



A Vision for the land at Brick Kiln Farm, Chichester | March 2023



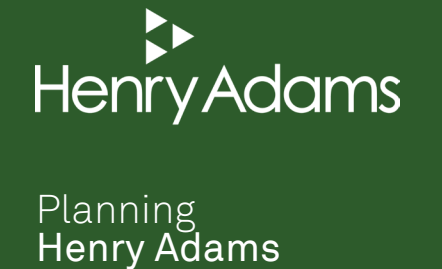
This submission is made on behalf of our clients West Sussex County Council as landowners of the outlined site at Brick Kiln Farm.

This document is prepared as a Vision Statement to support the promotion of the above site in response to a request from Chichester District Council (CDC) to understand further the suitability of this site for development.

This document is to be read in conjunction with the following consultant reports:

- Landscape and Visual Appraisal
- Preliminary Ecological Appraisal
- Transport and Highway Supporting Evidence

Professional Team



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Introduction

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Location Plan

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1.3 Site & Context

Location

The site comprises agricultural land lying to south of the A259, and east of the A27. The site is 19.5 hectares (48 acres) and wraps around the existing Brick Kiln Nursery site and adjacent barn / residential properties, which extend further south in to the site, beyond the nursery.

The site abuts the A259 Bognor Road to the north of the site, Vinnetrow Road to the west and the open fields to the south. To the east is a restaurant, with a few residential properties beyond. The site boundaries are kept by mature hedgerows.

The site is in agricultural use and comprises open arable land, currently occupied by a tenant farmer. Part of the site is covered with poly-tunnels and is largely used for the growing of soft fruit.

The site is classified as Countryside in the currently adopted Local Plan, with a small section of the site located within Flood Zone 2.

The site is located within the Chichester Harbour Special Protection Area Buffer Zone. However, it is not subject to any environmental designations, nor does it accommodate historic assets.

The nearest historic building is Vinnetrow Farm House, which is a Grade II Listed Building sited to the south of the site. It is not readily visible from the site, with the existing open farmland forming a buffer.

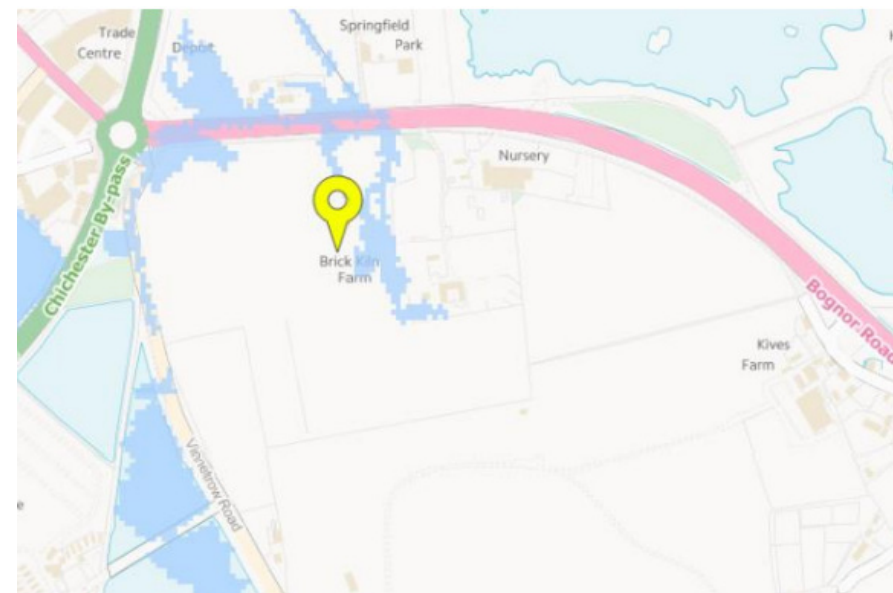
The land is generally flat; therefore long distance views across the site from the immediately adjoining public highways are not achievable.

Site Availability

The site location plan (left) outlined in red denotes land within the County Council's ownership. This is covered under land registry title number 18887.

The site would be available for development and could be delivered in accordance with the masterplan principles set out within this document.

At face value, the site has very good potential for employment use given the location and proximity to a major trunk road and Chichester generally. However, we do have concerns of the quantum of space being suggested by CDC and the short / long term deliverability of large / small commercial units. The purpose of this document is to assist CDC with its decision making process as to the allocation of employment and housing land through the emerging Local Plan Review.



Environment Agency Map





Site Assessment

2.1 Planning

Indicative level of employment space

Chichester District Council have identified the need for around 300,000 sq m's net of employment related space up to 2035. Over the life time of the Local Plan (say 17 years – 2019 to 2035) that implies the delivery of around 17,500 sqm's of new business space per annum.

In our opinion and experience of dealing with new speculative business space across the Chichester District that is a significant amount of space and feels very optimistic given the lead in time for securing an implementable planning permission, building / implementing / delivering space in the open market, local demand generally and of course the economics around commercial development (rents / capital values / build costs / risk / profit).

Glenmore Business Park – Case Study

Since 2012, Henry Adams have been involved with Glenmore Business Park (GBP) on the A27 just outside Chichester – it is a very good example and useful backdrop to local issues. GBP is an important commercial scheme for Chichester given its size, the fact that it is being built speculatively and that units can be bought or sold.

Key highlights are:

The site is 10.34 acres with planning permission for 17,576 sqm's of B1c, B2 and B8 space. Planning was granted on 30 January 2014 for 7,469 sqm's of flexible B1c, B2 and B8 plus outline planning permission for an additional 10,107 sqm's (which secured full planning permission on the 11th October 2016).

The implied plot ratio is around 42%. Given the experience of dealing with the site it could be argued that the site has been over-developed and the lack of parking on the smaller units could prove to be a problem for the end users on site. That being said, plot ratios of around 40% are the norm.

Applying this ratio to the long term need identified above (300,000 sqm's) it implies a land requirement over the duration of the Local Plan of 750,000 sqm's i.e. around 75 hectares. It could even be more and would be driven by the scale / massing / height of future B1, B2 and B8 development. Brick Kiln could certainly accommodate some of this.

Phase 1 has been built and all the space has been sold to local business and some investors. Phase 1 proved to be very successful given the pent-up demand by SME's looking to buy their own premises and the general lack of modern / new stock across the region. Phase 2 is being built with completion October 2018. Over 50% of the space in phase 2 has already been sold – more investors have purchased units in phase 2 than in phase 1.

In terms of pricing, the scheme has set a new benchmark of capital values for the area - £1,450 to £1,615 psm / £135 to £150 psf for the small units and £1,184 to £1,450 psm / £110 to £135 psf for the larger units. Ignoring the cost of the land, this is a key point as building costs for the scheme are rumoured to be around £850 psm / £80psf i.e. the scheme is likely to have been profitable for the developer.

In terms of supply, this scheme equates to one year of the implied CDC Local Plan requirement set out

above. However, as the Glenmore scheme will have taken virtually 5 years from planning to completion it could be argued that Chichester may only be able to deliver say another 3 or 4 Glenmore style schemes over the life time of the Local Plan and this needs to be taken into account by WSCC as part of the site allocation process.

The key point is that based on the experience of dealing with GBP, and the time involved to make it successful, we are of the opinion that the need for 75 hectares of land as identified above is very optimistic and must assume an influx of new businesses re-locating to Chichester. This point must be taken up with Chichester District Council.

Deliverability

In terms of allocating then site for employment use, full consideration needs to be given to the overall quantum and subsequent deliverability. Typical build options for either WSCC or say a development partner or say new owner of the site are as follows.

Option 1 – Pre-let development
– Secure a significant pre-let and build out on that basis. This will de-risks the development and underpin future development but in our experience pre-lets are very rare. Also, the option is aimed at the larger more bespoke facilities.

Option 2 - Speculative development
– This is in line with the approach taken on the Glenmore Business Park. It is risky and requires an experienced / professional developer who understands the development process. It also implies WSCC either build out speculatively or

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more likely sells some or all of the landholding allocated to commercial to a developer at a process that makes future development viable.

Option 3 - Hybrid development

– A pre-let is secured from an anchor tenant and the balance of a scheme is built out speculatively over the duration of the Local Plan. The difference here is that WSCC could agree to a pre-let and the balance of the development pivots around this.

Option 4 – Land sales

– This is an interesting option as we are of the opinion there is demand from owner occupiers looking to buy land and build out their own bespoke facility. WSCC could facilitate this.

CDC need to have a clear idea of how the site could be built out over time and who the target audience would be. In our opinion, the developer would need to implement all of the options identified above and on the back of a well thought out master plan that had detailed / outline planning permission.

Notwithstanding, the site remains a suitable site to accommodate a strategic employment site for the city, given the location and proximity to a major trunk road and Chichester generally. This section provides an overview of the national and local planning policy context.

As further design work is undertaken, the requirements of detailed planning policies, which fall outside the scope of this Vision Document will be considered in due course as more detailed proposals come forward.



Glenmore Business Park

2.2 Landscape

The Site is some 19.5 hectares, (48 acres) of land in horticultural use, presently comprising rows of irrigated raised beds for soft fruit. Inset to the north of the Site is the Brick Kiln Farm. Further commercial use occurs on the opposing side of Bognor Road to the north and to Green Lane to the east.

The Site extends between Bognor Road, (A259) to the north and Vinnetrov Road to the west. Offset to the south beyond an intervening area in horticultural use is the northern part of the Runcton Horticultural Development Area, which comprises large scale horticultural glasshouses and packhouses, accessed off Bognor Road to the north east.

Landscape Character

The Site area is not considered to comprise particularly rare or representative features or characteristics of the West Sussex District Chichester to Yapton Coastal Plain Character Area, (LCA SC9, 2003) or the Chichester Coastal Plain, (LCA 4A, LUC 2005).

The proposed offset and approach to reinforcement and new tree and orchard planting as part of a mosaic of biodiversity focused habitat creation about the perimeter, with substantial offsets to north east and west would conserve the limited contribution of this area to rural character along the adjacent roads, whilst contributing an improvement to landscape structure in the short to mid term, increasing into the long term as trees matured and habitat established. This would result in an improvement to landscape structure, regarding CLP Policy 48 (Natural Environment) and Policy 52 (Green Infrastructure).

A new public view of the Chichester Cathedral

spire would be provided as an integral part of the development, extending from about the north eastern corner of the Site to the west, between a gap within the intervening trees about Brick Kiln Farm. The vista could be extended to the east for cycle and vehicular users at the adjacent point along Bognor Road, through maintaining the hedgerow low to the intervening boundary. This would be an enhancement to sense of place in general and for those along the adjacent Bognor Regis Commuter Cycle Path along Bognor Road should the adjacent intervening hedgerow be maintained low.

There would be no impact on the special qualities of the South Downs National Park, including dark night skies. In order to limit the potential for cumulative impacts from light spill and glare on the dark skies within the South Downs, lighting would be positioned away from the perimeter landscape buffer zones, whilst the use of hooded luminaires and directional light sources would reduce light spillage. This would additionally maintain the buffer zones contribution as part of wider wildlife corridors for foraging bats and other wildlife.

Visual Amenity

The recommended offset and approach to planting about the north and western part of the Site would preserve the vegetated context for users about the edge of the Chichester Bypass roundabout junction with Bognor Road, (A259) and then along the northern edge of the Site along Bognor Road. Whilst the occasional glimpse of wider countryside through the boundary vegetation would be replaced with glimpses of built form, this would be filtered with vegetation in the short to mid term, increasing into the long term as trees matured. The perception of rooflines and

upper facades would be limited by the facing facades being provided with low reflectivity and muted colours.

The offset and approach to planting about the western and south western part of the Site would preserve the vegetated context for these users, with beneficial effects to pedestrians and cyclists about the road bridge to the north of Vinnetrov Road from the diversion of the road into the Site to a more favourable junction with Bognor Road.

Users of Public Bridleway NOM 192/1 would have a glimpse of roofline above intervening tree belts, which would be barely perceptible, whilst the offset from the Site would maintain the glimpse towards the South Downs skyline beyond over any intervening built form.

For promoted viewpoints within the South Downs National Park, some 9km to the north, such as upon The Trundle and Halnaker Windmill, there would be no perceptible change within the views, due to the very small scale forming part of a grey area at distance and intervening vegetation, further limited by the visual association with the backdrop of existing built form across the Runcton Horticultural Development Area.

Conclusion

The Site is considered to be suitable for large scale employment development across B1 - B8 Use classes as outlined for the Scenario.

Spire
↓



Photograph A. Westerly view from within the eastern field of land in horticultural use, presently comprising rows of irrigated raised beds for soft fruit. The Spire of Chichester Cathedral can be seen rising out from the distant vegetation from a gap in the treeline about Brick Kiln Farm.



Photograph B. Southerly view from within the eastern field of land in horticultural use, presently comprising rows of irrigated raised beds for soft fruit.



Photograph C. Westerly view from within the eastern field of land in horticultural use, presently comprising rows of irrigated raised beds for soft fruit.

2.3 Transport

Baseline Conditions

The site is located south of A259 Bognor Road to the immediate east of the A27 Chichester Bypass A27 Chichester Bypass is dual carriageway, is subject to a 70mph speed limit and forms part of the Strategic Road Network therefore is under the jurisdiction of National Highways.

The A259 Bognor Road is also a 70mph dual carriageway, however does not form part of the SRN and therefore is under the jurisdiction of West Sussex County Council (WSSCC) as the local highway authority. The A259 and A27 meet at a large five-arm roundabout to the north-west of the site, known as the Bognor Roundabout.

Vinnetrow Road lies immediately west of the site and is a minor rural road forming a fifth arm of the above referenced roundabout, reducing in speed limit to 40 mph further south.

Future Highway Aspirations

It is known that Chichester and Arun District Councils, West Sussex County Council and National Highways are keen to relieve the congestion at the Bognor Roundabout and various suggestions have been put forward during the past 5 years.

Furthermore, options for relieving congestion on the A27 generally within the Chichester area have also been discussed over the recent past. It is understood that improvements to the Bognor Roundabout are an immediate priority, however no funding has been identified for any significant works to the junction.

Committed Developments

Two planning applications in the immediate vicinity of the site, the Former Fuel Depot and Springfield Lorry Park, have been recently permitted along with local highway improvements.

Masterplan for Land South of Bognor Road

The development proposals on the Land South of Bognor Road would consist of commercial development of circa 30,000sqm which would be served via a fourth arm to the proposed traffic signals on Bognor Road to serve the Former Fuel Depot.

The proposed development of this site would facilitate the closure of the Vinnetrow Lane arm of the Bognor Roundabout with traffic redirected through the site to Bognor Road to create a fourth arm of the proposed traffic signals.

The closure of the northern end of Vinnetrow Lane would enable the Bognor Roundabout to be converted to a four-arm roundabout only, improving the junction's capacity and the condition of safety.

The closure of the northern end of Vinnetrow Lane would also facilitate a new pedestrian footway/ cycleway to link with existing public footpaths/ bridleways and cycleways in the area, including the bridge over the A27 immediately to the south of the Bognor Roundabout.

The internal link road through the site has been designed to DMRB standards, based on a 40mph speed limit (70 kph Design Speed) and has therefore been designed with stopping sight distance of 120m along its length as outlined in CD109. The road would

also benefit from a 7.3m width with a 1.0m hard strip in accordance with Layout constraints Table 2.3 of CD109. Furthermore, the radius of the diverted section of Vinnetrow Road would be 90metres which is representative of four steps below desirable minimum bend radius, in accordance with the requirements of CD109.

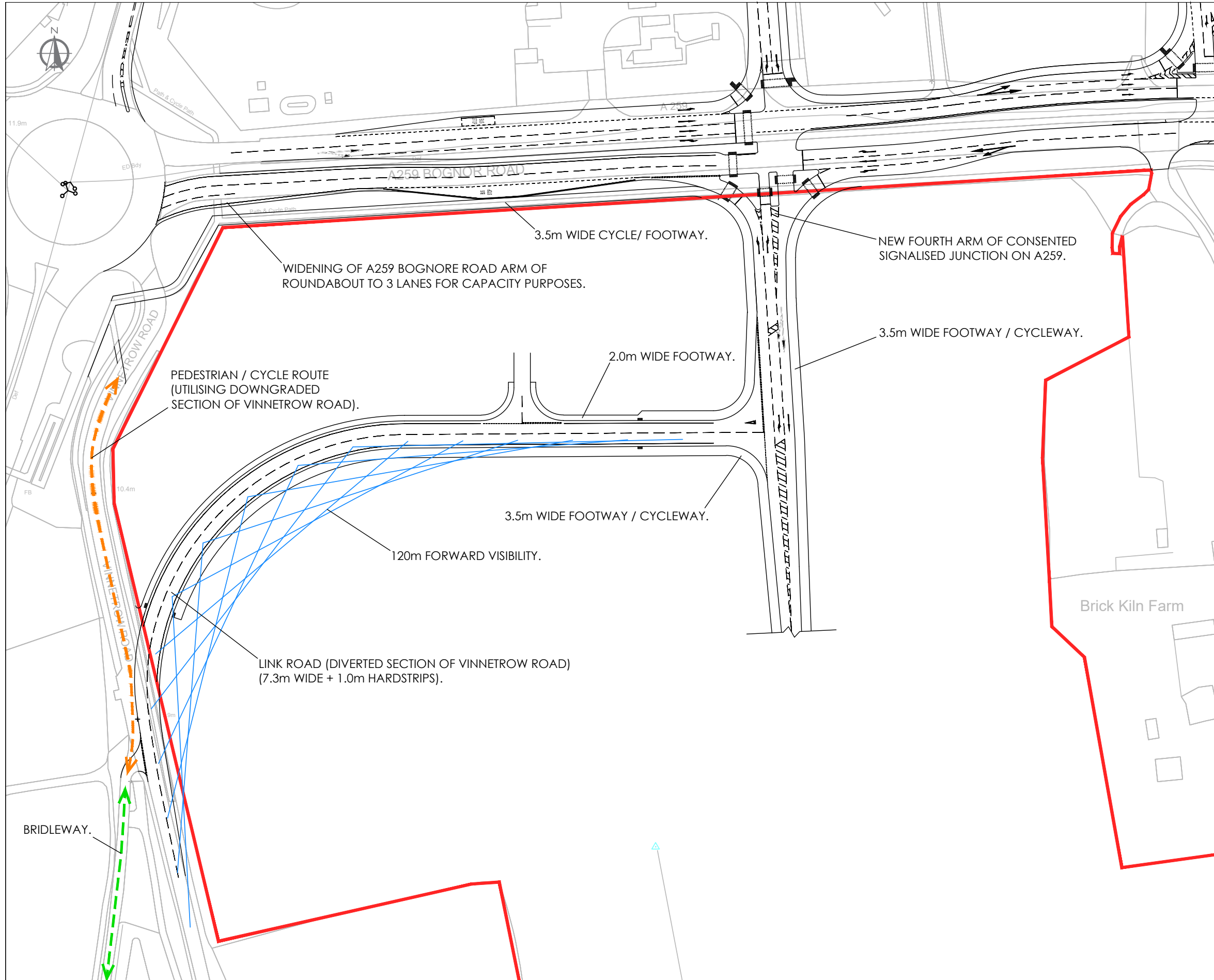
Suitable infrastructure for active travel modes include a 2.0m footway and 3.5m footway/cycleway along the main access roads internal to the site to link with improved pedestrian and cycle provision around the perimeter of the site.

Conclusions

Junction modelling and outline design demonstrate that the proposed masterplan, road alignment and junction improvements being promoted as part of the potential development would provide a suitable and safe access arrangement and improve highway capacity to mitigate the impact of the development.

Therefore, the proposals accord with the principles of the NPPF on transport grounds and the site is suitable for adoption within the next iteration of the Local Plan.

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NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- FORWARD VISIBILITY SPLAY

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P2	DLH	ACCESS ROAD AND FORWARD VISIBILITY DETAIL AMENDED	10/05/22
P1	DLH	FIRST ISSUE	17/03/22

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Client: WSCC

Project: Land adjacent to Brick Kiln Farm, Bognor Road, Chichester

Drawing Title: Detailed Link Road Plan

Drawing No. 2022/6413/002	Rev. P2
Scale 1:1250	Drawn By DLH, Checked By CMB, A3

Proposed Access drawing

2.6 Ecology

The site is primarily composed of arable fields, with boundary hedgerows and treelines. Other habitats noted within the red line boundary included hardstanding and dry ditches. Brick Kiln Garden Centre and buildings associated with Brick Kiln Farm lay to the north of the site, with further arable fields present to the south. Leythorne Lake and Peckham Lake lay to the west of the site just on the other side of Vinnetrow Road and an active industrial yard is located to the east of the site.

The proposed commercial development is largely centred within the arable fields, and whilst the majority of the linear features are to be retained, some sections are to be removed. The new access roads will involve breaking up the boundary features on the northern and western site boundaries, plus internal linear features.

Compensation for the loss of linear feature sections is recommended, in the form of tree and hedgerow planting within the site. The planting of native tree and shrub species in a dedicated area will also increase overall site diversity and greatly benefit not only bats, but other wildlife in the local area. Tree planting in between and on either side of the newly proposed access roads would provide a link with the existing hedgerows and the newly planted trees, providing 'hop over' points. Large trees on either side of the road would aid in providing an aerial bridge over the road with overhanging branches and thereby reduce the gap over which bats and birds have to cross.

Small areas currently void of hedgerow or treeline features should be planted, improving connectivity across site. It is also recommended that the south

west corner of site is enhanced and dedicated for wildlife in the local area, with mixed grassland/wildflower seed mixes, scrub (including open areas) and scattered trees considered most beneficial.

The scheme should be considered in conjunction with other surrounding proposals in order to determine cumulative impacts on ecological features. The developments within the immediate area surrounding the site involve large-scale works, to make way for mostly industrial, distribution and commercial units.

Since the adjacent developments have already been approved, it is assumed that any potential impacts on ecology have been adequately considered and mitigated for in the proposals. Therefore, it is considered further that the proposals adhere to Policy 49-Biodiversity, by not having any significant adverse cumulative impacts on the local area.

The site does not lie within or adjacent to any designated sites. The site is however, within the Singleton and Cocking Tunnels SAC key conservation area. However, it is considered that if the proposals adhere to the mitigation and compensation measures, plus recommended enhancements, that there will be no significant impacts on barbastelles or Bechstein bats, the qualifying features of Singleton and Cocking Tunnels SAC.

The site also falls within SSSI impact risk zones for Pagham Harbour SPA and Chichester and Langstone Harbour SPA. However, the type of development is not one of those listed that could have a significant adverse impact upon the designated areas.

Hedgerows and treelines on site have potential for commuting and foraging bats. As sections of hedgerows are to be removed as per site plans, further bat activity surveys have been recommended. A sensitive lighting scheme could also be conditioned and enhancements for bats have been recommended.

Birds may use the hedgerows and tree lines across the site to nest within. Any works to trees or hedgerows should therefore avoid the bird nesting season (March – September inclusive) or a nesting bird check by a qualified ecologist will be required.

Whilst no evidence of badgers was identified within or around the site where access was possible, it is considered possible that they use the site for commuting and foraging purposes. As such, precautionary methods of work have been outlined to avoid harming any individuals that may use the site. These methods will also ensure no harm comes to other mammals that may be present on site.

It was considered possible that reptiles may be using the hedgerows, dry ditches and treelines on site for foraging and commuting. The hedgerows and brash pile on site also offer refuge opportunities. Due to the close proximity of reptile records and considering the size of the development plus removal of hedgerow sections, further surveys have been recommended.

Owing to a lack of suitable habitat and/or connectivity, the site is not considered to be constrained by other protected/notable species such as dormice, GCN, barn owls, otters and water voles.

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'Hop-overs' created using trees to guide bats over roads

Feature	Scale of Importance	Mitigation/Compensation Required	Residual Effect
Singleton and Cocking Tunnels SAC 12km key conservation area	International	Avoiding impacts on commuting and foraging bats by retaining the majority of the linear site features. Mitigation in the form of 'hop-over' points where new roads are proposed, sensitive lighting schemes, buffer zones between the development and boundary features as well as additional tree/ scrub planting across site.	To be reviewed after recommended bat activity surveys
Pagham Harbour and Chichester and Langstone Harbour SSSI impact risk zone	National	None required- The type of development is not listed against those which could have a potential impact upon the designated sites.	Not significant
Commuting and foraging bats	Local	Sensitive lighting scheme and the retention, where possible, of most of the trees and hedgerows on site that act as potential foraging and commuting routes. New tree/ scrub planting around the new access roads and in the south west corner of site to enhance the site sites potential.	To be reviewed after recommended bat activity surveys
Badgers and other mammals	Local	Precautionary method of works during construction.	Not Significant
Reptiles	Local	Sensitive clearance of any suitable habitat to be removed such as sections of hedgerow. Enhancements in the form of log piles across site and grassland/ scrub planting in the south west corner of site.	To be reviewed after recommended reptile surveys
Nesting Birds	Local	Mitigating direct harm to nests by removal of any trees or hedgerow habitat outside of nesting bird season or after a check by a suitably qualified ecologist. Compensation in the form of the installation of bird boxes.	Not Significant

Impact Assessment



- Red line boundary
- - - Dry ditch
- Hardstanding tracks
- ● ● Deciduous treeline
- Species poor native hedgerow
- | | | Species poor native hedgerow with trees
- Hard standing
- A Arable fields
- TN1: Brush pile

Habitat map





















Design

3.1 Constraints & Opportunities

The following points are principles that have been informed by the key constraints and opportunities that have been identified for the site, based on the assessment of the site and its context:

- The existing hedgerows and trees are intrinsic to the character of the site and should be retained and enhanced. These landscape features create an opportunity to place development within and create a variety of character areas.
- There is opportunity to provide for on-site Biodiversity enhancement across the site. In particular the south west corner of site can be enhanced and dedicated for wildlife in the local area, with mixed grassland/wildflower seed mixes, scrub and scattered trees.
- A landscape buffer zone to the perimeter of the site would contribute to sense of open countryside and rural character from the native species hedgerow and open skyline. There is an opportunity to extend the orchard habitat to the north-west corner of the site, with surrounding grassland managed to support an orchard wildflower mix.
- There is opportunity to enhance the sense of place and create a new public view of the Chichester Cathedral spire as an integral part of the development.
- The proximity to the A27 and A259 makes the site well-suited to commercial use and there is significant opportunity to ease congestion to the adjacent Bognor Road Roundabout by realigning Vinnetrow Road through the site. The closure of the northern end of Vinnetrow Lane would also facilitate a new pedestrian footway/cycleway to link with existing public footpaths/bridleways and cycleways in the area, including the bridge over the A27 which provides access to the city centre from the site.
- Two planning applications in the immediate vicinity of the site, the Former Fuel Depot and Springfield Lorry Park, have been recently permitted along with local highway improvements, providing an opportunity to extend new access points to the A259 to serve the site.

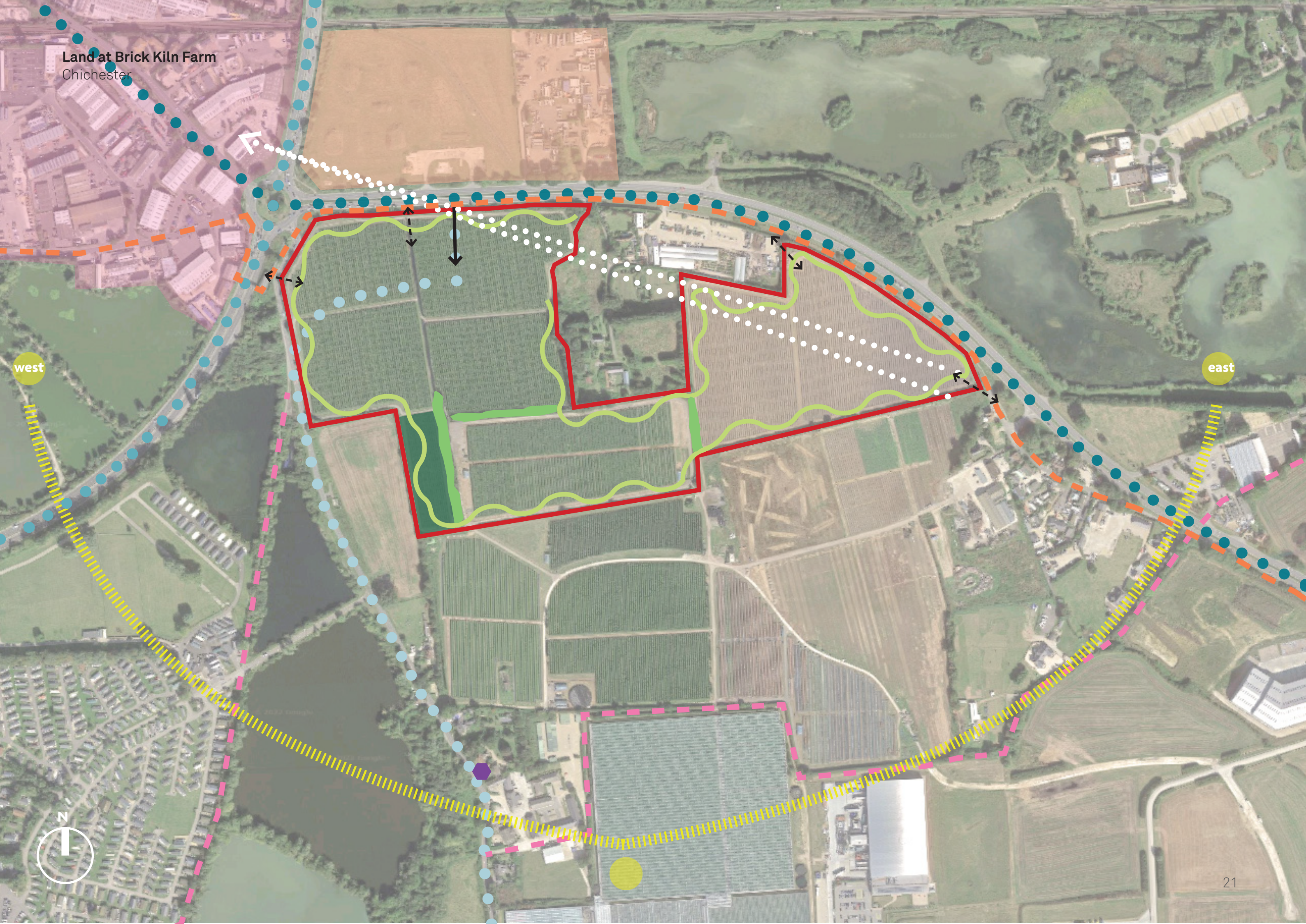
KEY:

Site boundary		Sunpath	
Listed building		Landscape buffer zone to edges	
PRoW/ Bridleway		Wildlife zone to ecologist requirements	
Cycle path		Existing hedgerows on site to retain	
A259		Adjacent permission for commercial units	
A27		Chichester Trade Centre	
Vinnetrow Road realigned through site		Views towards Chichester Cathedral Spire	
Site access			
Potential connection points to existing PRoWs			

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west

east



3.3 Illustrative Masterplan + Concept

The concept for the proposals has been developed with careful understanding of the landscape and wider site context, allowing the development proposals to sit within the existing hedgerow boundaries. This provides shelter to each parcel allowing the potential to develop individual character areas based on use such as retail, office and storage. Approximately 28,270 sqm/304295.75 sqft of commercial space is proposed across a mix of unit sizes. This is based on providing 40% of the developable site area.

The realigned Vinnetrov road and new access onto the A259 will ease congestion to the adjacent Bognor Road Roundabout.

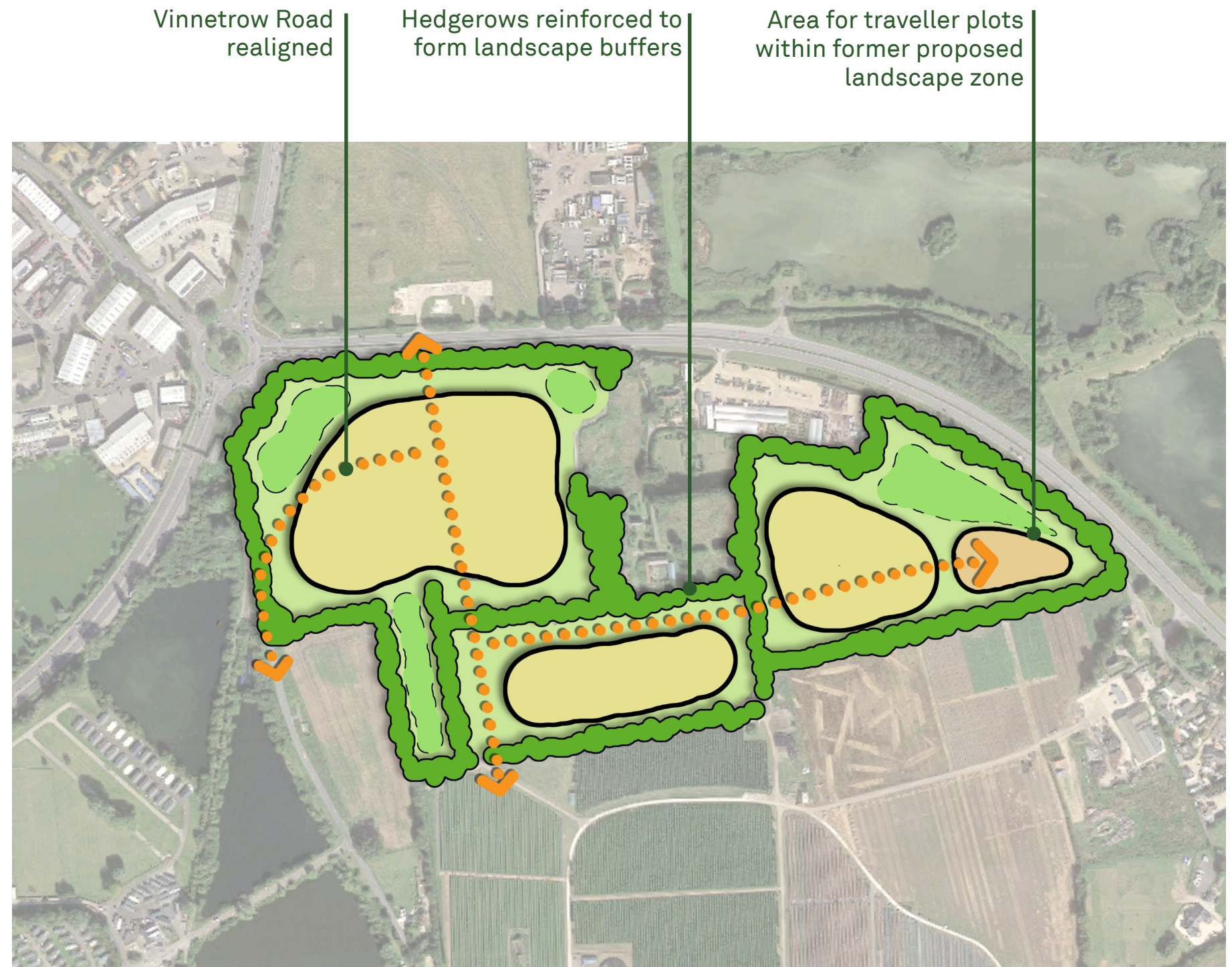
A new public view of the Chichester Cathedral spire would be provided as an integral part of the development. The vista could be extended to the east for cycle and vehicular users at the adjacent point along Bognor Road. This would be an enhancement to sense of place.

The south west corner of site is enhanced and dedicated for wildlife, with mixed grassland/ wildflower seed mixes, scrub and scattered trees.

Tree planting in between and on either side of the newly proposed access roads would provide a link with the existing hedgerows and the newly planted trees, providing 'hop over' points. Large trees on either side of the road would aid in providing an aerial bridge over the road with overhanging branches and thereby reduce the gap over which bats and birds have to cross.

Key

- | | | | |
|---|---|----|--|
| 1 | Mix of commercial units in a range of sizes and uses | 7 | Realigned Vinnetrov Road |
| 2 | New amenity space, views of cathedral spire retained | 8 | Access via A259 |
| 3 | Biodiverse landscape zone to ecologist requirements | 9 | Access to retained agricultural land |
| 4 | Existing hedgerows reinforced to form landscape buffers | 10 | Area for travelling showpersons plots & associated storage |
| 5 | Landscape bridge | ↔ | Potential connectivity to public footpath / cycleway |
| 6 | Hedgerows to new routes | | |



Concept diagram showing the development parcels within the existing hedgerow boundaries

Battle
East Sussex

CHICHEES



3.4 Design

The design objectives are set out below:

- Base on Landscape Evidence
- Reduce amount of hard standing
- Enhance sustainability
- Address key views
- Site specific design
- Place Biodiversity net gain, ecosystem services and green infrastructure first

There is an opportunity to take inspiration from the agricultural context for building form and materiality to provide high quality design and avoid the an ubiquitous design typical of this type of development.

The perception of rooflines and upper facades would be limited by the facing facades being provided with low reflectivity and muted colours.

New hedgerows and tree planting along access routes would provide screening to the units as well as biodiverse habitats.



Precedent examples

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Illustrative View

3.5 Summary

The Vision for Brick Kiln Farm has been prepared in response to Chichester District Council's request for further work to demonstrate the sites suitability to accommodate and deliver an employment led development. This responds to the Council's evidence base that identifies a requirement for a significant quantum employment floorspace to support future population growth in the District.

Background work and Objectives

The key objective of the site is to deliver flexible employment floorspace to meet the projected demand across the Local Plan period (2021 – 2039). This responds to the Council's HEDNA (April 2022), which considers employment requirements against the standard housing method (763 homes for the district and 638 homes for the plan area) generates a population that could potentially support and additional 12,213 jobs.

The floorspace need generated in response is for between 112,000 and 119,500 sq. m of floorspace. The largest percentage of which is warehouse floorspace (59,000 sq.m). There is also a substantial need for office floorspace (39,500 to 47,000 sq., m) while Industrial requires 13,500 sq. m. To deliver this floorspace, approximately 20-21 hectares of employment land would need to be delivered. Brick Kiln is 19.5 hectares and can therefore make significant contribution to this requirement.

Whilst the conclusions of the HEDNA are noted, to achieve the likely requirement for floorspace identified, a greater quantum of land will likely be required, based on likely site area coverage being circa 40% and conclusions of our site assessment. To demonstrate its delivery, the Vision is informed by a

number of key assessments, which include:

- Assessment of type and form of employment floorspace suited for the site and how it could be delivered
- Access Appraisal – this demonstrates a safe means of access and accommodates likely wider highways improvements
- Landscape Visual Appraisal – this has considered the suitability of the site to accommodate development and parameters that must be considered to ensure the wider landscape impact is not harmful
- Ecological appraisal – this considers any ecological constraints for the site and also includes recommendations to secure a 10% biodiversity net gain on site

Design response

In response to the above technical work, the Vision demonstrates that the site could accommodate around 28,000 square metres of employment floor space. This would include a mix of commercial units in a range of sizes and uses, which could include office space, warehousing and industrial uses. This is on the basis that 40% of the site would be covered, with the remainder of the site providing the following:

- Accessible open space and landscaping to retain views in to the City and northwards towards the South Downs National Park
- Retention and enhancement of field boundaries and hedgerows to form landscape buffers
- Realignment of Vinnetrow Road to accommodate wider highway improvements to the A27 / A259 Bognor Road junction
- Service areas and parking
- Pedestrian and cycle links to the adjoining pedestrian and cycle network

Overall conclusion

The Vision document demonstrates the sites suitability to accommodate a mix of commercial uses and floorspace for the Site. The provision of circa 28,000 square metres of employment floorspace could be accommodated, with appropriate servicing and amenity space.

The site is deliverable and available for development purposes. The technical work undertaken also demonstrates that there would not be any highway, ecological or landscape constraints that would limit or prevent development of the site.

