

FRAMEWORK MASTERPLAN ENDORSEMENT REPORT

REF NO: SD5 BARNHAM, EASTERGATE AND WESTERGATE (BEW)

LOCATION: BEW Strategic Development Site

PROPOSAL: Submission of BEW Masterplan Framework for Endorsement

SITE AND SURROUNDINGS

DESCRIPTION OF PROPOSAL:

This Framework Masterplan has been prepared by JTP on behalf of the key landowners for the site. The site is allocated for development in the Arun District Council Local Plan (2018) for at least 3,000 homes, alongside infrastructure including a new primary school, community facilities, public open space, sports and retail provision.

The Framework Masterplan sets the broad design principles to deliver an integrated community which is set within a high-quality landscape and integrates appropriately with the existing settlement. It is intended to guide future planning applications coming forward on this allocated site.

The Framework Masterplan demonstrates how the requirements for the Site Allocation as set out in Policy H SP2c of the Local Plan can be delivered. These requirements include the building of at least 3,000 new homes, employment provision, new primary schools, plus a community hub which will include shops, a library and healthcare facilities. Sports provision in the form of a new 3G pitch and two pitches with associated facilities will be provided as minimum.

SURROUNDING AREA:

The BEW site is located to the south of the existing villages of Barnham, Eastergate and Westergate. The site is located approximately 6.5km north of Bognor Regis town centre and approximately 10km from Chichester City Centre.

The South Downs National Park lies to the north, with the Chichester Harbour Area of Outstanding Natural Beauty (AONB) to the south west.

The site is bounded by Barnham Road/Yapton Road to the north and north east and Lidsey Road to the west.

The site contains several public footpaths which pass through the allocation. These paths form part of the local pedestrian network between Westergate, Eastergate and Barnham and enable the movement of pedestrians throughout the local area.

SITE DESCRIPTION:

The land comprising the BEW site allocation is rural in character and comprises agricultural fields. There are a limited number of existing buildings on the site with the most notable comprising the farmstead building in the centre of the site, south of the existing railway line.

The site features an existing railway line which provides connections to Barnham Railway station located to the east of the site.

The overall site area measures approximately 2km north to south and is approximately 1.8km wide east to west along the railway line (at its widest point).

PURPOSE OF THE FRAMEWORK MASTERPLAN

The Framework Masterplan does not seek to replace an outline planning application and endorsement of a Masterplan is the first step before an outline planning application is submitted.

The Framework Masterplan seeks to solely establish placemaking principles. It does not detail infrastructure delivery and timings; though indicative and preliminary scheduling has been provided. However, this is not binding and these matters will be considered at outline stage and through the lifetime of the delivery of the development. Only at the point of formally approving an outline permission would such matters become binding upon the Council.

Officers are reporting this Framework Masterplan to Members for endorsement. Officers consider that the placemaking principles set out in the document will allow for policy compliant planning applications to be delivered in latter stages of development. The development will achieve a high-quality place which aligns with the aims and objectives of Arun District Council.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Following from the allocation of this Strategic Site in the 2018 Arun Local Plan, work has been undertaken to provide a Framework Masterplan which all subsequent detailed design proposals should accord with. The Framework Masterplan ensures that development is not undertaken in a piecemeal fashion and as different applications come forward, which reflect the different land ownership interests, the development achieved will operate successfully as a functional whole.

The Framework Masterplan has been evolved as a result of ongoing discussions with both Officers at Arun District Council, key stakeholders, third party bodies and engagement with local residents. In agreement with Officers, the developers have undertaken the following process of engagement to evolve the Masterplan Framework:

- Pre-application meetings with ADC Officers and third-party bodies including West Sussex County Council, Southern Water, Natural England etc...
- Advisory Group Meetings with nearby landowners, third party bodies, Officers at Arun District Council and Members of both Parish, District and County Councils
- Individual meetings with Parish Council Chairman

- Meeting with Key Stakeholders
- Public Engagement
- Local Resident's Webinar

Pre-application meetings with Officers at Arun District Council were undertaken since September 2019. Regular and open dialogue has been taken place throughout this period to discuss key aspects of the Framework Masterplan and to understand the Council's aspirations.

After each of these pre-application meetings Officers at ADC followed up with written feedback to ensure that the evolution of the Framework Masterplan reflected historical discussions on the site and was being developed in accordance with the local planning context.

The developers have engaged with the Arun District Council's BEW Advisory Group meetings since September 2019. In addition, the developers have undertaken individual meetings with the Chairman of Barnham and Eastergate Parish Council and Aldingbourne Parish Council.

The developers have met with key stakeholders, in addition to separate ADC Officer discussions, to assist with the evolution of the Framework. These meetings have included:

- West Sussex County Council (education)
- West Sussex County Council (transport)
- Coastal West Sussex Clinical Commissioning Group (on behalf of NHS estates)
- Environment Agency
- Southern Water
- Natural England
- Sport England

Following from these meetings, and in agreement with Officers at Arun District Council, a public consultation period took place over a three-week period. Due to social distancing requirements, a website was prepared which provided details on the proposals and an opportunity for people to send comments electronically via an online form or via email, was provided.

This public engagement included a leaflet drop to local households prior to the consultation period taking place which included details of the proposal, a pre-paid envelope to return comments on and a telephone number to contact the developers directly.

In recognition that some residents may not have ready access to the internet, and in agreement with Officers at ADC, the leaflet provided details of a contact in the developer's team who provided hard copies of consultation material.

Following this comprehensive engagement strategy which was undertaken under the close scrutiny and ongoing feedback with Officers at ADC, the submission version of the Framework Masterplan was then finalised and submitted for consideration.

As part of the endorsement process, Arun District Council have consulted with members of the public for a four-week period. Notices on the Council's website have been placed, social media channels have advertised this process and hard copies of notices have been placed in nearby Parish Council boards. A summary of the feedback received within this four-week

consultation period is provided below. Representations received after the 26th October will be reported to Committee as an Update.

REPRESENTATIONS RECEIVED:

26 letters of objection have been received in the consultation period up to 26th October and the issues raised are summarised below:

- Principle of development
- Lack of safe hacking routes for horses/equestrian uses
- Bridleway provision
- Housing provision, quantum, mix and tenure types
- Sustainable design
- Healthcare provision
- Bus service provision
- School/education provision
- Highways and parking impacts
- Consultation/engagement
- Infrastructure delivery
- Sports provision and retention of cricket pitch
- Drainage and flood risk
- Green infrastructure and vegetation planting
- Connectivity
- Biodiversity/habitats
- Water provision

Comments from Barnham and Eastergate Parish Council and Bersted Parish Council have been received which reiterate the above matters.

Comments have been received from Historic England and the Sussex Wildlife Trust which contain advice to be considered as part of future more detailed planning applications.

WSSC:

- No mention of bus infrastructure or bus routes being considered or any mention of involvement or discussions with local bus operators
- No mention of grade separate crossings
- Clarification on how it is intended to include walk/cycle path parallel to the railway
- Should show how the development will fit into the wider network of transport infrastructure and services
- Should acknowledge that infrastructure will need to be considered and designed in line with current guidance such as LTN 1/20
- Consideration of route FP296/1 needs to be included
- PROW should be upgraded to public bridleways
- Existing canal towpath should be upgraded to a bridleway
- Encouraging to see the development layout broadly appears to correspond to the requirements outlined in the Arun Strategic Surface Water Management Study

Arun District Council Leisure & Greenspace

- All nature conservation features within the development site including existing habitats, trees, hedges, watercourses and other features will need to be incorporated into the site design and protected from change

- Quality, well-designed POS will be fundamental to the masterplan and this will need to accord with Arun District Council's Open Space SPD January 2020
- The BEW development of up to 4,300 dwellings is required to provide a Community Sports Hub which will include indoor and outdoor sports and physical activity space
- The Community Sports Hub needs to be located west of the A29, enabling a strong association with the Linear Park and the planned outdoor activities
- Pitches need to be located in close proximity to the Community Sports Hub and sufficient numbers of changing facilities and parking will need to be incorporated as part of the Hub
- Pitches should be delivered earlier to meet the demand generated by the increase in population
- Public art should be referred to in the Masterplan Framework documents
- It is essential that SUDS do not impact on the usable levels of public open space also required as part of new housing development. SUDS should not be included in the 'usable open space calculations'
- Extensive views into and from the development site to the South Downs to the north must be promoted and given careful landscape opportunity consideration
- All greenspaces should be considered and valued and their capacity for biodiversity and habitat enhancement explored

Highways England:

- The junctions and associated agreed mitigations are highly unlikely to be suitable for the traffic demands placed upon them as a result of the significant increase in housing numbers
- Highways England will need a thorough review of the existing strategic modelling as well as detailed modelling of the above junctions
- The build out of the 2300 dwellings along with the other Strategic Allocations by the end of the Local Plan period 2031 will necessitate the construction of the already agreed mitigations
- To avoid potentially abortive and disruptive roads works necessary to support the current adopted Local Plan urgent review will be required of any likely increase in housing numbers to determine what extra capacity might be necessary
- HE will need to have further separate discussions with Arun and Chichester District Councils in light of Chichester District Council's revised A27 Chichester bypass mitigation proposals in terms of when the mitigation is delivered
- This Master Plan for 4,300 dwellings should not be adopted until such time as we have received and considered the relevant supporting information regarding the potential impacts to the highway network

Sport England

- Sport England supports the strong and direct east west and north south cycle and pedestrian links proposed
- The Council has previously identified as requirement to incorporate Active Design principles in the development and consideration of this can begin at Framework Masterplan stage
- The FM identifies outdoor pitches in a hub of their own but not co-located with the mixed-use centre. Their separation creates two distinct facilities that are likely to require separate management and also present difficulties in terms of access if changing/toilet facilities for the pitches are remote. Clarity is required as to what is proposed and where.

- Disappointing that much of the social infrastructure, library, sports pitches and linear park and east/west link won't be implemented until quite late in the build out. The Council should consider how some of this might be brought forward earlier before new residents adopt unsustainable travel arrangements to access facilities and services elsewhere or miss out on the opportunity provided big move to a new environment to adopt more healthy lifestyles

COMMENTS ON REPRESENTATIONS RECEIVED:

Matters relating to the principle of development were considered when the site was allocated in the Arun Local Plan. The Local Planning Authority is unable to control such matters as these at this stage in the process.

Arun District Council currently has a recognised need for additional housing in the District and is only able to demonstrate a housing land supply of 2.9 years. The delivery of a Strategic Site allocation will make a valuable contribution to an identified need for housing.

Concerns regarding the lack of a new school have been verified by West Sussex County Council's Education Team. They have confirmed that current primary school provision is at capacity and therefore the population increase will trigger the requirement for 2 new primary schools.

The former sections of this report detail the comprehensive public consultation process which has been undertaken in agreement with Officers at Arun District Council.

Matters relating to highways capacity will be considered at planning application stage. It will be the responsibility of the developers when submitting planning applications to demonstrate that the cumulative highways impacts generated from the development, and wider committed development, can be mitigated. Arun District Council have issued their EIA Scoping Response which will require any future applications to mitigate wider cumulative highways impacts and ensure associated highway junction upgrades are in place. It is not the purpose of the Masterplan Framework to ensure this mitigation is in place until detailed proposals come forward.

Matters relating to infrastructure delivery, flooding/drainage, traffic/highways, water supply, sewerage capacity, bridleway provision, outlooks and phasing will be detailed in subsequent planning applications. The Local Planning Authority possesses controls to ensure that no planning permissions are granted until satisfactory detail and information has been provided at the planning application stage to ensure these issues can be addressed. However, the Framework Masterplan demonstrates the principles which the developers consider to be acceptable. These are assessed in full below.

All other outstanding matters detailed above have been considered in full in the subsequent sections of this report.

POLICY CONTEXT

Designations applicable to the site:

- Lidsey Treatment Catchment Area
- Strategic Housing Sites Allocation (H SP2)
- Archaeological Notification Areas (HER DM6)
- WSCC Minerals Consultation Areas

- CIL Charging Zone 1

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 – 2031:

H SP2	Strategic Site Allocations
H SP2c	Inland Arun: Barnham/Eastergate/Westergate

PLANNING POLICY GUIDANCE:

NPPDG	National Design Guide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

CONCLUSIONS

PRINCIPLE:

The submitted Framework Masterplan document seeks to fulfil Policy H SP2 of the Arun Local Plan which requires ‘development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.’

Policy H SP2 (ALP) sets out an (a) – (q) criteria against which development on the Strategic Site Allocations should come forward.

The emerging Arun District Council Design Guidance (page 124) makes clear that:

Strategic housing sites should incorporate an appropriately enhanced range of shops, employment, sports, community facilities, local services and affordable housing contributions to serve their population as well as those from surrounding areas, providing improvements to and linking with existing infrastructure and surrounding transport networks in a way that is appropriate to their scale and location.

Pages 124 – 125 of the Design Guide sets out a 16 point criteria against which Masterplans should be assessed. These criteria summarise sections D – L of the Design Guide which provides detailed guidance which outlines what Masterplans and their subsequent developments should achieve.

This detailed guidance and the resultant 16 point criteria have been considered continuously throughout the evolution of the Framework Masterplan. For the reasons set out in the subsequent sections of this report, Officers consider that the submitted Framework Masterplan satisfies these criteria, and the criteria set out in Policy H SP2, in full.

HOUSING NUMBERS:

Since the adoption of the Local Plan the developers have undertaken further design and technical work to understand the site constraints. Capacity testing has been undertaken using appropriate housing types and densities, alongside Local Plan requirements. This work has

demonstrated the site can comfortably accommodate an increased number of up to 4,300 homes.

This additional dwelling yield increases on-site infrastructure requirements. This work undertaken has been demonstrated to the satisfaction of Officers that this can be delivered whilst delivering the upgraded level of infrastructure.

Officers support the principle of this increase in dwellings on the basis that this would demonstrate an effective and efficient use of the land which is required by Government guidance. This approach fully accords with the contents of the National Planning Policy Framework (2019) and the Inspector's intent at Local Plan examination/adoption stage.

Officers acknowledge that the Local Plan tested the site capacity for 3,000 dwellings. However, paragraph 85 of the Inspector's Report (when adopting the Local Plan) made clear that *Policy H SP1 reflects the requirements for 20,000 homes. However, in the light of the objective to boost significantly the supply of housing, the figure should be seen as a minimum figure rather than a target.* Paragraph 120 of the Report emphasised that *the numbers are expressed as 'at least' so there would be no restriction within Policies HSP2 a-c to a greater number of dwellings being delivered.*

The developers will be required at planning application stage to present robust evidence which demonstrates that the additional dwellings are acceptable in terms of immediate and wider cumulative impacts. This information has not yet been presented; however, Officers are required to have a masterplan framework in place to require appropriate assessments of the cumulative impacts to be undertaken.

The Framework Masterplan process ensures there is an appropriate level of infrastructure planned alongside the new housing. However, the details of these infrastructure works will be demonstrated as subsequent planning applications come forward. These matters are assessed in further detail below.

USE MIX:

Relevant Policies:

ALP EMP DM1: Employment Land – Development Management, ALP RET SP1: Retail Development, HLDP SDP 12: Integration with Established Communities, HLDP SDP 13: Education, HLDP SDP 14: Mixed and Balanced Community, HLDP SDP 15: Integrating Employment Opportunities, BENDP CLW3: Recreation Facilities, BENDP CLW8: Provision and Improvement of School Facilities, BENDP CLW EE1: Support for Businesses, BENDP CLW EE3: Support for New Commercial Uses, BENDP CLW EE5: Retention of Existing Car Parks, ANDP H2: Housing Mix, ANDP LC1: Support Independent Living, ANDP LC2: Healthcare Facilities, ANDP LC3: Provision of Buildings for Community Uses and ANDP LC8: School Facilities.

The Framework Masterplan details a mix of uses which comprises: 4,300 new homes, shops, services, community facilities, employment and a new primary school. The non-residential uses are predominantly clustered into smaller areas which has arisen from consultation with Officers throughout the pre-application process.

The southern local centre will provide sports & leisure facilities, retail store, possible community hall, café, potential healthcare (e.g. dental facilities), primary school comprising 3 form entry and early years and a Tier 7 library.

The composition and layout of this local centre is currently the subject of ongoing design work between Officers and the developers, to be better reconcile the relationship of the sports pitches provision, local centre and school. Subject to these ongoing discussions which will be reported back to Members at Committee, Officers are recommending further consideration to be given to these matters at planning application stage.

The Framework Masterplan delivers an additional, subordinate, northern local centre which is smaller in nature. This could include a retail store, café, care home, potential hotel and employment space.

Employment space will be incorporated in the development to achieve a vibrant mix of uses throughout the site. Arun District Council's Development Management, Planning Policy and Business Development Teams have worked closely with the developers to achieve an appropriate employment provision.

Whilst definitive uses have not been defined at this stage, this will be confirmed and detailed in later planning applications. The Local Planning Authority has assessed the quantum of land detailed in the employment land provision. Officers and the Business Development Team consider, owing to the site's location and other committed development within the District (i.e. Saltbox and ongoing regeneration work in Bognor Regis), the quantum of development proposed is acceptable.

Officers would seek to ensure the retail development is capped in any subsequent planning applications to maintain the vitality of the existing town centres. Any impacts will be assessed in full as part of the socio-economic chapters of supporting statements accompanying any planning applications. This will ensure new development will not undermine the ongoing work within the District in the regeneration of these above areas.

HOUSING MIX:

Relevant Policies:

ALP H SP1: The Housing Requirement, ALP H DM1: Housing Mix, ALP AH SP2: Affordable Housing, HLDP SDP 6: Housing Mix, Density and Capacity, BENDP H3: Housing Mix, BENDP H4: Integration of New Housing into Surroundings, BENDP H6: Attention to Detail, ANDP H2: Housing Mix, ANDP H3: Housing Density and ANDP H4: Affordable Housing.

The Framework Masterplan demonstrates that the site can accommodate the envisaged 4,300 dwellings within a comfortable development that delivers the appropriate quantum of infrastructure and public open space.

The Arun Local Plan housing mix policies (H DM1) requires developments of over 11 units or more to deliver a balanced mix of market and affordable dwelling sizes. The definitive mix of housing will be detailed within subsequent planning applications. The Framework Masterplan would support a predominantly 2 storey domestic housing scale towards the peripheral edges of the site where they meet the existing villages. Increased heights to 3 and 4 storeys will help define local centres and promote local legibility and strengthen the central community function of place.

The submitted Framework Masterplan, which shows the indicative locations of housing clustered towards the existing villages and within a new central settlement, provides certainty that a range of housing types and densities can be delivered where access to infrastructure and connections would be available.

The Framework Masterplan allows for a policy compliant (30%) provision of affordable housing to be delivered across the site. This would equate, on the basis of a total dwelling yield of 4,300 units, to 1,290 dwellings towards the Council's Local Plan requirement. The Council currently has 1021 open applications of the Housing Register of people requiring affordable housing. The ongoing delivery of affordable dwellings will substantially respond to an identified need.

The Arun Local Plan policies require provision to be made for housing for the elderly. The development indicatively provides for a care home provision within the District, located adjacent to Barnham Railway Station and the northern arc. Such locations, in principle, would provide policy compliance within subsequent planning application stages.

The Framework Masterplan will provide for opportunities for self-build and community led housing to be explored and consideration will be given to including an area dedicated to self-build plots as part of individual planning applications. This approach is consistent with the approach advocated in the Arun Local Plan Policies.

HIGHWAYS AND ACCESS:

Relevant Policies:

ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, HLDP SDP1: Access and Strategic Movement, HLDP SDP4: Pedestrian and Cycle Links, HLDP SDP5: Centres and Walkable Neighbourhoods and BENDP GA1: Connection to Sustainable Transport, BENDP GA2: Footpath and Cycle Path Network, BENDP GA3: Contributions to Maintain and Improve the Network, BENDP GA4: Parking and New Development, BENDP GA5: Commuter Parking, BENDP EE5: Retention of Existing Car Parks and ANDP GA3: Parking and New Development.

The access to the site will fall off the new A29 road running through the centre of the site. The re-aligned A29 road will relieve congestion off the existing A29 along the Lidsey bends, Woodgate crossing and Barnham village centre.

The Masterplan Framework details a series of new roundabouts along the re-aligned A29. These roundabouts will provide subsidiary access to individual parcels. The proposed road network details a hierarchy of streets of varying character which will allow their subsequent detailed design to establish these characters.

The northern portion of the A29 (north of Barnham Road) will complete the A29 relief road by diverting traffic away from Westergate and Barnham which will allow for much needed relief. This northern portion of the re-aligned A29 is being delivered by WSCC and Officers understand that an application is due to be submitted imminently. Therefore, the commitment to the southern and northern portions of the A29 will secure the much needed alleviation of existing congestion in the nearby areas.

The Framework Masterplan secures a commitment to establishing two east to west links linking the existing A29 road to the new A29 relief road. This will provide better access and connectivity to existing residents within the District and will provide much needed relief to existing problems of congestion at the Woodgate level crossing.

Arun District Council will control the phasing and release of residential parcels of the site to ensure appropriate highways mitigation is in place. This will ensure no additional highways impacts onto the nearby and wider road network result.

These access points have been discussed with West Sussex County Council in ongoing pre-application discussions and establishes the technical solution. However, Arun District Council will be encouraging the developers to consult the public and nearby residents in the progress of their individual planning applications to ensure anecdotal evidence and concerns are considered.

Wider cumulative impacts on the strategic road network (namely the A27) will be considered at planning application stage. Officers have encouraged the developers to liaise with Highways England, West Sussex County Council and Chichester District Council to ensure they are able to robustly and adequately detail that no wider cumulative highways impacts will result. All developers bringing forward planning applications against this Framework Masterplan will be required to robustly demonstrate how cumulative transport impacts are mitigated at planning application stage.

The new A29 relief road will cross the existing east to west railway line. The Framework Masterplan details the use of a bridge facilitating vehicular traffic crossing this constraint. Cycle traffic will also benefit from this crossing point, in addition to a series of upgraded underpasses. The developers are currently liaising with Network Rail to establish the technical specifications and consents to deliver this crossing. However, all parties require a firm commitment in the form of this Framework Masterplan to undertake substantial work to deliver this crossing.

Officers have been in discussions with Stagecoach regarding bus service provision throughout the site. They have confirmed that the desire is to provide stops along the main road only, which will ensure residents are no more than 400m walkable distance from a key bus route.

They have reiterated that providing an effective bus service relies upon direct, door-to-door services, so far as reasonably practicable. When a bus service takes longer or is more arduous than taking the private motor vehicle, then user preference sways towards private car usage. On this basis, there would be no functional rationale to providing services into subsidiary roads off the re-aligned A29. The site is well served by existing stops which allows for the 400m walkable distance to services at bus stops.

Bus services and bus stop provision will be initially funded by developers through a comprehensive S106 infrastructure package. Bus stops will thereafter be maintained by Arun District Council. Services will be proportionately phased in, commensurate with population and infrastructure growth, to ensure capital expenditure released by the developers can be utilised for as long as possible.

The Framework Masterplan makes a commitment to *a network of existing pedestrian links will be enhanced and linked to the proposed network of pedestrian and cycle links.* Subject to

more detailed feasibility work, such links could include links to the new secondary school route. Such connections will be reliant upon agreements with adjacent landowners.

PEDESTRIAN AND CYCLE ACCESS/PERMEABILITY:

Relevant Policies:

ALP T SP1: Transport and Development, ALP T DM1: Sustainable Travel and Public Rights of Way, HLDP SDP1: Access and Strategic Movement, HLDP SDP4: Pedestrian and Cycle Links, HLDP SDP5: Centres and Walkable Neighbourhoods, HLDP SDP7: Place-Making Objectives and BENDP GA1: Connection to Sustainable Transport, BENDP GA2: Footpath and Cycle Path Network, BENDP GA3: Contributions to Maintain and Improve the Network, ANDP GA1: Promoting Sustainable Movement, ANDP GA2: Footpath and Cycle Path Network.

The Framework Masterplan proposes a strategy to integrate the Strategic Site with existing pedestrian and bicycle routes to ensure the site functions and operates as part of Barnham, Eastergate and Westergate. This approach towards ensuring wider connectivity was agreed, in principle, as being an acceptable basis to which future planning applications should accord within initial pre-application discussions.

The Framework Masterplan sets out that the network for pedestrians and cyclists will comprise a combination of:

1. Footpaths (including enhancement to the existing Public Rights of Way)
2. Footpaths plus separate cycle lanes
3. Footpaths and segregated cycle lanes
4. Shared-use pedestrian and cycle routes

The key north to south link throughout the site will be delivered through the provision of the Linear Park, which will provide much needed connectivity between Barnham, Eastergate and Westergate to Bognor Regis. These connections will link with the existing connectivity which will enhance the wider connectivity across the District. These connections will ensure the development is experienced as an organic whole.

The definitive materials and detailing of these routes will come forward in future planning applications as part of the delivery of this Framework Masterplan. However, this strategy provides a commitment to a network and hierarchy of connectivity across the site which accords with the Arun Local Plan policies.

Arun Local Planning policy requires priority to be first given to the cyclist. The hierarchy of routes, combined with their according connections, will allow for this to be delivered in subsequent planning applications.

FLOOD RISK AND DRAINAGE:

Relevant Policies:

ALP ENV SP1: Natural Environment, ALP W SP1: Water, ALP W DM1: Water Supply and Quality, ALP W DM2: Flood Risk, ALP W DM3: Sustainable Urban Drainage Systems, HLDP SDP21: Surface Water Management, HLDP SDP25: Integrated Water Management and BENDP ES1: Flooding, Drainage and New Development, BENDP ES2: Water Courses,

BENDP H7: Drainage for New Housing, ADNP EH4: Protection of Watercourses and ANDP EH5: Surface Water Management.

The Strategic Site features a high-water table as existing. Anecdotally, this has then been further exacerbated by periods of peak rainfall which has historically led to surface water storage across the site. This matter was raised throughout the engagement points with the developers throughout Advisory Group Meetings and pre-application meetings.

In response to this, the Framework Masterplan provides an indicative drainage strategy which will be confirmed once the outcome of winter groundwater monitoring and percolation testing has been undertaken.

The Framework Masterplan provides a commitment to 'retain and integrate the existing watercourses into the landscape framework and introduce sustainable drainage measures such as attenuation ponds and swales'.

The Framework Masterplan details that the required quantum of space can be provided to accommodate the required number of SUDS to ensure the predicted allowance in surface water increases could be mitigated. The finalised drainage strategies will be required to take into account climate change allowances and future increases in hard surfacing.

Due to the phased nature and long term build out of a development of this size, the Local Planning Authority has been stringent with the developers in ensuring that each phase will be capable of being adequately drained on an individual phase, but also have the functionality to operate as part of the wider whole. This will allow for phases to be released without resulting in interim nor long-term drainage issues.

The Framework Masterplan provides the Local Planning Authority with the appropriate controls to ensure that each parcel is adequately drained and works as a wider collective whole, whilst taking into account increased flows in water.

INFRASTRUCTURE DELIVERY AND PROVISION:

The Framework Masterplan is a placemaking document and does not detail specific requirements regarding infrastructure provision. This matter is required for separate consideration at planning application stage.

However, to provide satisfaction that the detailed placemaking will be supported by the appropriate infrastructure, individual planning applications will all contribute towards on-site and/or off-site provision of highways, education, green infrastructure, libraries and sports pitches and utilities/service/suds.

Throughout the pre-application discussions Officers have been liaising with the appropriate service provider bodies to both ensure delivery and service provision of these infrastructure items.

The delivery of infrastructure will be subjected to a phasing plan which will be assessed and, subject to acceptability, subsequently approved as part of the outline planning application. This will ensure that infrastructure is delivered in line with new development to ensure it is available for those who need it, when they need it.

Funding for infrastructure will come from both committed projects where contributions have already been provided as part of existing planning applications. However, the majority of funding will come from developer contributions as part of the subsequent planning applications. The Strategic Site is CIL exempt which provides the District Council with the full scope of powers to require all necessary infrastructure contributions to ensure their delivery.

LANDSCAPE:

Relevant Policies:

ALP HWB SP1: Health & Wellbeing, ALP OSR DM1: Open Space, Sport & Recreation, HLDP SDP3: Strategic Green Connections, HLDP SDP7: Place-Making Objectives, HLDP SDP16: Landscape and Green/Blue Infrastructure, HLDP SDP17: A Rich Variety of Open Spaces, HLDP SDP18: Treescape and BENDP ES3: The Local Gap/Green Infrastructure Corridor, BENDP ES4: Protection of Open Views, BENDP ES10: Trees and Hedgerows, BENDP H4: Integration of New Housing into Surroundings, BENDP H5: Outdoor Space and ANDP EH6: Protection of Trees and Hedgerows.

The Framework Masterplan highlights that green space throughout the site will namely comprise the Linear Park which will enhance the character and setting to the Lidsey Rife. This will support a varied range of flora and fauna into the Linear Park and provide an accessible destination for the existing and proposed neighbourhood for leisure and recreation.

In addition to the Linear Park the Framework Masterplan allows for several typologies including; parks & gardens, amenity open space, natural/semi-natural space, pitches and allotments. In addition to these will be a variety of play spaces.

Further, there will be a series of key green routes throughout the site that connect the Linear Park including along the east to west railway line and wider perimeter of the site. These will connect trees, footpaths, play areas, active corridors as well as wildlife corridors to establish a strong landscape framework within which the new neighbourhoods will sit.

The Strategic Site allocation will retain views of the South Downs National Park from along much of the existing network of public footpaths. This will be particularly facilitated by the provision of the Linear Park which will safeguard such views and the wider setting. Within detailed planning applications Officers will seek to secure key views within the site to maintain the appreciation of the South Downs setting.

The Framework Masterplan exceeds a policy compliant level of public open space as a whole. Accordance with this Framework, which subsequent planning applications would be required to accord with, would secure this valuable contribution towards public open space for the District.

The Arun Green Infrastructure Study advocates new green spaces to be linked to existing green spaces to establish a wider green network throughout the District. The provision of the green infrastructure detailed within the Framework Masterplan would allow for the delivery of integral elements to this network, in accordance with the Council's aspirations.

PHASING:

The Framework Masterplan sets out preliminary phasing which indicates when specific elements of infrastructure could be introduced, commensurate to the delivery of dwellings. All final phasing will be conditioned as part of a phasing plan submitted at outline stage.

Phase 1 (running total 660 homes)

Alongside the first 660 homes (Phase 1) would see the A29 Phase 1 delivery – Barnham Road to Fontwell Avenue. This road would be delivered by WSCC. Officers support the early delivery of this northern portion of the A29 to facilitate subsequent parcels of development.

Phase 2 (running total 1,530 homes)

Delivery of the connection to Phase 1 of the A29 re-alignment (Barnham Road connection), the first primary school delivery and additional parking facilities to serve Barnham Station would be delivered.

However, the land will be made available for this purpose and the subsequent delivery of the school will be funded by developer contributions and undertaken by developers or Academy Trusts. Funding will be in place and the existing primary schools in the nearby locality are at capacity. This context therefore ensures (so far as can be reasonably ensured) that delivery of the school will take place after the first 1,530 dwellings are released.

Officers support the early delivery of the first primary school on the site. However, the additional parking facilities to serve Barnham Station would require the routing of vehicles around the existing road network and not through the new established road network. The additional vehicles would only derive from the first 1,530 homes, of which not all will require access to Barnham Railway Station. Notwithstanding this, Officers acknowledge the benefit that this early delivery of infrastructure will have on the wider community which will alleviate existing pressures in the nearby locality of Barnham.

Phase 3 (running total of 2,060 homes)

Phase 3 would see the delivery of one of the local centres, the delivery of the Linear Park, east/west link and connections north of the railway line. Officers support the early delivery of these connections.

Phase 4 (running total of 2,800 homes)

Phase 4 would see a further 740 homes released which would be delivered in line with the second primary school. This would ensure that the new development which would be $\frac{3}{4}$ of the way through its delivery would have full primary school capacity provided. Such delivery of this key infrastructure would be supported.

However, Officers raise concern regarding the absence of the delivery of the A29 and how access to the second primary school, south of the railway line, would be accessed. The phasing plan in its submitted form does not stipulate the provision of the remainder of the A29 and there would be no backstop position which would require this delivery.

Whilst Officers envisage this would be addressed within the phasing plans submitted in subsequent outline planning applications, Policy H SP2 is clear that development should be delivered in accordance with an endorsed Masterplan Framework. This phasing plan, included within the Masterplan Framework, does not seek to deliver the re-aligned A29 in its full capacity. On this basis Officers recommend the removal of Chapter 8 (Phasing & Delivery) should Members proceed to endorsement.

Phase 5 (running total of 3,560 homes)

Phase 5 would see a further 760 homes release which would be delivered in line with the second local centre including the library, sports hub and secondary vehicular connection to Lidsey Road.

Officers raise concerns over the late delivery of the Sports Hub towards the latter half of the development. The sports hub sits within the Linear Park which would be delivered in Phase 3 of the development. There would be no impediment or restriction preventing the phased delivery of the sports hub between phases 3 – 5. Such an approach would build the sports provision in line with population increase. Delivering a combined total of 3,560 homes which could take a substantial period of time, without the support of sports facilities, would detrimentally impact upon the health and wellbeing of future users of the development. On this basis, Officers are unable to support such late delivery of the sports hub when a phased delivery could be reasonably achieved.

Phase 6 (running total of 4,300 homes – completion of development)

Phase 6 would see the final delivery of residential dwellings within the site and the completion of the development. No infrastructure is set to be delivered within Phase 6 with all infrastructure requirements having been delivered in Phases 1 – 5.

Based on the Officer concerns with the preliminary phasing, specifically around the delivery of the sports pitches and re-aligned A29 road, we recommend that Chapter 8 of the Framework Masterplan be removed with endorsement contingent upon this deletion.

Officers will agree definitive phasing within an outline application and therefore adequate control is present within the subsequent stages to ensure this matter can be addressed through the relevant legal frameworks.

HEALTH AND WELLBEING:

Relevant Policies:

ALP HWB SP1: Health and Wellbeing, ALP OSR DM1: Open Space, Sport and Recreation, ALP INF SP1: Infrastructure Provision and Implementation, HLDP SDP1: Access and Strategic Movement, HLDP SDP3: Strategic Green Connections, HLDP SP4: Pedestrian and Cycle Links, HLDP SDP5: Centres and Walkable Neighbourhoods, HLDP SDP7: Place-Making Objectives, HLDP SDP12: Integration with Established Communities, HLDP SD19: Sports Facilities, HLDP SDP22: Infrastructure and BENDP GA1: Connection to Sustainable Transport, BENDP GA2: Footpath and Cycle Path Network, BENDP EE7: Support and Promote Recreational and Tourism Activities and ANDP LC2: Healthcare Facilities.

The Framework Masterplan supports the health and wellbeing objectives of the District Council by facilitating an indicative layout where most homes will be bounded by, or will have easy ready access to, public open space.

Access to local centres in the north and south of the development are made through the extensive network of footpaths and cycleways that will be delivered throughout the site, promoting a pedestrian and cyclist first approach as advocated by local planning policy and best practice.

The development features a new Linear Park which spans throughout the extent of the development. Both new and existing residents in the nearby locality will benefit from the provision of this new asset to the District.

In addition to the design and placemaking objectives, the Framework Masterplan will also support the delivery of infrastructure including 2 no. new grass pitches and a new all-weather pitch (constructed to 3G standard or equivalent) and indoor sports facilities.

Their positions, being well located for future residents and existing residents, as indicated by this Framework Masterplan, ensures it is within easy walking access by all. The Framework Masterplan will therefore deliver health and wellbeing benefits to all.

BROADBAND/HIGH SPEED INTERNET PROVISION:

Relevant Policies:

ALP EMP DM1: Employment Land: Development Management, H SP2: Strategic Site Allocations, ALP INF SP1: Infrastructure Provision and Implementation, HLDP SDP22: Infrastructure, HLDP SDP29: Broadband and BENDP EE1: Support for Business and BENDP EE3: Support for New Commercial Uses.

The Framework Masterplan does not make a commitment to the delivery of high speed internet and broadband provision. In the pursuit of supporting the commercial and community uses, Officers will be able to ensure subsequent planning applications will be designed to access the highest level of broadband available at the time; subject to technical and economic viability. This is a common method for securing such infrastructure throughout the Planning system.

SUMMARY:

The Framework Masterplan sets out the vision for the delivery of the Barnham, Eastergate and Westergate (BEW) Strategic Site Allocation and sets the principles against which subsequent planning applications would be assessed.

This Officers report has considered the key principle issues against the according Local Plan, High Level Development Principles and Neighbourhood Plan policies. Based on the layout submitted and the principles contained within, the Framework Masterplan would deliver a development that is compliant with the Development Plan.

The Framework Masterplan allows for the provision of additional high quality, accessible open space to existing and future residents of the District and provide a betterment in terms of sports and leisure provision.

The Framework Masterplan will deliver a further 4,300 homes within its lifetime which will assist in the Council in achieving 20,000 dwellings throughout the Local Plan period. This delivery will also allow for approximately 1,300 affordable homes to be delivered in the District.

Officers have worked closely with the developers throughout the pre-application period on the lead up to the submission of this Framework Masterplan document to ensure adherence with the local and national planning policy requirements and supplementary planning documents.

Subject to the deletions outlined in the earlier sections of this report we therefore recommend that the Framework Masterplan document should proceed to formal endorsement.

RECOMMENDATION

Subject to the deletions of Chapter 8, satisfactory amendment of the southern local centre, we therefore recommend that the 'Barnham, Eastergate & Westergate Draft Framework Masterplan Version for Endorsement' (version reference/date to be confirmed following amendment to local centre) should be endorsed.

Officers recommend that any endorsement should be undertaken on the condition that a further Phasing and Delivery Plan being submitted to Officers for consideration and Appended to the endorsed Framework Masterplan.

NEXT STEPS

Subject to endorsement of the Framework Masterplan the developers will then use this as the basis on which subsequent planning applications will be based.

Officers understand that an outline planning application would not be submitted to Arun District Council any earlier than spring 2021. This would be outline in nature and would be reliant upon technical assessments and studies being used to inform final detailed design which accords with the principles set out in this Framework. Any applications that come forward will need to be supported by evidence that adequately demonstrates the additional infrastructure requirements have been tested.

The developers will be retaining dialogue with Officers at Arun District Council in the evolution of the outline application to ensure consistency with the placemaking principles set out in this document.

Officers and the developers will be continuing to liaise in further detail with the key stakeholders and consultees, including West Sussex County Council and Highways England, as detailed designs are evolved. The developers will be undertaking further consultation with those bodies detailed in the former sections of this report and will be engaging with residents as the proposals develop.

Prior to the spring 2021, the developers and Officers will be reporting to the BEW Advisory Group members to ensure dialogue is maintained as detailed proposals develop.

The developers will undertake a further three week consultation period run by themselves. Then, upon the submission of the outline planning application, the development proposals will be subject to a further 21 day consultation period run by Arun District Council. This will achieve a further 6 week's of formal consultation before any decisions are taken on the outline planning application.

Once any outline planning applications are approved, all detailed development will then be subject to a further series of Reserved Matters applications for individual parcels. Based on the above indicative timetabling, Officers do not envisage such Reserved Matters consents to be submitted until the latter half of 2021 at the earliest.