

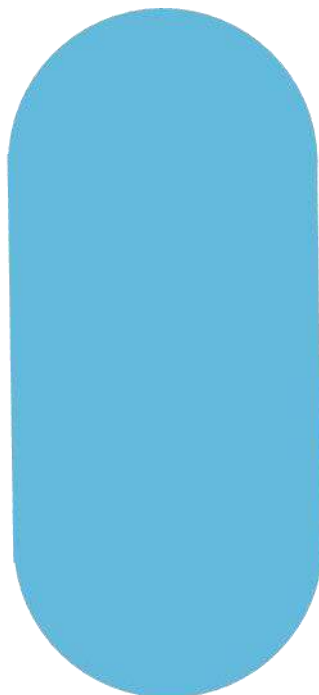


 Part of Shakespeare Martineau

CHICHESTER LOCAL PLAN EXAMINATION MATTER 3 HEARING STATEMENT

PREPARED ON BEHALF OF GLEESON LAND

September 2024





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1. INTRODUCTION

- 1.1 This Matter Statement has been prepared on behalf of Gleeson Land in respect of Matter 3 relating to Chichester District Council's (CDC) proposed Spatial Strategy.
- 1.2 Gleeson Land has interests in the District across 3no. sites, as set out below, and have submitted representations at earlier stages of Plan preparation through Regulation 18 and 19 consultations:
- Land west of Clay Lane, Fishbourne – SHLAA ref. HFB0018a;
 - Land south of Scant Road (West), Hambrook – SHLAA ref. HCH0024; and
 - Land South of Lagness Road, Runcton, not previously submitted for consideration but subject to an Outline application being submitted in October 2024.
- 1.3 More detail on these sites is provided in Section 3 of this Matter Statement, demonstrating there are additional deliverable housing sites available to address unmet housing needs.
- 1.4 This Matter Statement responds to the Inspectors' questions and have been considered in the context of the tests of 'Soundness' as set out at Para 35 of the NPPF (December 2023). These require that a Plan is:
- Positively Prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - Consistent with National Policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.



2. MATTER 3: SPATIAL STRATEGY - POLICY S1

Q.13 What is the justification for the proposed distribution of development in the plan area?

- 2.1 The Local Plan identifies a settlement hierarchy which thereafter informs the spatial distribution across the Plan area, “taking into account the role of each settlement” (para 3.30). The hierarchy has been informed by the presence / absence of the services and facilities required for day-to-day needs. This approach is consistent with that of the adopted Chichester Local Plan: Key Policies 2014 – 2029.
- 2.2 Policy S1 (Spatial Development Strategy) identifies ‘Strategic Development Locations’ which are identified to be the “larger and more sustainable settlements”. This includes the service villages of Bosham, Hambrook / Nutbourne (combined) and Loxwood.
- 2.3 We consider the approach to directing significant growth to the most sustainable locations, or locations which can be made sustainable (e.g. Loxwood which only currently has a limited bus service), is consistent with national policy.
- 2.4 However, we do not consider the Council has sufficiently justified the rationale behind the identification of the ‘Strategic Development Locations’. Specifically, Fishbourne has not been identified as a more sustainable settlement and ‘Strategic Development Location’ in Policy S1 and instead is only identified as a location for the non-strategic provision of only 30 homes.
- 2.5 Appendix 1 of the Council’s Settlement Hierarchy Updated Background Paper (May 2024, BP11) ‘scores’ each settlement against a range of criteria i.e. whether it has access to regular bus services, a primary school, community facilities, etc.. Most of the Service Villages, excluding Bosham & Broadbridge, score relatively similar (7 - 13 points).
- 2.6 Whilst we do not disagree with the approach taken, we are concerned that ‘railway station’ only scores 1 point, compared to 1 – 3 for bus services. Access to regular train services should be recognised as a highly sustainable option for travel which should receive a higher ‘score’ in the settlement assessments.
- 2.7 Similarly, there is no reflection of accessibility to facilities of nearby more sustainable settlements. For instance, Fishbourne is located within walking distance of the facilities to the west of Chichester and cycling distance of Chichester Town Centre.
- 2.8 We therefore do not consider the Settlement Hierarchy Updated Background Paper provides the justification for the Strategic Development Locations.
- 2.9 Appendix V of the Sustainability Appraisal (January 2023, SD03.01) identifies that after consideration of the potential housing supply from Chichester and the Settlement Hubs,



“attention focuses on the better connected service villages [in the south of the Plan area] not subject to headline constraints, namely Hambrook / Nutbourne, Fishbourne, Westhampnett and Bosham / Broadbridge”. This further notes:

There are broad strategic arguments for and against growth at each of the four settlements. Therefore, as a logical starting point, it is reasonable to consider the possibility of distributing growth across these four villages, e.g. delivering in the region of 150 to 200 homes each.

2.10 In respect of Fishbourne, Appendix V states:

- The historic environment constraint is not a significant barrier to growth;
- There has been limited recent growth, and there is low committed growth, most notably from a Fishbourne Neighbourhood Plan allocation for 15 homes;
- The Preferred Approach consultation document (2018) proposed a parish allocation of 250 homes. However, this was revised down to 40 at the Revised Distribution stage (2019), and then down to 30 in January 2022, particularly on the basis of the identified Strategic Wildlife Corridor that runs between the eastern edge of the village and the A27. This serves to rule out the option of significant growth across the cluster of HELAA sites east of the village; and
- There is only **one scenario** for Fishbourne Parish, involving completions, commitments and windfall plus a parish allocation for ~50 homes (rounded to the nearest 50).

2.11 Para 9.13.2 of the Sustainability Appraisal further states:

Fishbourne Parish – also clearly relates very well to Chichester and there is a train station. However, available HELAA capacity – once account is taken of the proposal to designate a strategic wildlife corridor to the east of the village – dictates the need for a low growth strategy

2.12 It therefore appears the rationale for discounting Fishbourne as a more sustainable settlement and ‘Strategic Development Location’ predominately relates to the identification of the Strategic Wildlife Corridor along the east of the village.

2.13 This is further emphasised in the Housing Distribution Background Paper (July 2024, BP05) which states that as a consequence of the proposed Wildlife Corridor available land in the settlement was “now markedly reduced” (para 4.25) and the housing number for Fishbourne



- Parish has been significantly reduced to a non-strategic parish housing figure “largely due to the location of the strategic wildlife corridors now proposed” (para 4.38).
- 2.14 As set out in detail in our Matter 5 statement, whilst we have no objection to the principle of the proposed Strategic Wildlife Corridors we do not consider these to be positively prepared, justified or consistent with national policy if their purpose is to suppress development in what may otherwise be potentially sustainable locations. This appears to have been the case for Fishbourne based on the Sustainability Appraisal conclusions.
- 2.15 We do not consider the location of land within or adjacent to a Strategic Wildlife Corridor precluding its use for development. This position appears to now be accepted by the Council in its proposed modifications to Policy NE4 which reflects that development can suitably come forward in / adjacent to Wildlife Corridors.
- 2.16 This clearly contradicts the findings of the Sustainability Appraisal in this regard, removing the ‘constraints’ of the Strategic Wildlife Corridor to the east of the settlement.
- 2.17 Fishbourne should therefore be recognised as a ‘more sustainable’ location where additional growth can and should occur. The Regulation 18 Preferred Approach (December 2018) consultation identified Fishbourne as a “larger and more sustainable settlement”, alongside Bosham, Hambrook / Nutbourne and Hunston, with an allocation of a “minimum of 250 dwellings.
- 2.18 As set out in Section 3, Land west of Clay Lane, Fishbourne provides a suitable and deliverable opportunity for an additional 50 homes to be allocated to the east of the village through this Local Plan process.
- Q.14 In assessing the transport impacts of housing growth, what reasonable alternative levels of housing growth were considered for the southern plan area and why were they discounted?**
- 2.19 As detailed in our Matter 4A Hearing Statement, the evidence underpinning the Council’s transport assessment is flawed and does not represent a realistic scenario for growth. It is unclear from the Council’s Transport Assessment how it has concluded the impact of a quantum of development above 535dpa would result in a “severe” impact.
- 2.20 The Transport Assessment work shows, at worst, moderate increases in traffic flows arising from a 535dpa v 638dpa strategy. This is not considered to meet the ‘high bar’ test of “severe”.
- 2.21 Further, the Transport Assessment does not assess any alternative development strategy in the context of the proposed mitigation strategy, only considering a ‘without mitigation’ scenario.



- 2.22 The alternative development scenario is discounted on the basis of the flawed modelling parameters, rather than being tested in the context of the proposed mitigation strategy.
- 2.23 In fact, the Transport Assessment demonstrates that there is headroom in the 535dpa strategy, such that, with the benefit of more accurate inputs, the proposed highway mitigation strategy could comfortably accommodate an increase in the number of dwellings that could be delivered.
- 2.24 As a consequence of the Plan, and its evidence base, being underpinned by an unrealistic scenario for growth, as assessed by the Transport Assessment, the Council has not reasonably considered any alternative higher levels of housing growth for the south plan area or justifiably discounted these.
- 2.25 The Plan is not positively prepared or justified on this basis.
- 2.26 Up-to-date transport modelling work should be completed to consider higher growth scenarios including realistic assumptions for inputs such as trip rates, forecasted growth, and consideration of the impact of sustainable travel initiatives, containment and internalisation and change to travel behaviours.
- Q.15 The final paragraph of the Policy says ‘To ensure that the council delivers its housing target, the distribution of development may need to be flexibly applied, within the overall context of seeking to ensure that the majority of new housing is developed in accordance with this Strategy where appropriate and consistent with other policies in this plan. Any changes to the distribution will be clearly evidenced and monitored through the Authority Monitoring Report’. What is meant by ‘flexibly applied’? Is the Policy clearly written and unambiguous, so it is evident how a decision maker should react to development proposals?**
- 2.27 It is not clear what the intention of this element of the policy is. On the face of it, it appears to be an acknowledgement that the Plan may not deliver the housing in the locations identified as the broad locations and parish areas are further assessed through future-plan making processes (e.g. Neighbourhood Plans and/or Site Allocation DPD).
- 2.28 This is consistent with our concerns, further discussed in our response to Matter 4C (Housing), that the Plan does not provide an effective strategy for addressing housing requirements with a significant portion of this ‘deferred’ to later plan-making exercises.
- 2.29 As a ‘constrained’ housing requirement is proposed by the Council, we consider a more proactive approach is needed to windfall proposals to ensure a positively prepared and effective strategy is secured which seeks to deliver as close to minimum local housing needs



as possible. This could either be through additional criteria added to Policy S1, an amendment to Policy NE10 (Development in the Countryside) or a stand-alone policy. Our suggested addition to Policy S1 is as below (as an additional 8th criteria):

- 8) The Council will support the development of windfall housing sites that contribute positively to meeting local housing needs subject to the development adjoining an existing sustainable settlement and being proportionate to the scale of that settlement, including existing commitments and allocations. Windfall sites should demonstrate compliance with other relevant policies of the Plan, including those relating to infrastructure capacity and provision.*



3. ADDITIONAL DELIVERABLE HOUSING SITES

3.1 As set out in this and other Matter Statements, we consider it necessary for the Plan to identify additional housing sites to meet housing requirements, even on the basis of the currently identified constrained supply.

3.2 This section provides further information on Gleeson's land interests across the District, demonstrating availability of 3no. deliverable housing sites which together have capacity for circa. 220 additional to those already identified in the Plan.

Land west of Clay Lane, Fishbourne – SHLAA ref. HFB0018a

3.3 Gleeson's Regulation 19 Representations (March 2023, Representation ID: 4926) provided a detailed overview of the suitability and deliverability of Land west of Clay Lane, Fishbourne in response to the consultation at that time. This information is not provided in full here (including the technical and environmental work which was appended as part of that response), however is summarised below.

3.4 Fishbourne is a sustainable location, identified as a Service Village in the submission Plan where there is a good range of existing services and facilities, including existing sustainable transport modes which offer choice for residents avoiding reliance on private car usage.

3.5 The indicative masterplan (**Appendix 3.1**) for the Site has been updated to reflect Gleeson's land control, noting that areas previously promoted (i.e. to the south-east and south of the rail line) are no longer part of this.

3.6 Detailed work to date demonstrates the Site (as amended) is capable of support a scheme of up to 50 dwellings, including policy compliant levels of affordable housing, public open spaces, and biodiversity enhancements. This has been informed by detailed consultant input, alongside feedback from engagement with the local community.

3.7 The technical and environmental work completed demonstrates the Site is a suitable and deliverable location for housing development, including:

- Landscape and Visual - the Site is characterised by its settlement edge setting. Views of the Site are well contained and highly localised. This would be enhanced through additional native structural hedgerow and tree planting. The proposals will not give rise to any significant adverse effects in terms of landscape character, nor would it result in significant harm in terms of its impact on the landscape character of the area;
- Transport - the Site is in an accessible area within reasonable walking distance of a number of everyday services. Safe vehicular access can be provided onto Clay Lane,



alongside enhanced pedestrian and cycle routes. Detailed appraisal of traffic impacts demonstrates all junctions assessed are shown to operate within capacity with the addition of the proposed development;

- Drainage - the Site is located solely within Flood Zone 1. Surface water drainage requirements can be addressed to the 1 in 100 year storm event plus 40% requirement through use of SuDS on-site including drainage basins;
- Ecology – Detailed surface work, including species specific surveys has confirmed the Site is suitable for residential development subject to standard mitigation. The proposals has been formulated in the context of the proposed West of Chichester to Fishbourne Strategic Wildlife Corridor and would wholly achieve the requirements of this;
- Arboriculture – The masterplan has been informed by arboriculturally survey work which identifies how important trees can be retained whilst the quantum of development identified be delivered;
- Heritage – The masterplan has been informed by heritage-input which responded positively to nearby heritage assets, including the Fishbourne Roman Palace and Registered Garden and Fishbourne Conservation Area. There would be, at most, less than substantial harm at the lower end of the scale, which would be demonstrably outweighed by the significant benefits of development on the Site; and
- Contamination - Site investigation has confirmed the majority of the site is uncontaminated with the exception of a small area of made ground.

3.8 It is considered that the Site, adjoining the existing Service Village of Fishbourne, provides a suitable and sustainable location for growth. If additional housing sites are required, it provides a logical choice for allocation for circa. 50 homes.

Land south of Scant Road (West), Hambrook – SHLAA ref. HCH0024

3.9 Gleeson's Regulation 19 Representations¹ (Representation ID: 4896) identified it now controlled land at Scant Road West, Hambrook, and identified this to be suitable, available, achievable and deliverable for residential development.

3.10 Hambrook and Nutbourne is a sustainable location, identified as a Service Village in the submission Plan where there is a good range of existing services and facilities, including

¹ Note – separate responses were provided for Fishbourne and Hambrook, hence the different representation ID



- existing sustainable transport modes which offer choice for residents avoiding reliance on private car usage.
- 3.11 The HELAA outlines the Site has an indicative capacity to deliver 80 dwellings. Initial constraints and opportunities work has indicated circa. 60 dwellings to be achievable on the Site alongside required infrastructure, public open space, and biodiversity net gain provision.
- 3.12 The Site sits in a discreet location adjoining existing residential development along Scant Road West and the south-west of the under-construction Cala homes 'Rosebrook' housing development (see **Appendix 3.2**).
- 3.13 The neighbouring Rosebrook scheme was approved at Appeal (ref. APP/L3815/W/21/3274502) in November 2021 where the Inspector concluded the settlement was a sustainable location for growth, the site was a suitable location for the proposed development, and the development would deliver a range of benefits including much needed housing and affordable homes.
- 3.14 Once completed, the Rosebrook development would provide a new convenience store and community facility for the village, with a direct pedestrian and cycle link on to Scant Road West in close proximity to Gleeson's Site, further enhancing the sustainability of the village.
- 3.15 Technical and environmental work for the Site is underway. No constraints which would preclude development have been identified at this time with mitigation secured design and/or standard practices.
- 3.16 It is considered that the Site, adjoining the existing Service Village of Hambrook and Nutbourne, provides a suitable and sustainable location for growth. If required, it could be allocated for circa. 60 dwellings.

Land South of Lagness Road, Runcton

- 3.17 This Site, at Land South of Lagness Road, Runcton, has not previously been submitted to the Council through its 'Call for Sites' process or in response to a previous Local Plan consultation. It however presents a good opportunity for the continued growth of the villages of North Mundham and Runcton. A Context Plan is included in **Appendix 3.3**.
- 3.18 North Mundham / Runcton is identified as a Service Village the submission Local Plan, being a location with a good range of existing services and facilities, including sustainable transport modes. It is therefore a sustainable location.
- 3.19 The Site is formed of the existing detached residential dwelling known as 'Wheatlands' and its curtilage / garden including access and parking area, tennis court, swimming pool, pond, and



- field to the south, and an agricultural field to the east of the Site. In total the site area extends to circa. 5.7 hectares.
- 3.20 The Site is located outside but adjoining the existing settlement boundary of Runcton. It is located within walking and cycling distances of existing services and facilities locally including The Walnut Tree, Runcton Farm Shop, North Mundham Primary School and North Mundham Village Hall. As well as local employment opportunities including the nearby plant nurseries.
- 3.21 Directly to the north of the Site, on the opposite side of Lagness Road, is the Charman's Fields development which was granted consented by the Council in March 2024 (ref. 22/02191/OUT). The Officer's report for that scheme identified it was sustainably located and there would not cause harm which significantly or demonstrably outweighed the benefits of the delivery of homes in this location. These conclusions apply equally to the Site.
- 3.22 Gleeson is in the process of preparing an Outline planning application for the Site, to be submitted to the Council at the end of October 2024. To inform this pre-application engagement is ongoing, including with the Council (meeting held in mid-August) and West Sussex County Council as the Highway Authority (confirmed the acceptability of the Site in respect of access proposals, highway impacts and accessibility to services / facilities) and Lead Local Flood Authority (ongoing). Engagement with the local community and Parish Council will be taking place across September and October 2024.
- 3.23 Technical and environmental work is largely complete for the Site, and can be provided once the application package is complete if requested. This has identified no significant constraints which are not possible to mitigate through good design or through standard mitigation practices, such as retention and safeguarding of the majority of trees and hedgerows.
- 3.24 The application will be in Outline, supported by parameter plans and an illustrative masterplan which together demonstrate the feasibility of the Site supporting the identified quantum of development. To inform pre-application discussions, a concept masterplan was prepared (**Appendix 3.4 and 3.5**) which identifies up to 110 dwellings can be achieved on the Site. It is envisaged the final proposals subject to the forthcoming application will remain at or around this figure.
- 3.25 Consistent with the adjoining Charman's Fields site, we consider the Site is a suitable and sustainable location for residential development. This will be considered as part of the forthcoming application. However, we consider it would be appropriate for it to be allocated as part of the Local Plan, should further deliverable housing sites be required.



**Appendix 3.1
Land West of Clay Lane, Fishbourne – Masterplan**



Site
**LAND WEST OF CLAY
LANE, FISHBOURNE**

Drawing
Illustrative masterplan




Scale
1:1000@A1

Date
03.08.23

Drawing ref **1270.02**

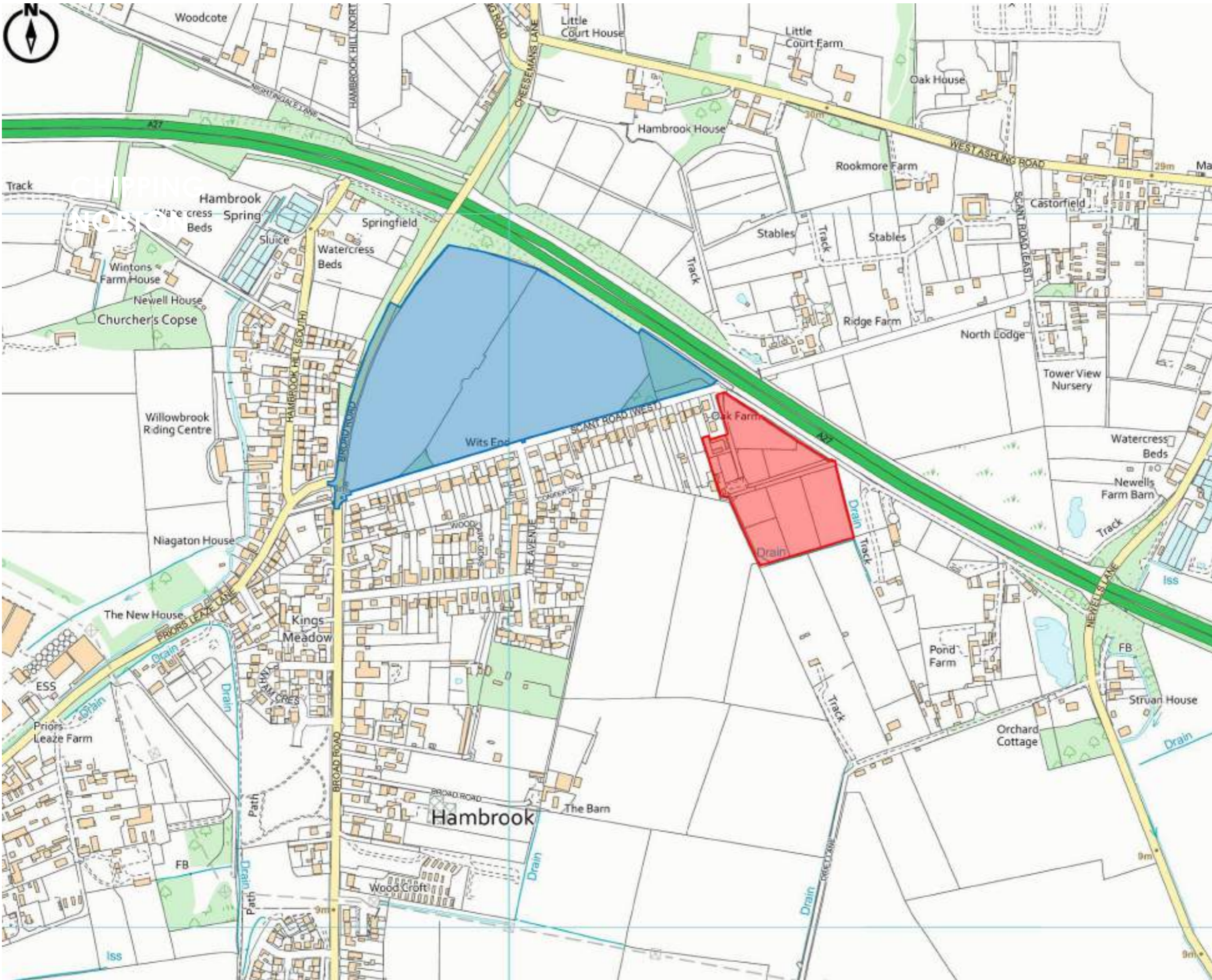


KEY

-  Site boundary
-  Existing PRoW
-  Potential pedestrian links to existing footways



**Appendix 3.2
Land south of Scant Road (West), Hambrook – Context Plan**



Site
Land south of Scant Road (west), Hambrook

Drawing
Plan showing emerging development schemes in close proximity of the site

Scale
NTS
Date
30.08.24



drawing ref 1343.02

KEY



Site boundary



Approved development site

Ref: 22/02961/FUL | Mixed use development comprising 118 dwellings (including 36 affordable dwellings), public open space, landscaping and associated works and a retail convenience store with community space above all accessed via Broad Road





**Appendix 3.3
Land south of Lagness Road, Runcton – Context Plan**



Rev	Date	Amendment	Initials
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Project:
**LAGNESS ROAD, RUNCTON
CHICHESTER**
Client:
GLEESON LAND
Drawing:
BOUNDARY PLAN

Drawing no: **24.1925.1002** Rev: -

Scale@A1: 1:500 Date: MAY 24 Drawn: GB Checked: -

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FEASIBILITY





**Appendix 3.4
Land south of Lagness Road, Runcton – Masterplan**



KEY:

-  Site Boundary
 -  Potential Site Entrance
 -  Potential Pedestrian Link
 -  Outlook towards BNG & Greenspaces
 -  Proposed Main Boulevard Route
 -  PROW
 -  Potential Residential Development
 -  Rear Gardens
 -  Indicative Houses with Frontage
 -  Attenuation Basins
 -  Play Area
 -  Emergency Access with Bollards
 -  New Boundary Planting
 -  Informal Street Tree Planting
 -  Indicative Pump Station Location
- Nett Developable Area = 3.16Ha

Rev	Date	Amendment	Initials
A	6.6.24	Amended to client comments	CT

Project: RUNCTON CHICHESTER
 Client: GLEESON LAND
 Drawing: PROPOSED MASTERPLAN
 Drawing no: 24.1925.1002 Rev: A
 Scale: A3 1:500 Date: MAY 24 Drawn: CH Checked: SP/GB

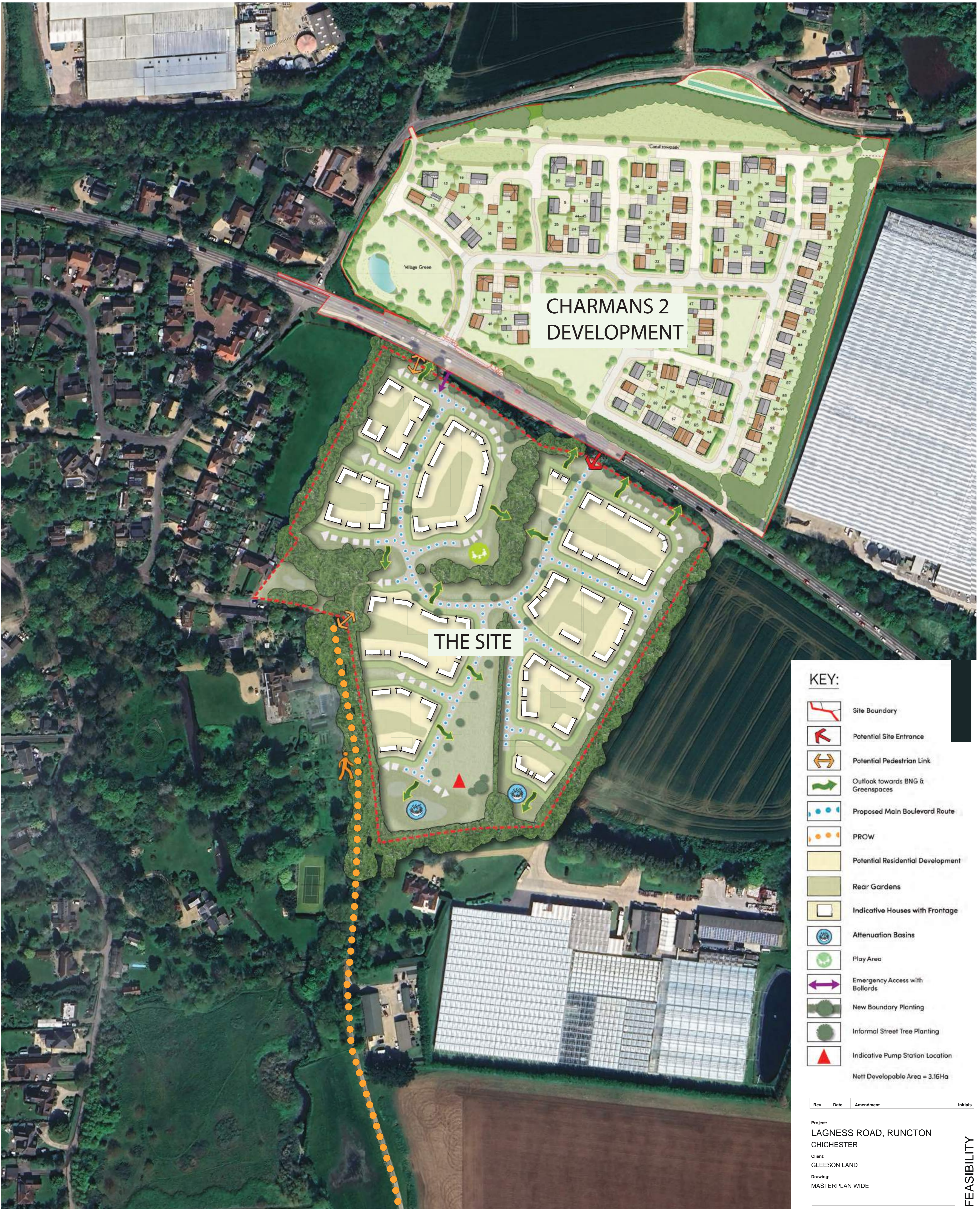
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PLANNING



**Appendix 3.5
Land south of Lagness Road, Runcton – Masterplan inc. Charman's Fields**



KEY:

-  Site Boundary
 -  Potential Site Entrance
 -  Potential Pedestrian Link
 -  Outlook towards BNG & Greenspaces
 -  Proposed Main Boulevard Route
 -  PROW
 -  Potential Residential Development
 -  Rear Gardens
 -  Indicative Houses with Frontage
 -  Attenuation Basins
 -  Play Area
 -  Emergency Access with Bollards
 -  New Boundary Planting
 -  Informal Street Tree Planting
 -  Indicative Pump Station Location
- Nett Developable Area = 3.16Ha

Rev	Date	Amendment	Initials

Project:
LAGNESS ROAD, RUNCTON
CHICHESTER

Client:
GLEESON LAND

Drawing:
MASTERPLAN WIDE

Drawing no: 24.1925.1002 Rev: -

Scale @ A1: 1:1250 Date: MAY 24 Drawn: GB Checked: -

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