Authority and then provided fully in accordance with the approved details.

Reason - To ensure that road and traffic noise from the A27 is appropriately mitigated against.

28) No building shall be occupied until a site investigation and post investigation assessment has been completed, submitted to and approved by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 42. Within this assessment, it should be demonstrated that provision has been made for analysis of results, archive deposition, the publication of a final report for the entire site and for the provision for on-site public information.

Reason: to enable any remains of archaeological significance to be investigated and recorded.

29) The development hereby permitted shall make full provision of all of the open space, amenity land, play areas, allotments and orchard as indicated on the approved Open Space and Landscape Parameter Plan (TOR-PP-005 REV L). These areas shall be laid out in accordance with an Open Spaces Phasing Plan, which is to be submitted to and agreed with the Local Planning Authority, before the first occupation of any phase of the housing proposed. Once provided, these areas shall only be used for the purpose they were provided for, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the appropriate provision of open space, amenity land and play areas in order to secure the required standard of development.

30) Prior to the occupation of any commercial unit in the Village Centre, a Noise Impact Assessment and, where required, a scheme for the extraction of fumes and odours generated from hot food preparation, for mechanical plant and commercial operations, shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that appropriate standards are met for the approved uses and details of noise mitigation measures shall be presented, as required. Any approved noise and odour control measures shall be implemented prior to occupation and retained fully operational thereafter.

Reason - In order to protect residential amenity.

31) Prior to the occupation of any dwelling facing directly towards the roads on the northern and southern extremes of the site, a Noise Impact Assessment shall be undertaken by a competent person. The results of this assessment shall then be implemented within the layout and design of all relevant dwellings, so as to ensure that all habitable rooms achieve, as a minimum, the following criteria:

- Living Room, 35dB LAeq,16hours (07:00-23:00);
- Dining Room, 40dB LAeq, 16 hours (07:00-23:00);
- Bedroom, 35dB LAeq,16hours (07:00-23:00);
- Bedroom, 30dB LAeq,8hours (23:00-07:00)
- and a level of 45dB LA[F]max shall not be exceeded on a regular basis (10 times) during night-time (23:00-07:00)
- Private Garden Areas, 55dB LAeq,16hours (07:00-23:00).

Reason - In order to protect residential amenity.

32) Prior to the first occupation of any dwelling within each phase or parcel of development, all fire hydrants shall be provided in accordance with the details as may be agreed. The fire hydrants shall thereafter be maintained fully in accordance with the approved details.

Reason: In the interests of public safety and to accord with the provisions of the F&RS Act 2004.

33) No dwelling shall be occupied on any phase or parcel until a verification report for any Remediation Scheme that is required for that phase or parcel has been submitted to and agreed in writing by the Local Planning Authority. The report should be undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11.

Reason: In the interests of amenity and to protect the health of future occupiers of the site from any possible effects of contaminated land in accordance with local and national planning policy.

34) Prior to the first occupation of any dwelling or building on the site, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The Framework Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority and shall include the provision of a resident's Travel Information Pack to the first occupants of each dwelling. Thereafter, no dwelling or any other building within any phase of development shall be occupied unless and until individual Travel Plans for each land use category (residential, non-residential and education), based upon the agreed Framework Travel Plan, have been submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority. Once agreed, the phase specific Travel Plan shall thereafter be implemented in accordance with the agreed document. The Framework Travel Plan shall include, but shall not be limited only to, the following measures:

- Welcome Packs to be provided to each occupier on arrival containing information on sustainable travel modes; and
- Community Travel Noticeboards containing information on sustainable travel modes.

Reason: To encourage and promote sustainable transport.

35) No foot or cycle access connection shall be made to Church Road until a scheme of footway improvements has been undertaken along Church Road and uncontrolled crossing points across Tangmere Road in accordance with the details as indicatively shown on drawing JNY9716-SK058 Revision A.

Reason - In the interests of pedestrian safety.

36) No dwelling shall be occupied until an uncontrolled crossing point has been provided onto Tangmere Road in the vicinity of the Gamecock Terrace junction in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The uncontrolled crossing point shall provide for both pedestrians and cyclists.

Reason: In the interests of pedestrian and cyclist safety.

37) No more than 300 dwellings shall be occupied until a scheme of highway works based on drawing titled 'Indicative A27/A285 Access with Pedestrian Crossings' and numbered JNY9716-SK028 has been implemented in accordance with drawings submitted to and agreed in writing by the Local Planning Authority.

Reason - Reason: In the interests of pedestrian and cyclist safety.

38) No more than 300 dwellings shall be occupied in the southern part of the site with access via Tangmere Road until the link road is complete and open to through traffic from Tangmere Road to the A27 Temple Bar Grade Separated Junction.

Reason: In the interests of highway safety.

39) No dwelling shall be occupied until full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority, in consultation with the Lead Local Flood Authority (WSSC). The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the SuDS System, the owner or managing agent shall strictly adhere to and implement the recommendations contained within the maintenance and management manual.

Reason - To ensure that the site is adequately drained.

40) The development hereby permitted shall be connected to all relevant utilities and service infrastructure networks (including fresh water, electricity, gas, telecommunications and broadband). All existing infrastructure on site shall be subject to appropriate protection measures during all construction phases.

Reason: To ensure that the development benefits from appropriate infrastructure.

41) The existing hedge along the southern boundary of the site shall be retained, with the exception of those parts that are required to be removed for the provision of agreed accesses to the site, in accordance with the approved Tree Protection Plan. Any parts of the hedge which are removed without consent or dies or becomes severely damaged or diseased during a period of five years from the date of the completion of the development shall be replaced in the next planting season with a hedge of a similar size and species, unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of preserving the visual amenities and character of the area.

42) The general strategy for the mitigation of the effects of the development of this site on the below-ground archaeological interest it contains, and is likely to contain, should be fully in accord with that outlined in the Environmental Statement and illustrated in its Figure 12.7 (Archaeology Mitigation Plan). Within a development parcel, phase or area of infrastructure, no works on site involving any ground disturbance shall commence until the developer has first carried out a programme of archaeological work in accordance with a Written Scheme of Investigation for that particular development parcel, phase or area of infrastructure which first shall have been submitted to and approved by the Local Planning Authority.

The Written Scheme of Investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for engagement with the local community during the site investigations, as appropriate
- d. Provision to be made for analysis of the site investigations and recording
- e. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- f. Provision to be made for archive deposition of the analysis and records of the site investigation
- g. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To enable any remains of archaeological significance to be investigated and recorded prior to development commencing.

43) Any works to the trees or vegetation clearance on the site shall only be undertaken outside of the bird breeding season (which takes place between 1st March and 1st October, each year). If works are required within this time an ecologist must check the site before any works take place (within 24 hours of any proposed work).

Reason: In the interest of ecology.

44) A 15 metre buffer shall be maintained from the boundary of the on-site pumping station(s) and no residential development should be provided within this 15 metre buffer zone.

Reason - To protect residential amenity.

45) No imported waste materials whatsoever shall be imported, deposited or used on the site.

Reason - In the interests of amenity.

46) There shall be no building or planting within 3 metres of the top of the bank of any existing or proposed surface water drainage infrastructure watercourse.

To ensure that all open watercourses can be satisfactorily managed and maintained.

47) All planting, seeding and turfing required by the approved details of landscaping shall be carried out in the first planting and seeding season following either the occupation of the buildings in the phase or parcel to which they relate, or the completion of the phase, parcel or area of infrastructure in which they are located, whichever is the sooner. Any trees or plants which, within a period of 5 years from being planted die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development.

48) The development shall be carried out only in full accordance with the submitted Flood Risk Assessment, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate flood risk.

49) The surface water from the development hereby permitted shall be disposed of using a Sustainable Urban Drainage System (where technically feasible and consistent with EA groundwater quality standards). The System shall be designed to ensure that the pre-existing rate of run-off from the site is not increased.

Reason: To accord with the Council's Interim Statement on Climate Change.

50) Prior to the use of the school or any use within the mixed use village centre first commencing, access from Malcolm Road shall be provided in accordance with the details shown on drawing titled Malcolm Road Proposed Access and numbered JNY9716-SK055 Revision A.

Reason: In the interests of pedestrian and cyclist safety.

51) Prior to the use of the school or any use within the mixed use village centre first commencing a scheme of footway widening shall be undertaken along Meadow Way footway in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of pedestrian and cyclist safety.

52) Prior to the use of the school or any use within the mixed use village centre first commencing, a scheme of public realm and pedestrian footway improvements shall be implemented on Malcolm Road from its junction with Tangmere Road through to the proposed development in accordance with plans and details and a Stage One Road Safety Audit submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of pedestrian and cyclist safety.

53) Prior to the use of the school or any use within the mixed use village centre first commencing, a controlled pedestrian crossing shall be implemented in the vicinity of the Tangmere Road and Malcolm Road junction in accordance with plans and details and a Stage One Road Safety Audit submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of pedestrian and cyclist safety.

For further information on this application please contact Mike Bleakley on 01243 534734.

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QJZZT4ERIUA00>

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Tangmere outline planning application 20/02893/OUT - Appendix One

Highway responses from West Sussex County Council

Further WSCC Highway comments dated 17 March 2021

WSCC Highways have previously issued comments (dated 15th December 2020) on this proposal. A number of points were raised in respects of the information submitted. Further information was then provided by the applicant to the points raised. The following response is based on the RPS letters and associated information dated 6th January 2021 and 4th March 2021.

Access via Malcolm Road

Minor design alterations have been undertaken to the proposed access via Malcolm Road. These changes introduce an additional length of footway from Cheshire Crescent northwards into the SDL as previously requested by WSCC. The changes are shown on drawing JNY9716-SK055 Revision A. The proposed access arrangement is considered acceptable.

A further point was also raised in terms of the potential for the development to increase traffic flows along Malcolm Road. Confirmation was sought in terms of these potential increases. Due consideration is given to the assessment scenario that includes a 2 form entry school and a mixed use local centre as this is what's proposed through the current planning application.

The additional scenario incorporating a 3FE school is noted. Any changes required to the school as proposed to increase its size, will require separate consideration. The increase in school size would be considered through any associated processes (planning permission, would for example, be required if extensions were required to the school building).

With respects to the 2FE/local centre use, the approach applied to the local centre is accepted. It's recognised that vehicle trips along Malcolm Road associated with this could be controlled through limiting the number of parking spaces provided on the Malcolm Road side. Restricting the number of spaces available would then encourage vehicular trips to arrive and depart via the development link road.

With the 2FE school, consideration to additional movements on Malcolm Road is only given in terms of movements associated with staff members. With pupils, it's assumed that all pupils will originate from within the SDL and that all trips consequently arrive and depart from within the SDL itself. It's accepted that once the site is fully built out that a significant number of pupils will live within the SDL.

Given the nature of the school and the fact that this would operate as an academy, there will be no catchment area as such. Pupils may consequently arrive by car from outside the village. It's recognised that where pupils originate from is beyond the control of the developer and that it would be impossible to model with accuracy

exactly how the school will operate. It's therefore fully expected that some pupils will arrive by car via Malcolm Road.

Whilst acknowledged as an aspect for the reserved matters, similar to the local centre, the arrangement of the school should aim discourage school related traffic from using Malcolm Road. Drop off and pick up locations should be designed to take place from within the SDL.

Tangmere Road Accesses

A number of points were raised in terms of the priority and roundabout junctions proposed on Tangmere Road. The most fundamental issue is that the design is based on an assumed 40mph design speed, which the developer will seek to achieve via a reduction of the posted speed limit. As has previously noted, the speed limit reduction is dependent on the successful outcome of a traffic order required to make the 40mph limit enforceable. The granting of planning permission does not guarantee that the traffic order will be made and it will be for the developer to demonstrate that the WSCC Speed Limit Policy is met to progress the proposed speed limit.

For the purposes of the planning application, WSCC Highways acknowledge that the design of the two junctions is fully compliant with the appropriate design standards for a 40mph design speed/speed limit. As such, there is no reason to seek to object to the accesses. However, appropriate mechanisms must be secured through the planning permission to require the developer to fund and progress a traffic order, and for this to be concluded prior to any works commencing on either Tangmere Road junction. Assuming the traffic order is made, the accesses can then progress on the basis of the details submitted. The accesses must also be progressed as a single package of works given the speed reducing impact and benefit the roundabout will have for the priority junction. If the traffic order fails, the applicant will need to suitably revise the design.

The above point aside, the Tangmere Road junctions have been safety and design audited. There is nothing within either audit that cannot either be resolved through the detailed design or controlled through planning permission.

A specific matter was raised with the proposed Tangmere Road roundabout relating to provision for pedestrians and cyclists. The indicative drawings of the roundabout show a foot/cycle way provided running from the development westwards along Tangmere Road, where there is currently no provision for pedestrians or cyclists. The concern was that the foot/cycle way as shown would lead users to a point where there is no safe means of continuing their journey. This matter has been discussed further with the foot/cycle way being retained to allow for future connections. However, if through the detailed design, it is demonstrated that the possibility of an onward connection being provided is very limited, the link can be shortened and terminate within the development.

Safety audits were provided for all of the proposed site accesses and off-site mitigation as part of the original submission. The only exception to this are the works proposed (namely the site access and various pedestrian crossing points) at Temple Bar. These works, and the associated safety audit, are to be agreed with

Highways England. There remains the need for the designers responses to be formally agreed between the developer and WSCC Highways. However, there are no matters within any of the RSA's that cannot be resolved through the detailed design.

Offsite Junction Mitigation

As set out within the initial WSCC Highways comments, the preference is towards a monitor and manage style approach to the delivery of the off-site mitigation at the A285/Roman Road, A285/New Road, and Shopwhyke Road/Tangmere Road/Drayton Lane junctions. This approach is recommended given the long duration of the development buildout and the inherent uncertainty as to potential changes in traffic conditions. A monitor and manage approach would accommodate this uncertainty. This approach may also enable contributions to be taken in lieu of physical works.

This approach and the precise wording would be secured within the s106. The obligation would require a scheme of monitoring (which is suggested to cover both capacity and safety) to be agreed with WSCC through which it would then be determined if mitigation is needed. WSCC would then be able to call upon the requirement to undertake the improvement works or make a contribution in lieu. The monitoring period would expire upon occupation of the 1,300th dwelling.

An alternate approach would be to require the developer to undertake the mitigation works or make a contribution in lieu prior to the occupation of the 1,300th dwelling, unless a scheme of monitoring demonstrates that the works are not necessary. This effectively removes the need for regular monitoring and has a trigger for the completion of the mitigation if this shown as necessary.

Development Phasing

Further information has been provided in respects of phasing. The developer has indicated that,

- An initial southern phase of up to 300 units will make use of the southern junctions (the roundabout and priority junction onto Tangmere Road).
- An initial northern phase of an unspecified number of units accessed from Temple Bar
- That the link road will be completed prior to any further development beyond the initial southern and northern phases.

The initial southern phase will result in increased vehicle trips through the existing village until such time as the link road is completed and open to traffic. The developer is estimating these increases will equate to 75 two way trips in the AM peak hour and 88 in the PM peak hour. The temporary increases are not expected to result in any severe impacts that would justify the early delivery of the link road.

Prior to the occupation of any dwellings within the initial northern phase, access and the various controlled crossing points would be required at the Temple Bar junction. In the absence of any phasing plans that could then be referenced in a condition,

given that the initial southern phase is indicated to comprise up to 300 units, it's recommended that the wording of the condition allows for no more than 300 dwellings to be occupied until the Temple Bar access and crossing works are completed.

It would also be helpful for the developer to include a figure against the number of units to be provided within the northern phase. This figure can then be used to inform the trigger associated with the delivery of the completed link road.

Tangmere Road/Malcolm Road Crossing

The TA submitted originally indicated that the developer would fund but not deliver a scheme of works to provide a crossing over Tangmere Road in the vicinity of the Malcolm Road junction. This arrangement was not accepted by WSCC. The developer has now agreed to deliver a scheme of works. Details will need to be secured by condition. The crossing should be controlled (i.e. push button) rather than uncontrolled.

The crossing will need to be delivered prior to the local centre and/or school being first occupied. The crossing is expected to form part of a wider scheme of improvements to Malcolm Road indicative details of which have been provided within the application. The wider scheme of improvements are also to be secured via condition.

Revisions to Church Lane works

The previously proposed scheme of footway works on Church Lane has now been revised. The new length of footway on the southern side of the carriageway has removed with those works adjacent to Tangmere Road retained. Given the level of traffic using Church Lane, an additional length of footway on the southern side of Church Lane is considered unnecessary.

Cycling

A number of points were raised by WSCC in regards of cycling.

The Movement and Access Parameter Plan indicates several connections into the development with the existing highway network. It has been agreed that details of the access points in the northeast and southeast corners can be secured via condition. These connections will need to be provided to ensure compliance with the M&A Parameter Plan. The SE corner connection is recommended to form part of the requirements for the initial southern phase of development. The NE corner access should be secured as part of the initial northern phase of development.

Confirmation was also sought as to whether improvements are achievable to the width of the cycle route on the Temple Bar overbridge as well as that section leading northwards that then connects with the un-trafficked section of Old Arundel Road. Whilst no details have been provided, the developer has committed to a undertaking a feasibility study and implementing a suitable scheme should this be deliverable. It is recommended that this is included as a s106 obligation.

Land is also to be safeguarded within the northwest corner of the site. This land may then be used by WSCC to provide a short section of a cycle route south of the A27, should this scheme be progressed. The land should be safeguarded through the s106 agreement. The developer will be required to provide a plan showing the land in question. The land should thereafter be safeguarded for a period of 10 years. The period of safeguarding would need to start from an appropriate time and once access is achievable to the safeguarded land through the development.

The only other cycle related matter was the potential contribution from the development towards the delivery of other site cycle routes. This contribution is then considered to satisfy the requirement with the site allocation policy that requires the development to provide *'improved and additional cycle routes linking Tangmere with Chichester city, Shopwhyke, and Westhampnett'*. As previously noted, it is considered unreasonable and beyond the ability of the developer to require them to physically provide new and additional routes towards Chichester outside of land within their control.

A contribution would however enable WSCC to pursue new routes. There is, for example, on-going feasibility work in respects of the Barnham to Chichester cycle route. The feasibility work completed to date indicates that any new route would pass through or adjacent to Tangmere. The TA submitted originally includes reference to a contribution of £630,000, a figure derived from the Infrastructure Delivery Plan prepared to support the adopted Local Plan. It is recommended that a s106 contribution of £630,000 is sought from the proposed development. The contribution would be specifically towards the provision of new or improved cycle routes linking Tangmere to Chichester, Shopwhyke, or Westhampnett. It is fully expected that any new cycle route would ultimately form part of the wider Barnham to Chichester cycle route. The exact payment trigger would need to be resolved through negotiations on the s106 agreement.

Passenger Transport

Discussions on passenger transport provision are on-going with Stagecoach. An obligation will be required in the s106 covering such matters. The obligation is recommended to include a trigger point by which bus services are expected to commence as well as a specification for the service (i.e. destinations, frequency, operating times).

It is considered vital that a review mechanism is also included within any obligation. A review mechanism would cover matters such as changes to the bus service as well as the possibility of service uptake not being as forecasted, this may in turn require further subsidy.

It is accepted that the bus service obligation and any additional subsidy that may be needed through the review mechanism should be capped.

Through subsequent reserved matters applications, passenger infrastructure provision at bus stops as well as the location of bus stops themselves should be determined. It is recommended that shelters, real time screens, and other

appropriate infrastructure (i.e. poles and flags) are provided at all stops within the development.

Travel Plan

There have been further discussions in respects of the travel plan and overall approach to this. For the residential uses, phase specific travel plans are to be provided. These travel plans will need to accord with an overarching framework travel plan that sets the methodology in terms of high level measures, monitoring, reporting and subsequent additional actions should the identified targets not be met. The content of each phase specific travel plan will reflect the build out of the development and the services (i.e. passenger transport, school, community uses) that are subsequently available and that may influence travel habits. An entirely separate school travel plan should be prepared. This would need to be developed with the likely operator of the school. Conditions are recommended in these respects.

The applicant should also note that as of the 1st April 2021, WSCC Highways are planning to introduce a charge to audit travel plans. Such auditing fees would be secured within the s106 agreement.

Road Design Typologies within the Design and Access Statement and Movement and Access Parameter Plan

No formal response appears to have been offered by the developer in respects of the points raised by WSCC Highways towards these matters.

Conclusions

It's acknowledged that there are certain aspects that will need further discussion, primarily in relation to the wording of triggers and s106 obligations. Notwithstanding this, WSCC Highways are satisfied that National and Local Policy requirements relating to highways and transport matters are or can be satisfied (through appropriate conditions or s106 obligations). WSCC Highways are therefore satisfied that the development would not result in unacceptable safety or otherwise severe highway impacts. No highway objection would be raised.

Conditions

Travel Plan - Residential

Prior to the occupation of any dwelling, a framework travel plan shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, no dwelling within any phase of development shall be occupied until a travel plan based upon the agreed Framework Travel Plan covering the respective phase of development has been submitted to and agreed in writing by the Local Planning Authority. Once agreed, the phase specific travel plan shall thereafter be implemented in accordance with the agreed document.

Travel Plan - School

Prior to the use of the school commencing, a travel plan shall be submitted to and agreed in writing by the Local Planning Authority. Once agreed, the school travel plan shall thereafter be implemented in accordance with the agreed document.

Church Road

No dwelling shall be occupied until a scheme of footway improvements has been undertaken along Church Road and uncontrolled crossing points across Tangmere Road in accordance with the details as indicatively shown on drawing JNY9716-SK058 Revision A.

Tangmere Road Crossing

No dwelling shall be occupied until an uncontrolled crossing point has been provided onto Tangmere Road in the vicinity of the Gamecock Terrace junction in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The uncontrolled crossing point shall provide for both pedestrians and cyclists.

Malcolm Road Access

Prior to the use of the school or any use within the mixed use village centre first commencing, access from Malcolm Road shall be provided in accordance with the details shown on drawing titled Malcolm Road Proposed Access and numbered JNY9716-SK055 Revision A.

Meadow Way Footway Widening

Prior to the use of the school or any use within the mixed use village centre first commencing a scheme of footway widening shall be undertaken along Meadow Way footway in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Malcolm Road Improvements

Prior to the use of the school or any use within the mixed use village centre first commencing, a scheme of public realm and pedestrian footway improvements shall be implemented on Malcolm Road from it's junction with Tangmere Road through to the proposed development in accordance with plans and details and a Stage One Road Safety Audit submitted to and agreed in writing with the Local Planning Authority.

Pedestrian Crossing at Tangmere Road and Malcolm Road Junction

Prior to the use of the school or any use within the mixed use village centre first commencing, a controlled pedestrian crossing shall be implemented in the vicinity of the Tangmere Road and Malcolm Road junction in accordance with plans and details and a Stage One Road Safety Audit submitted to and agreed in writing with the Local Planning Authority.

Temple Bar Crossing Improvements

No more than 300 dwellings shall be occupied until a scheme of highway works based on drawing titled 'Indicative A27/A285 Access with Pedestrian Crossings' and numbered JNY9716-SK028 has been implemented in accordance with drawings submitted to and agreed in writing by the Local Planning Authority.

Link Road

No more than XXX dwellings shall be occupied until the link road is complete and open to through traffic from Tangmere Road to the A27 Temple Bar Grade Separated Junction.

Southern Accesses onto Tangmere Road

No part of the vehicular accesses shown drawing titled 'Indicative Access Junctions Roundabout and Simple Priority T-Junction (40mph) with visibility splays) and numbered JNY9716-SK020 shall be commenced until a Traffic Regulation Order for a 40mph speed limit on Tangmere Road required to enable the indicatively shown accesses to be implemented, have been approved by the County Council and written confirmation of this approval is made available to the Local Planning Authority. No dwelling or any other use permitted shall thereafter be first occupied until vehicular accesses indicatively shown on the drawing numbered JNY9716-SK020 have been constructed in accordance with drawings submitted to and agreed in writing by the Local Planning Authority.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

S106 Obligations

Offsite Junction monitoring

Prior to the completion and opening of the link road to through traffic, a scheme of traffic monitoring shall be submitted to and agreed with WSCC Highways. The scheme of traffic monitoring shall cover the junctions of, A285/Roman Road, A285/New Road, and Shopwhyke Road/Tangmere Road/Drayton Lane.

The agreed scheme of traffic monitoring shall commence upon the opening of the link road to through traffic. The monitoring shall be undertaken in accordance with the agreed scheme until the occupation of the 1300th dwelling, or unless otherwise agreed with WSCC.

In the event the monitoring demonstrates a need at one or more of the junctions, the applicant should seek to secure all necessary consents to implement the scheme or schemes of mitigation as shown on drawings JNY9716-SK043 (Drayton Lane/Tangmere Road Junction Proposed Mitigation), JNY9716-SK044 (A285 Stane Street/New Road Junction Proposed Mitigation), and JNY9716-SK045 Revision 01 (A285 Stane Street/Roman Road Junction Proposed Mitigation), or make an equivalent value contribution to enable WSCC to pursue alternative forms of mitigation.

Safeguarding of land for south of A27 cycle route

A27 Temple Bar Overbridge Widening

Upon commencement of the development, the applicant shall undertake a feasibility study to investigate the potential to widen the existing foot and cycle way on the western side of the A27 Temple Bar Overbridge. Should the feasibility study demonstrate the existing foot and cycle way can be widened, the applicant shall thereafter seek all appropriate consents to deliver a scheme of foot and cycle way widening on the A27 Temple Bar Overbridge in accordance with a timetable agreed with Highways England and WSCC Highways.

Public Transport

Westhampnett Cycle Route Improvements

Upon commencement of the development, the applicant shall undertake a study to determine improvements to the existing Westhampnett Cycle Route from the A27 Temple Bar grade separated junction through to the junction of Stane Street and Old Arundel Road. Once complete, the applicant shall thereafter present potential improvements options to WSCC to agree. Once a scheme has been agreed, the applicant shall secured all necessary consents and implement the scheme of works.

Initial WSCC Highway comments dated 15 December 2020

Background

It is noted that the application seeks outline planning approval with matters of access only to be approved at this stage. Comments are made against:

- Transport Assessment and associated appendices, dated 21st October 2020
- Access and Movement Parameter Plan (drawing no. TOR-PP04 Revision I)
- Design and Access Statement, dated November 2020
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Unless stated otherwise, comments are made regarding the impact on the local road network as maintained by WSCC. Highways England is responsible for the A27 and the slip roads on the A27 Temple Bar grade separated junction.

Policy

The site is allocated within the adopted Chichester District Council Local Plan for 1,000 dwellings and community facilities. A review of the CDC LP is progressing and as part of this the housing numbers at the Tangmere Strategic Development

Area are proposed to be increased. The current application for 1,300 dwellings reflects the LP review although it's recognised that this is not yet formally adopted. For the purposes of the current application, the highway and transport requirements from the adopted LP have been applied to the site as whole. The made Tangmere Neighbourhood Plan also includes policy requirements for the SDL. The acceptability of the site on highways and transport grounds will also be considered against other local and national policy requirements.

Access

Vehicular access is proposed into the site via an additional arm off the southern roundabout forming part of the A27/A285 Temple Bar grade separated junction and two new junctions onto Tangmere Road; one taking the form of a roundabout and a second indicated as a simple priority junction. A new link road will be provided between the additional roundabout arm at Temple Bar and the proposed new roundabout on Tangmere Road.

Additional access is also proposed via Malcolm Road as shown on drawing number JNY9716-SK055. The potential design of this access is noted. The only minor alteration recommended is the provision of an additional length of footway on the eastern side of the realigned Cheshire Close access. As indicated in the TA, improvements are intended to the entire length of Malcolm Road. For consistency, it may be necessary to revise aspects of the proposed Malcolm Road access design (notably the surfacing) as part of the wider scheme of works.

The access from Malcolm Road is intended to provide serve solely car parking associated with the proposed community uses as well as the proposed new school. This will result in some additional vehicular use of Malcolm Road although this will be proportionate to the car parking proposed within the community uses as well as there being peaks associated with the new school. It would be helpful for the applicant to put forward an estimate in terms of the potential increase in vehicle movements resulting from this development. It's acknowledged that at this stage, the exact number of car parking spaces for the community use is not known. Due consideration should be given through the detailed design to ensure an informal through route into the development is not created via the car park.

It's recognised that additional non-vehicular access points will be provided to secure connections between the proposed and existing development within Tangmere. Further comments on these are provided within the 'Accessibility by Sustainable Modes' section below.

The principle of the vehicular access arrangements is considered to comply with the LP policy requirements and as such is also accepted in principle by WSCC Highways. Further information in the form of Design Audits would however be required for the additional roundabout arm at Temple Bar and the new roundabout on Tangmere Road. The Design Audits should demonstrate how the proposed access works comply with current design standards. Design Audits are not considered necessary for the Tangmere Road simple priority junction or Malcolm Road extension.

A full review of the proposed access details, including the Road Safety Audits, will be undertaken once the Design Audit has been submitted. Notwithstanding the full access design review that will follow receipt of the Design Audit, with respects to the two junctions onto Tangmere Road, these have been designed on the assumption that the speed limit would be reduced from 60mph to 40mph. The design of the stopping sight distances on the approaches to the new junction also assumes that actual traffic speed would be 40mph. It is accepted that the presence of the new roundabout would act to reduce vehicle speeds primarily as vehicles have to slow to negotiate it. As such once the roundabout has been constructed, there may be scope to reduce the speed limit once the impact of the roundabout on speeds is known and providing the proposed speed limit complies with the WSCC Speed Limit Policy.

The arrangement as shown based on the assumed 40mph speed limit however is considered unacceptable. It is considered unacceptable as it would be impossible to require by planning condition that vehicle speeds are reduced to 40mph. The design of the two junctions should be based on the recorded 85th percentile speed of traffic or the posted speed limit. The concern with the arrangement presented is that inadequate stopping sight distances (primarily for eastbound vehicles on the approach to the new roundabout and at the priority junction should this be constructed ahead of the new roundabout) will be provided at the two junctions thereby resulting in safety issues.

It is accepted that the only aspects of the design that would be affected by applying a higher design speed is the stopping sight distances and that greater distances can be achieved due to the straight alignment of Tangmere Road. It is also accepted that greater SSDs would require the removal of more hedgerow along Tangmere Road. However, through a scheme of speed monitoring (secured via the s106 agreement) once the new junctions are in place and should speeds be shown as being reduced, it may then be possible to reintroduce further planting on Tangmere Road to reflect speeds at that time. This process may then enable a lower speed limit alongside appropriate additional traffic management measures (if necessary) if such works are compliant with current policy at that time.

The only other comment that would be made regarding the proposed southern roundabout at this stage is regarding the foot/cycle way provision shown on the western side of this. This foot/cycle doesn't connect into any existing provision nor would it appear to connect into any other provision proposed as part of the development. It's recommended that the foot/cycle way on the western side of the roundabout is revised in terms of its extent. The concern otherwise is that pedestrians/cyclists will be led to a point from where they have means of continuing their onward journey.

Road Safety Audits have been submitted for the two Tangmere Road junctions and Malcolm Road. It's understood that an Audit will be commissioned for the Temple Bar roundabout additional arm and other associated works once in principle agreement has been reached with Highways England regarding those works that may affect the A27. As per the requirements within GG119 (the standard by which Road Safety Audits are undertaken), the applicant would also be required to submit

to WSCC Highways a Road Safety Audit Response Template in the correct and editable format. This will then enable WSCC to include its responses to those made by the Design Organisation as well as any Agreed Actions that would be checked as part of any subsequent design or road safety audits. It's recommended that the Response Template is agreed directly between WSCC Highways and the applicant, and then submitted as part of the planning application.

Highway Capacity

Through the preparation of the existing Local Plan, the Chichester Area Traffic Model was created to assess the impact of additional housing and employment growth across the district. The model will also include significant developments from adjoining districts that may result in increased traffic flows within Chichester District. The inputs (i.e. trip generation from the various uses) and outputs from the model have been separately agreed through the LP process. The model will determine potential trip destinations and assign traffic to appropriate routes.

The 1,000 dwellings allocated as part of the Tangmere SDL were modelled as part of the CATM. Given a higher level of development is now proposed, the CATM has been updated to reflect the 1,300 units now proposed. As the purpose of the model has already been accepted as suitable for modelling the Tangmere SDL through the LP process, there are no reasons to challenge the principle in using this for the current planning application. In order to determine the development impact across the network, scenarios have been run for a future year of 2035 (at which point the development is expected to be complete) that include (Do Something) and exclude (Do Minimum) the proposed Tangmere SDL. The future year assessment will include other committed developments and highway improvements.

It should be noted that the link road associated with the SDL is included within the Do Something scenario only. The link road itself will result in the redistribution of some vehicle movements, primarily those using Tangmere Road through Tangmere itself, given this provides an alternate route for traffic. This will be accounted for within the CATM outputs. CATM Do Minimum and Do Something flows have been compared to determine those roads and junctions that will experience a potential increase in vehicle trips as a consequence of the development and the link road. This list of junctions has been further reviewed in discussion with WSCC Highways to determine which junctions should then be taken forward for further capacity analysis using appropriate industry accepted modelling software. The traffic models for the individual junctions have then been validated against observed queue lengths and resultant delays to ensure these are calibrated to reflect the actual junction operation.

Although the modelling follows current best practice, given the future year assessments are 15 years distant, there is the potential for some inherent uncertainty within these. This is not to say the models are incorrect but only to recognise that these can only include committed highway improvements and forecast using current traffic flows. As a result, whilst mitigation has been identified for a number of junctions, the recommendation in the majority of cases is for further traffic monitoring to occur. Should this validate the model flows as forecast, the applicant will be expected to deliver the mitigation as indicated or make an

equivalent financial contribution to WSCC Highways that may then be used towards an alternate scheme of mitigation. A monitor and manage approach will secure the timely delivery of appropriate mitigation should it be proven necessary.

The following junctions on the local highway network have been determined as requiring additional modelling analysis. Taking each of these junctions:

Proposed Roundabout Site Access off Tangmere Road

Notwithstanding the design issues identified above relating to the proposed design speed, the impacts of which are safety orientated as opposed to capacity, the roundabout is forecast to work well within theoretical capacity with minimal queues or delays to vehicles.

Proposed T-junction Site Access off Tangmere Road

Likewise, with the proposed roundabout, notwithstanding the design issues identified above, the junction is forecast to work well within theoretical capacity with minimal queues or delays to vehicles.

Temple Bar Grade-separated Junction (Southern Roundabout)

An additional arm is proposed to be added to this existing roundabout to access the proposed development and the link road. Based on the Do Something scenario, all arms of the roundabout are forecast to operate within theoretical capacity with minimal queues and delays to vehicles.

Temple Bar Grade-separated Junction (Northern Roundabout)

Modelling has been required for this roundabout due to the increase in vehicle movements as a consequence of the development. Based on the Do Something scenario, all arms of the roundabout are forecast to operate within theoretical capacity with minimal queues and delays to vehicles.

Through discussion with the applicant, a discrepancy has been identified with the modelling. This discrepancy relates to the AM Do Something Scenario and affects the A285 overbridge arm. The modelling is indicating a minor queue forming on this arm even though other than u-turning vehicles, movements from this arm would be unopposed onto the roundabout; the arm to the immediate right of the overbridge is the eastbound on-slip onto the A27. Nevertheless, a potential mitigation scheme has been drawn up. This would remove the roundabout and remove any give way lines on the A285 overbridge arm, thereby allowing northbound traffic to be free-flowing. Traffic joining from the A27 eastbound off-slip road would still have to give way as it does presently.

Given the length of the build out programme and the potential uncertainty in future year modelling as well as the possibility of as yet unknown improvements to other routes thereby making these more attractive, it's recommended that a scheme of traffic monitoring be included within the s106 agreement. This would enable traffic flows to be monitored once the development has commenced and allow the

mitigation to be implemented should it be deemed necessary. It's recommended that a s106 obligation allows for a contribution in lieu of works. This would allow for the possibility of a more comprehensive highway improvement should conditions alter significantly.

A285 Stane Street / Roman Road

This is an existing priority junction with ghosted right turning lane. This junction has been modelled due to the potential increase in vehicle trips resulting from the development. The Do Minimum future year scenario is indicating significant queues and delays for traffic turning out of Roman Road onto the A285 in both the AM and PM peak periods. There is also a significant issue for traffic wishing to turn right from the A285 onto Roman Road in the AM peak. This queue will in turn inhibit southbound movements on the A285. Whilst the queues are not significantly increased in the Do Something scenario, the length of delays is increased. WSCC consequently acknowledge the development is not the root cause of queues and delays at this junction but the additional development traffic has the potential to significantly worsen delays. This in turn may affect the safety of the junction as drivers attempt to take inadequate gaps in traffic to pull out.

To address the capacity issues, the applicant has proposed a scheme of mitigation in the form of traffic signals. This scheme has been designed to fit within the available public highway. Whilst the works have been Safety Audited, a Design Audit would be requested for the proposed design to ensure this meets all necessary standards. In principle and based on the modelling, a scheme of signalisation would resolve the impact arising from the development and the issues indicated within the Do Minimum scenario. Again, similar to the works for the northern roundabout of the Temple Bar grade separated junction, it is recommended that a scheme of traffic monitoring be undertaken for this junction once development has commenced. Should this monitoring indicate a worsening of capacity as the modelling suggests, the applicant would be required to implement the proposed scheme of signalisation. This approach is recommended for the same reasons as previously stated.

Again, it's recommended that the s106 obligation allows for a contribution based on the potential cost of the mitigation as shown in lieu of works. This would allow for the possibility of an alternate highway improvement should conditions alter significantly.

A285 Stane Street / New Road

This is an existing simple priority junction. This junction has been modelled due to the potential increase in vehicle trips resulting from the development. The capacity issues at this junction are much the same as those for the A285 Stane Street/Roman Road junction. In the Do Minimum scenario, quite significant queues and delays are forecast for vehicles exiting New Road as well as for vehicles turning right from the A285 onto New Road. In the Do Something scenario, the development is adding to but not the cause of the queues and delays.

Again, the applicant is proposing a scheme of traffic signals at this junction. This scheme has been designed to fit within the available public highway. Whilst the

works have been Safety Audited, a Design Audit would be requested for the proposed design to ensure this meets all necessary standards. This scheme will resolve those impacts arising from the development as well as improving the overall operation of the junction. It is noted that the modelling for the PM peak is approaching the 85% degree of saturation, which is generally taken as a warning that the level of service may start to decrease.

It is also recognised that in improving this junction, it may make the use of New Road more attractive; the potential difficulties in exiting onto the A285 may otherwise act as a deterrent to through traffic and encourage traffic to use other routes. The same would apply to Stane Street, although the impact on New Road and the junctions along it may be more profound. The efficient and safe operation of this junction would need to be considered on balance against the potential for New Road to be viewed as a more attractive route.

Again, it is recommended that a scheme of traffic monitoring be undertaken for this junction once development has commenced. Should this monitoring indicate a worsening of capacity as the modelling suggests, the applicant would be required to implement the proposed scheme of signalisation. This approach is recommended for the same reasons as previously stated. Again, it's recommended that the s106 obligation allows for a contribution based on the potential cost of the mitigation as shown in lieu of works. This would allow for the possibility of an alternate highway improvement should conditions alter significantly.

Tangmere Road / Drayton Lane / Shopwhyke Road

This is an existing simple priority junction. This junction has been modelled due to the potential increase in vehicle trips resulting from the development. The applicant has reviewed the development impact against the current layout as well as that proposed within 11/5283/OUT. The scheme within 11/5283/OUT sought to give priority to movements between Shopwhyke Road and Drayton Lane, with vehicles on Tangmere Road having to give way.

For the purposes of the Tangmere SDL, the improvement within 11/5283/OUT is treated as a committed works. This scheme however isn't secured by condition or within the s106 for 11/5283/OUT and is understood not proposed to be taken forward. For the purposes of Tangmere SDL, this scheme is still taken as committed and the potential consequences modelled.

Whilst a Do Something (i.e., with development) scenario appears not to have been run for the existing layout, it is apparent from the Do Minimum that relatively significant delays (ranging from 135 through to 180 seconds) would be expected. As such, a capacity issue would be expected in a future year regardless of the proposed Tangmere SDL.

With the committed improvement forming part of 11/5283/OUT and accounting for the Tangmere SDL, significant queues and delays would be expected on the Tangmere Road arm particularly in the PM peak. The applicant has consequently proposed an alternate scheme of works comprising traffic signals. The availability of highway is constrained in this location. A simple scheme of traffic signals with each

arm operating separately nevertheless is shown. Again, a Design Audit would be required to ensure the proposed signals comply with all necessary standards.

Even with traffic signals, the junction would be expected to operate over capacity within the PM peak, which is indicating to perform worst. It is noted that the average delay per vehicle with traffic signals are not greatly worse than those forecast within the Do Minimum scenario. However, in the AM peak, the provision of traffic signals would introduce delays for east and west bound movements that would not occur with a priority junction. The presence of traffic signals during inter peak periods would naturally also introduce delays that would not otherwise occur.

It's recognised that the inclusion of traffic signals offers an ability to control flows and thereby allow vehicles to manoeuvre safely without risk from other opposing movements. Even accounting for the negative impact in the AM peak, traffic signals would provide a potential safety benefit particularly on the Drayton Lane arm where visibility to the east and west is partially restricted and where turning movements may become more difficult as traffic flows increase.

As per those other junctions where traffic signals are proposed, it is recommended that a scheme of traffic monitoring be undertaken for this junction once development has commenced. Should this indicate a worsening of capacity as the modelling suggests, the applicant would be required to implement the proposed scheme of signalisation. This approach is recommended for the same reasons as previously stated.

Again, it's recommended that the s106 obligation allows for a contribution based on the potential cost of the mitigation as shown in lieu of works. This would allow for the possibility of an alternate highway improvement should conditions alter significantly.

Drayton Lane / High Street / WSCC Depot

This is an existing staggered junction with the High Street and the WSCC depot being the minor arms. Modelling has been undertaken due to the potential increase in vehicle movements arising from the development. Based on the modelling, this junction will continue to operate within theoretical capacity.

Other Matters

Although not a junction, the applicant has considered the impact on the Drayton Level Crossing. The impact here is considered more in terms of whether increased queuing would occur, which in turn may result in blocking of other junctions or which may result in safety issues should oncoming drivers not be able to see stationary vehicles. The assessment indicates the potential for increased queues. The increases are not significant and adequate forward visibility would still be achievable to the back of a stationary queue. It should be noted that no junctions have been assessed within Tangmere itself. This is due to the proposed link road offering an alternate route for traffic that would currently pass through Tangmere. Traffic flows through the village are expected to decrease once the link road is available.

At the current time, it's unclear when the link road would be complete and available to through traffic. It's accepted in principle that some development would need to be brought forward ahead of the link road being available with it recognised that the link road is effectively required to mitigate the impact of the completed development. There would still need to be a clear timescale put on the delivery of the link road though as well as it demonstrated that the local highway network would operate without severe capacity or unacceptable safety impacts should some development be brought forward in advance of the link road being available to through traffic.

Accessibility by Sustainable Modes

Walking

It's accepted in principle that all the proposed community uses within the development will be within reasonable walking distance (generally accepted as being 1.6km or 1 mile based on the findings within the National Travel Survey). Vice versa, all existing facilities will be within reasonable walking distance of the development. Due to distance, it's accepted that relatively few walking trips are likely to occur from the development towards other destinations.

Pedestrian access is proposed into the development from the existing built-up area of Tangmere at a number of points; Malcolm Road, Chestnut Walk via public right of way number 282, and Church Lane. Further connections are limited due to the lack of public highway or public rights of way that abut the proposed development boundary. Any further connections would require the permission of 3rd party landowners, and therefore are beyond the control of the applicants.

Malcolm Road is anticipated to form the primary sustainable access into the development due to the proposed community uses being proposed at the far western end. An indicative scheme of improvements (as shown on drawing number JNY9716-SK057) is proposed to widen the existing northern footway to 2 metres. Further works are indicated in the form of raised tables at various junctions along Malcolm Road. These are taken as being proposed to restrict vehicle speeds, albeit the limited carriageway width would serve this purpose. Areas of contrasting material rather than raised features may be more appropriate. The applicant will no doubt be aware of the requirement for public consultation associated with the installation of raised features exceeding a certain height. This consultation would be separate to the current planning application.

A scheme of improvements to Malcolm Road would be recommended to be secured via condition. The details proposed as part of the condition would allow for consideration to be given to the design of those improvements proposed for pedestrians as well as those works within the carriageway.

It is recognised that no improvements are proposed to Malcolm Road specifically catering for cyclists. In principle and subject to the applicant providing details on potential traffic flows on Malcolm Road with the community facilities (as already requested above), Malcolm Road may be considered suitable to accommodate on-street cycling as indicated within LTN 1/20.

As recognised within the TA and by WSCC Highways, Malcolm Road will become the main pedestrian route into the development from the existing Tangmere village. Any trips into the development via Malcolm Road will necessitate crossing Tangmere Road. No physical improvements are proposed as part of the development to aid crossing movements across Tangmere Road (although accepted that the proposed link road may remove some traffic from the existing village).

Reference is made within the TA to a contribution being made to enable WSCC Highways to undertake improvements to crossing facilities. This is considered unacceptable. As the development will generate additional crossing movements, the applicant should deliver all improvements necessary to mitigate the impact associated with the development.

A suitable scheme of crossing improvements must be submitted by the applicant to create a route from Tangmere into the proposed development via Malcolm Road. This should include a Design Audit and Road Safety Audit.

The access onto Chestnut Walk via an existing public right of way is indicated as a recreational route. This is likely to be a relatively lightly used route given the uses proposed on Malcolm Road and their associated draw. Details of the path (widths and surfacing) would be expected to form part of subsequent reserved matters applications. It would be anticipated that appropriate surfacing improvements would also be undertaken to the existing public right of way as well. Such works can be the subject of a planning condition.

Access is also indicated onto Church Lane. Church Lane is not adopted highway along its entire length. That section beyond the public highway is indicated within the red edge of the planning application and therefore is within the control of the applicant. Improvements are proposed along Church Lane in the form of additional lengths of footway as shown on drawing number JNY9716-SK058.

With the footway proposed at the western end, it's unclear what this ties into along the private access road serving Saxon Meadows. If there is to be no footway along the private road leading to Saxon Meadows, it would potentially be unnecessary for a footway to be provided within the public highway; pedestrians walking within the carriageway would be unlikely to encounter any additional vehicles when walking along the private access road or the public highway at the far end of Church Lane. An existing footway is then available on the northern side of Church Lane commencing from St Andrews Church towards Tangmere Road. This would render that length of footway proposed on the southern side of the carriageway unnecessary.

At the eastern end of Church Lane, an additional length of footway is shown running northwards along Tangmere Road. Due to the restricted verge width, the footway cannot be continued on the western side of the carriageway. Pedestrians consequently have to cross to make use of the existing footway on the eastern side of the carriageway.

As recognised within the TA, existing footways on potential walking routes between the existing village and the proposed development are of varying widths. Although

revisions are sought to some of the proposed connections and related infrastructure, WSCC Highways are satisfied that improvements are being focused on the appropriate corridors.

Cycling

Cycle connectivity between the proposed and existing development will make use of the same access points as indicated for walking. The only exception to this is Chestnut Walk, which is pedestrian only. Whilst confirmation has been sought as to the appropriateness of cycling occurring along Malcolm Road accounting for the proposed development traffic, Church Lane would be considered appropriate for on-carriageway cycling.

No other cycling improvements are currently proposed on roads within Tangmere although as noted already, the proposed link road has the potential to remove some traffic from Tangmere village. The existing road network within Tangmere is such that the provision of dedicated off-carriageway cycle facilities would be difficult, if not impossible, to achieve within existing constraints. It would still be appropriate for the applicant to consider what improvements may be possible to reduce vehicle speeds and therefore make conditions more conducive for on-carriageway cycling. Any such consideration should be limited to those potential movement corridors along Tangmere Road and Meadow Way.

Connections to routes beyond Tangmere are indicated in the southeast corner of the development onto Tangmere Road, and to the north onto the Temple Bar grade separated junction along with a further route at the north east corner of the development that emerges onto the existing cycle route south of the A27. With regards to the later referenced connection, indicative details should be provided to ensure a link is deliverable and not subject to any constraints resulting from existing trees sited between the development and the existing cycle route.

The connection in the SE corner will access the existing bridleway that runs across the old airfield. It is acknowledged that given the extent of public highway and land within the control of the applicant, there are no constraints on where exactly the crossing would be located taking account of the need to secure adequate visibility for those crossing. It would still be useful for indicative details of this crossing point to be provided as part of the current planning application. The agreed details can then form the indicative basis for the detailed design.

To the north, cycle access is proposed onto the existing route that runs into Chichester via Westhampnett. Details are shown on drawing number JNY9716-SK027. The existing route is somewhat convoluted at Temple Bar and involves a number of road crossings; travelling from the east, the cycle route crosses the westbound A27 off slip road, then crosses the A285/A27 overbridge, then crosses the A27 eastbound off slip road before joining the Old Arundel Road (an untrafficked pedestrian/cycle route) that leads into a recently constructed shared surface route through Westhampnett. The route then connects into existing provisions within Chichester.

The proposed development seeks to retain the existing route of the cycleway on the A27 slip roads and overbridge forming part of Temple Bar. Controlled crossing facilities are proposed over the access road within the development to provide an alternate route for cyclists rather than using the uncontrolled crossing on the A27 westbound off slip road. Controlled crossings are also proposed on the westbound on-slip road and the eastbound off-slip road. It should be noted that the slip roads are maintained by Highways England and not WSCC; HE would therefore be responsible for approving the crossings on the slip roads. WSCC Highways would though consider these crossings as necessary to achieve safe and suitable connectivity between the development and Chichester.

The cycle route on the A27 overbridge (which is subject to shared maintenance by WSCC and HE) is of varying width. This is acknowledged as an existing route but nevertheless is substandard. The applicant is requested to assess what improvements are achievable to improve the usable width of the existing route on the western side. This could entail reducing the width of the hard margin on the eastern side of the bridge to enable a slight carriageway realignment and widening of the western foot/cycle way.

Similar to the above point and whilst involving the HE maintained slip road, due consideration should be given to widening the foot/cycle way leading from the overbridge to the proposed signalised crossing on the eastbound off slip road.

Improvements to that section of the Old Arundel Road are also referenced. As this provides the only cycle connection between the development and Chichester, it's recommended that a scheme of improvements is secured and delivered by the developer. It's considered that the delivery of a scheme of works by the applicant would allow for the works to be delivered in a timely manner. Any works would need to be incorporated within the existing limits of the public highway and could include improved surfacing (if deemed necessary), increased widths (where possible) and the provision of lighting (subject to consideration of any ecological constraints).

The wording of the site allocation policy for the SDL is recognised as requiring: *'Improved and additional cycle routes linking Tangmere with Chichester city, Shopwhyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District'.*

Ultimately the development can only provide improvements within land forming part of the public highway or within land under the control of the applicant and forming part of the planning application. New routes involving 3rd party land cannot be reasonably required. Separate to the current planning application, WSCC are investigating the potential for a strategic cycle route between Barnham and Chichester. Whilst a preferred route has not yet been determined, a proportionate contribution would be sought from the SDL towards the delivery of this route. It's considered that the provision of a contribution to the Barnham to Chichester cycle route would satisfy the requirement of the allocation policy.

Relating to the above point, as mentioned within this, there is no preferred route at present. One option identified is for a route south of the A27. This would potentially incorporate land forming part of the current development. The potential for this route

and a requirement for land within the development are indicated on the Movement and Access Parameter Plan. This land should be safeguarded for use as a cycleway for a period of at least 10 years from the occupation of the first dwelling. A plan should be included in the s106 showing the extent of the safeguarded land along with the safeguarding requirement.

Passenger Transport

The passenger transport strategy involves extending the existing number 55 Stagecoach bus service into the development. The 55 service is understood to operate on an entirely commercial basis with no involvement from WSCC Highways. Consequently, the applicant would need to agree with the bus operator the details of what is being indicated. The cost of extending the service along with any additional resourcing would effectively need to be privately agreed with the bus operator.

Providing an agreement can be reached between the developer and the bus operator, for the purposes of the planning application and particularly the related s106 agreement, an obligation should be included requiring the developer to secure the extension into the Number 55 Stagecoach bus service into the development. The exact wording of the obligation should also include a trigger point at which the bus service extension shall commence and the frequency of the service.

It is acknowledged that the full bus routing may not be available for a length of time given the progressive construction of on-site infrastructure. The applicant will need to account for this within their public transport strategy. The bus service should be introduced to the development as soon as it is safe to do so.

Passenger transport infrastructure would also be required at proposed stops within the development. The location and details of such infrastructure should be agreed as part of future reserved matters planning applications.

Travel Plan Framework

It's accepted that separate travel plans will be required for the various uses within the development. The framework travel plan submitted covers just the residential phases. As the school and other retail uses come forward through reserved matters application, travel plans will be requested.

For the purposes of the framework residential travel plan, there are several elements within this that would need to be revised. Referring where possible to the specific numbered points in the FTP.

2.19 - Malcolm Road doesn't have a 20mph speed limit. This should be corrected.

4.15 - Reference is made to CDC Car Parking Guidance. The adopted CDC LP however refers to and requires WSCC Parking Guidance to be applied. This should be updated although car parking is a matter for consideration as part of future reserved matters applications.

6.9 - Given the development is to be built out over a 15-year period, the reference to the 5-year target is inappropriate and doesn't fit with the monitoring indicated to take place at 100, 300, 600, 900, and 1,200 dwelling occupations.

9.4 - Again, this refers to monitoring over a five-year period. For reasons stated above, this would be inappropriate and doesn't tie in with the suggested monitoring triggers.

Overall, it's accepted that a full travel plans will need to be prepared and agreed to cover the various uses proposed. This will be expected to be based upon the framework travel plan currently submitted. Given there are a few discrepancies within the submitted framework, this would need to be reviewed and updated to offer the overarching travel plan strategy for the site.

Layout and Parking

Whilst an illustrative master plan is provided, the details as shown on this are taken as indicative. Further reserved matters applications would be submitted for the various development parcels. As such, no comments are made on the illustrative masterplan. Overarching principles are though included within the Design and Access Statement (primarily the Movement Strategy section), and the Movement and Access Parameter Plan, that will influence the design of any reserved matters.

Regarding the Design and Access Statement and the matters covered within 7.39, the majority of the design typologies are considered appropriate for the context in which proposed. There are aspects that would benefit from clarification or amendment:

- A 4.1 metre carriageway width is indicated for tertiary streets. This is very narrow and will only just enable two opposing vehicles to pass. Ideally, a great range of carriageway widths would be proposed (i.e., 4.1 to 4.5 metres) to enable some flexibility as the design evolves.
- Even though shared foot/cycle ways are proposed along primary roads, shared arrangements are unlikely to appeal to all cyclists. The applicant should aim to create cycle friendly on-carriageway conditions as well.
- Traffic calming for primary and secondary roads should be integral to the design rather than relying on raised features or other such engineering.
- The design principles for the spine road should reflect Manual for Streets even though this may have to accommodate a reasonably high amount of traffic. Aspects such as forward visibility and visibility at junctions should therefore be based on MfS SSDs.
- Services for tertiary streets should where possible be sited within service margins rather than the carriageway.
- It is recommended that reference is included within the D&S to suitable provision being made for cyclists at junctions too. This could include such matters as giving priority to cyclists, where cycle routes cross junctions.

With respects to the Movement and Access Parameter Plan, it's acknowledged that there is flexibility in terms of the precise locations of aspects as shown on this plan. Notwithstanding this, there are a number of aspects that would need to be further considered. This includes:

- Although provision is made for cyclists close to the proposed Tangmere Road Roundabout, it's not particularly coherent with cyclists indicated to have to cross in proximity of the northern arm leading into the development and then cross again a short distance further northwards. It's unclear, for example, why a cycle route could not continue on the eastern side of the link road connecting to that easterly route that leads to the bridleway across Tangmere airfield. The number of crossings over the link road should be limited.
- There's also a notable lack of provision for cyclists within the western parcels. These parcels are recognised as having cycle friendly street design but nevertheless through the reserved matters due consideration should be given to the potential connectivity between parcels and whether these can form potential cycle friendly routes away from trafficked streets.

The alignment of the proposed link road includes a 90-degree bend at the northern end adjacent to the community uses. The severity of this bend should be reduced. It's accepted that the Movement and Access Parameter Plan allows for some flexibility in terms of the design. Confirmation would be sought from the applicant that the severity of this bend would be reduced and better reflect the remainder of the link road design.

High level principles are referenced within the Transport Assessment for parking. Given the extended buildout period for the development, parking requirements (including provision of electric vehicles) would need to be considered against the standards in place when any reserved matters are being considered. Provision for those non-residential uses would be considered separately as part of any respective reserved matters for these uses. With the school in particular, consideration must be given to potential requirements at dropping off and picking up times to ensure adequate provision is made and avoid any significant volumes of overflow parking occurring on-street.

Other Matters

S106 Agreement and Condition Trigger Points

It's acknowledged that the TA assesses the final form of the development proposed. However, the development is to be built over a length of time and in a number of different phases. Necessary infrastructure as identified within the TA to support and enable the development will need to be provided at key times. There are though no details within the application relating to potential phasing to enable infrastructure delivery to be linked specific phases. There will also need to be clarity as to when the link road is to be provided by.

For some of the off-site mitigation, WSCC Highways have indicated a preference towards monitoring traffic conditions ahead of any junction improvement being implemented. The applicant will still need to provide details of when this mitigation would be required by to ensure appropriate infrastructure is secured and provided at the appropriate time.

For the purposes of the mitigation, WSCC Highways have viewed this as being proposed for the development as a whole and completed. Dependent on the

phasing and potential build out other off-site improvements may be required to secure safe and suitable links to these ahead of other development infrastructure coming forward.

Construction Traffic

Matters of construction are not covered within this response. Details in terms of how the site will be built out, including means of access and routing of vehicles will be covered by way of a Construction Management Plan. Any CMP will need to account for existing highway constraints, including the existing weight restriction that applies to certain roads within Tangmere.

Summary

Prior to WSCC Highways making any formal recommendations, the following additional information would be required:

- Provide a footway on the eastern side of the realigned Cheshire Close junction as part of the proposed Malcolm Road access design.
- Revise the designs for the two proposed junctions onto Tangmere Road showing stopping sight distances based on the recorded 85th percentile speeds or the posted speed limit.
- Revise the extent of the foot/cycle way provision on the western side of the proposed southern access roundabout or demonstrate how this ties in with future proposals.
- Design Audits covering the Temple Bar additional roundabout arm and the proposed Tangmere Road Roundabouts access junctions, as well as the four junctions where traffic signals are identified as potential mitigation.
- A Road Safety Audit Response Template as per the requirements of GG119.
- Provide an estimate of potential 2-way vehicle movements at AM and PM peak times on Malcolm Road following the implementation of the development and those uses proposed to be accessed from this.
- Provide details for a scheme of pedestrian crossing improvements across Tangmere Road to Malcolm Road. This should include a Design Audit and Road Safety Audit.
- Confirm provision for pedestrians along the Saxon Meadows private access road and revise as appropriate the proposed footway provision at the western end of Church Lane.
- Review the potential for cycle improvements within Tangmere to enhance connectivity to the proposed development.
- Provide plans for the suggested cycle connections in the north east corner of the development onto the existing cycle route south of the A27 and the at the south east corner of the development onto Tangmere Road.
- Assess potential improvements to increase the western foot/cycle way width on the A27 overbridge forming part of the Temple Bar grade separated junction.
- Confirm that agreement has been reached with the bus operator in regards of the extension of the number 55 bus service into the development.
- Update the framework travel plan to amongst other things better reflect the long term build out of the development.

- Revise or clarify those matters raised regarding the road typologies within the Design and Access Statement.
- Review and revise the Movement and Access Parameter Plan with respects to those matters identified
- Provide further clarification over the potential phasing of the development and the delivery of identified improvements and mitigation.

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Public Document Pack

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A meeting of **Planning Committee** will be held in virtually on **Wednesday 31 March 2021** at **9.30 am**

MEMBERS: Mrs C Purnell (Chairman), Rev J H Bowden (Vice-Chairman), Mr G Barrett, Mr R Briscoe, Mrs J Fowler, Mrs D Johnson, Mr G McAra, Mr S Oakley, Mr R Plowman, Mr H Potter, Mr D Rodgers, Mrs S Sharp and Mr P Wilding

SUPPLEMENT TO AGENDA

10 **Agenda Update Sheet** (Pages 1 - 6)

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Agenda Update Sheet

Planning Committee
Wednesday 31 March 2021

ITEM: 5

APPLICATION NO: TG/20/02893/OUT

Further response from Natural England dated 26 March 2021 – confirming that it agrees with the Council's submitted Habitats Regulations Assessment (HRA).

Habitats Regulations Assessment

Natural England notes that your authority, as competent authority, has undertaken an appropriate assessment of the proposal in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Natural England is a statutory consultee on the appropriate assessment stage of the Habitats Regulations Assessment process.

Your appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that **we concur** with the assessment conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.

Additional representation from Boxgrove Parish Council, dated 24 March 2021

[Officer note: On 29 March the applicant provided a direct response to the matters raised by the Parish Council and the applicant's response is provided in *[italics]*, below]

We note that the WSCC S106 response says that off-site junction mitigation measures will be evaluated in the light of actual impact, as measured during the period of construction, with no decision as to what form, if any, those measures will take. There are only three off site junctions where it is proposed to monitor traffic movements, A285/Roman Rd, A285/New Road and Shopwhyke/Drayton Lane/Tangmere Rd. We feel strongly that traffic monitoring should include The Street, Boxgrove since this is used as a rat run from Tangmere to the A285. *[The three junctions which are subject to monitoring all have agreed mitigation proposals (drawings JNY9716-SK043, SK044 & SK045) presented and the S106 monitoring will determine if and when these mitigation measures are required. The agreed development area of influence includes the three junctions referenced and the results of detailed junction capacity modelling indicates that mitigation measures will be required to address the development impact at these locations. There are no other alternative mitigation proposals offered by the applicant, although the suggested draft S106 clause includes for the provision for WSCC to receive a contribution to deliver alternative mitigation measures. With regards the suggestion that The Street should be*

included in the monitoring scheme, this is not considered to be part of the SDL development's area of influence and there is no evidence to suggest that traffic to or from the SDL would make use of this route. This has been confirmed through discussions with WSCC who have agreed the development's area of influence and the outcome of the Transport Assessment. For these reasons the offer of traffic monitoring is limited to the three junctions identified in the S106 draft as requested by WSCC.]

Also, the proposal is to commence monitoring after 300 houses are occupied, which is also when the link Road to Temple Bar has to be completed. We therefore respectfully request that the Halnaker crossroads, at the northern end of The Street, be included in the off-site junction monitoring and that monitoring must start prior to any occupation, otherwise any traffic generated by the first 300 dwellings would not be included. *[As per the previous comment, the development has been determined to have a negligible impact at the Halnaker Crossroads junction through the Transport Assessment, and this is outside of the agreed area of influence (agreed with WSCC). A mitigation scheme is therefore not required to be considered at this location and as such monitoring would serve no purpose. This is confirmed by WSCC in their submissions and accordingly a junction monitoring regime is unnecessary and is not offered by the applicant.]*

Should traffic monitoring show that the A285/New Road need improving then Boxgrove PC would favour a roundabout. *[The implementation of a traffic signal junction provides the necessary mitigation during the AM and PM peak traffic periods and has been accepted by WSCC as being the most appropriate deliverable proposal. The agreed mitigation scheme is shown on drawing JNY9716-SK044.]*

Before and post construction traffic monitoring, for speed and flow, should include The Street, Redvins Road, New Road as well as the A285 and measures taken to eliminate in appropriate rat running through The Street and Redvins Road. *[It has been agreed with CDC and WSCC that all construction access to the development site will be from the A27(T) at the Temple Bar junction and accordingly there is no prospect of construction traffic using the routes indicated. This will be confirmed in a subsequent Construction Traffic Management Plan (CTMP) which will advise construction traffic of all appropriate routes to the development site. As per my previous response, the development is predicted to have no material impact on The Street and accordingly no traffic speed or flow monitoring is required or offered.]*

Regarding public transport. We note the commitment to provide a frequent and direct service between Tangmere and Chichester and Stagecoach talk about expanding the service to serve Shopwhyke Lakes and to utilise the planned bus priority at the Oving crossroads. Any new service to service the proposed development must compliment and not detract from the existing Route 55 service that serves Boxgrove and Halnaker. We insist that the existing level of service is maintained to Boxgrove and Halnaker and that the Boxgrove Parish Council be involved in any consultation regarding proposed changes to the bus service. *[This is not a matter for the Tangmere SDL applicant to address as the current service 55 is operated on a fully commercial basis by Stagecoach and they are responsible for determining the timetable and routing. The applicant has provided details of how the existing service 55 can be extended to the SDL site in addition to its current routing and is committed to funding bus access to the development. The future level of service to Boxgrove and Halnaker are matters for Stagecoach and the applicant has no control over this.]*

We are concerned that construction traffic will inappropriately use The Street through Boxgrove unless it is stated clearly in the Construction Management Plan that construction traffic is prohibited from using The Street. *[As mentioned in a previous comment, it is difficult to see a situation where construction traffic would use The Street as it is provided with direct access to the site from the A27(T) Temple Bar junction during all stages of the project. However, this will be made clear in a CTMP as previously indicated]*

We welcome the proposed expansion of the Walking/cycle network connecting Tangmere and Chichester but ask that consideration be given to also providing funding to develop safe routes connecting Tangmere and the South Downs National Park. *[A sum of money equivalent to that identified in the CDC Infrastructure Delivery Plan is being made available for cycle improvements, and it is a matter for WSCC and CDC to determine how this should be apportioned in accordance with their respective policies and strategy.]*

Representation from Lavant Parish Council, dated 29 March 2021

Lavant is a Parish which will be effected by this development because there will be in additional 2600 cars using surrounding roads. Those roads located closest to Tangmere will be most seriously at risk. New Rd and Fordwater Rd. must be considered in this category. The transport plan for WSCC and the out of date CDC local plan both investigated the effects on minor roads if no upgrade of the A27 was done. When the opportunity presented itself both authorities made knee jerk reactions and advanced alternative policies (contrary to their published policies) so it can come as no surprise that the minor roads have been affected. New Rd and Fordwater Rd. have recorded over 400 cars per hour (in one direction; data from police certified Lavant Speed Watch team), which is a traffic density equal to a single carriageway on the A27! The construction of these roads is a cart track with bitumen surface dressing and it breaks down every 9 months. Today we are waiting for repairs to be made but we are told that there is no money until the new financial year. The road is maintained to a third world standard. The impatience of the traffic is visible as more off road passing is attempted and verges are broken down. This in turn brings more silt onto the road which blocks drains and hence the road floods. We can then turn our attention to Pook Lane bridge which was never designed to take this traffic density. There is a width restriction order on these roads but the police have no manpower to enforce this regulation. The hope is the community will act as a police enforcement arm.

The time has come to reflect on the reality of the situation and that is the A27 will not be upgraded for another 20 years as a minimum. Traffic will continue to grow on minor roads and a traffic flow plan has to be created. There should be no through traffic in East Lavant and traffic should be routed past the race course to the Midhurst rd. (A286). Traffic flow barriers should be built into Fordwater Rd to emphasis the single lane character of this road and priority given to outgoing cars. They should be built into Pook lane at the eastern end of the village as traffic diversions implemented by WSCC when Fordwater rd. is closed successfully diverts traffic to the Kennels and then turn rt. along Pook Lane. (Yes this is the reality of the situation!!) This traffic diversion has not happened once but on several occasions and each time residents loose wing mirrors (£600/mirror minimum repair bill) as traffic forces its way through narrow openings. The traffic scheme needs to be properly engineered so traffic flow is forced over the top to the A286.

The new world order is that District and County councils have less money and therefore ask more from a Parish. In turn we wish to see that some of our problems are recognised and solutions implemented. The tick box exercise of asking for opinions does not strengthen the respect people have for local authorities. If you build your houses you cannot ignore the traffic congestion.

Further information from applicant (30 March 2021) – agreement to fund 2 cycle improvement studies, in addition to the already offered contribution of £630,000
[Summarised]

We recognise the importance of improved cycle connectivity between the TSDL and Chichester, and as you know we have invested considerable time and resources to date into exploring potential off-site improvements with WSCC, the Parish Council and the local cycling forum.

The proposed approach is therefore acceptable in principle, and we can agree to fund the two studies requested by WSCC, separate to the financial contribution of £630,000, provided it is agreed by CDC and WSCC that, if WSCC request that Countryside implements any physical improvement works resulting from either study directly, then the cost of such works will be offset against the £630,000 contribution to avoid double counting.

Minor alteration to paragraph 8.59 of the report (“up to” deleted in first sentence)

8.59 Policy 18 allocates the site for 1,000 new dwellings, but emerging Policy AL14 recognises the potential of the site to satisfactorily accommodate a higher number of dwellings and consequently proposes a minimum of 1,300 dwellings on the site.

Additions to the Heads of Terms for a Section 106 Agreement in paragraph 8.214

- **Community Buildings** – In relation to the two alternative locations shown on the Land Use Parameter Plan referred to above, any expansion of the village centre facilities includes the option of expanding the existing Tangmere Community Centre, up to a total of 1,100m² of floorspace.
- **Public Transport** - Footway and bus stop provision, given the possibility of the current Gamecock Terrace stop being moved onto Tangmere Rd.
- **Direct Highway Works** – The provision of a cycleway and footpath link from the proposed principal recreational cycleway to the site boundary, in order to enable an extension of the route to Nettleton Avenue.
- **Off-site Highway works and contributions** – Amendment to the third bullet point.

The installation of a scheme for a controlled pedestrian crossing point on Tangmere Road, in the vicinity of the Malcolm Road junction, to facilitate improved road safety.

Changes to recommended conditions:

- Addition to Condition 4 (Design Code) – Requirement for details of the provision of car and cycle parking and storage.
- Addition to recommended Condition 11 (CEMP) – Requirement for the provision of a Soil Resources Management Plan – *New criterion (u)*

- Update to recommended Condition 35 -

The proposal shall make provision for a footpath and cycle link from the proposed principal recreational cycleway to Church Lane, to the east. No foot or cycle access connection shall be made to Church Lane unless and until a scheme of footway improvements has been completed along Church Lane and uncontrolled crossing points across Tangmere Road in accordance with the details as indicatively shown on drawing JNY9716-SK058 Revision A.

Reason - In the interests of pedestrian safety.

- Update to recommended Condition 38 -

No more than 300 dwellings shall be occupied within the southern part of the site, which are served only by the two proposed access points from Tangmere Road.

Any dwelling that results in occupation above 300 dwelling units shall only be served by an alternative access from the north of the site. No more than 651 dwellings shall be occupied within the site unless and until the link road has been fully completed and is open to through traffic between Tangmere Road to the A27 Temple Bar Grade Separated Junction.

Reason: In the interests of highway safety.

ITEM: 6

APPLICATION NO: O/20/02471/FUL

Amendment to Report

Page 186 – deletion of ‘ - *Provision of a 3m wide off-site pedestrian/cycleway link to Oving Road in the north-west corner of the site*’ from the anticipated S.106 agreement heads of terms. This matter will be addressed by planning condition and condition 17 of the recommendation is amended accordingly.

Amendment to Condition

Condition 17 on the recommendation is amended so that it shall now read:

Before commencement of the development the developer shall enter into a Section 278 Agreement with West Sussex County Council Highways Authority in respect of securing off-site highway improvement works for a Footway/Cycleway Link as shown on the Cole Easdon Consultants drawing number 6549/SK10 Rev D 'Proposed Footway/CyclewayLink' (or such other scheme of works substantially to the same effect). Before first occupation of the 115th dwelling on the development a detailed scheme of highway improvement works

shall be submitted to and be approved in writing by the Local Planning Authority in consultation with Highways England and West Sussex County Council Highways Authority.

Reason: To accord with the terms of the application and to provide a convenient and sustainable off-site connection to the existing pedestrian and cycle network and links to Chichester City in accordance with Policy 39 of the Chichester Local Plan: Key Policies 2014-2029.

The Section 106 agreement will define 'commencement of the development' as construction of the 44th dwelling on the site – the first 43 dwellings on the land being common to both the 100 dwelling permission currently being implemented and the current application for 143 dwellings.

ITEM: 7

APPLICATION NO: BI/20/02899/FUL

Addendum to report

Recommendation should read: Recommendation to Permit